

Appendix A

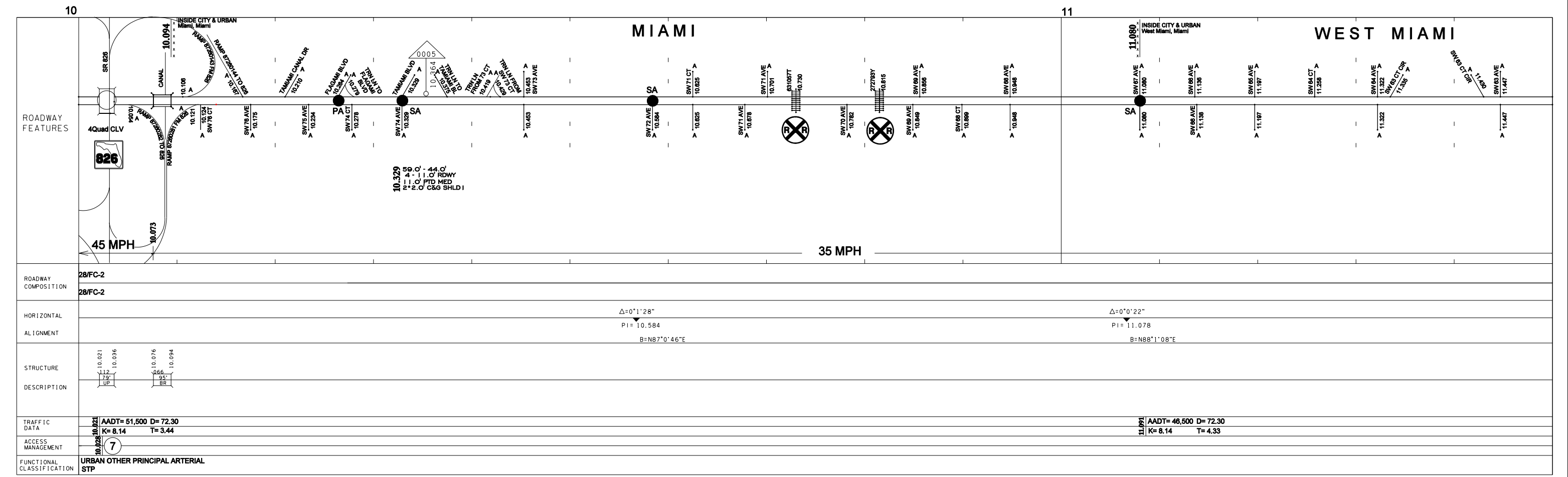
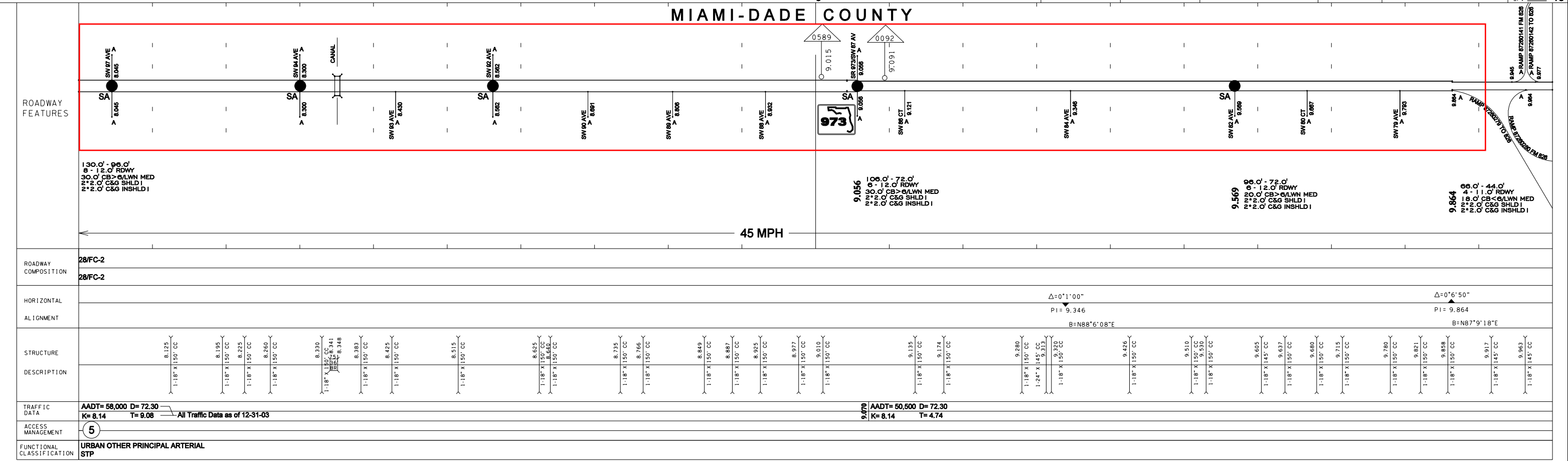
Straight Line Diagrams

A=ASPHALT	5 YR INV	SLD REV	BMP	INTERIM REVISIONS	SLD REV
B=BRICK	03/09/05	03/14/05	8.000	EMP INV	12/18/06
C=CONCRETE	URS	URS		N/A	
O=OTHER					

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

FLORIDA DEPARTMENT OF TRANSPORTATION

INT. OR US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO.
US 41	SR 90	MIAMI-DADE	6	87120000	2
					OF 4



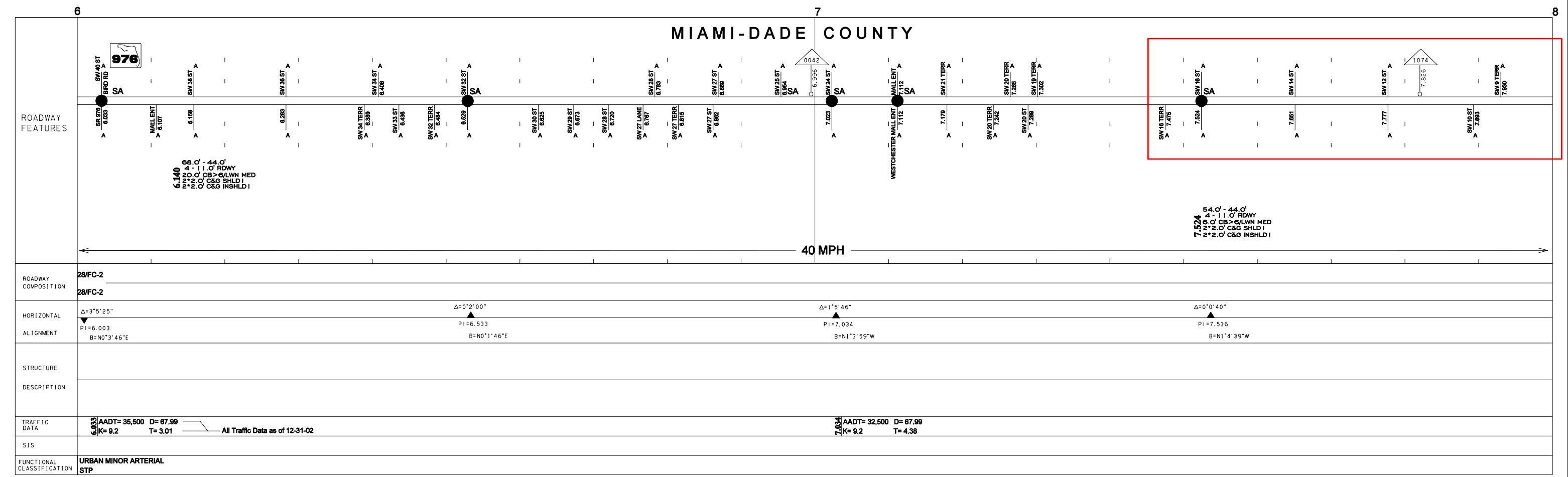
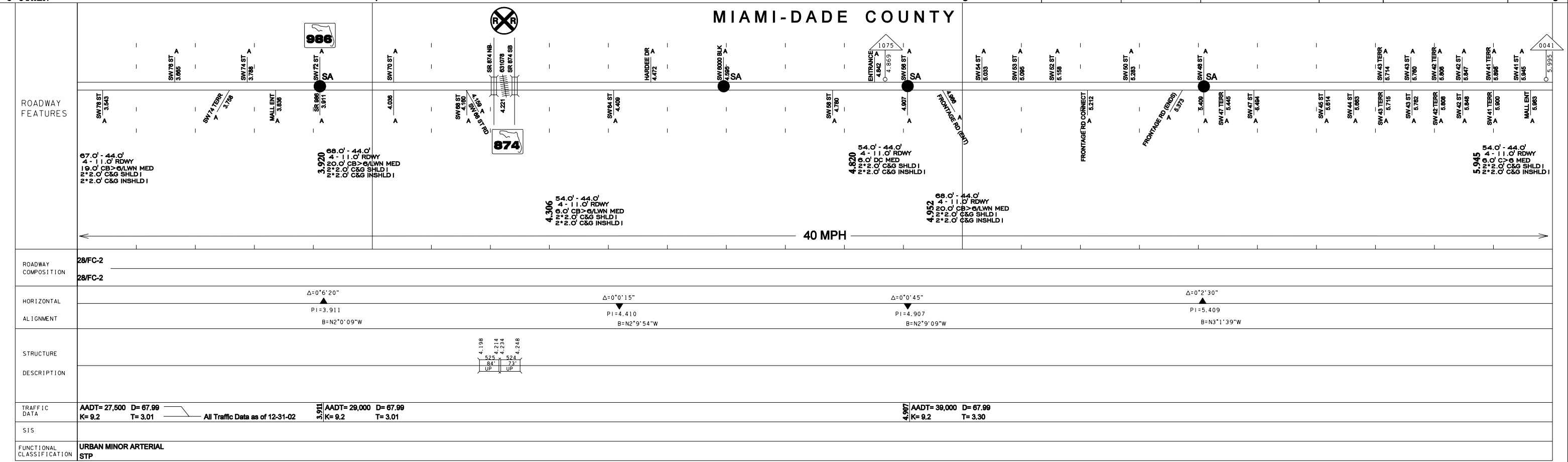
A=ASPHALT
B=BRICK
C=CONCRETE
O=OTHER

DATE	BY	5 YR INV	SLD REV	INTERIM REVISIONS				SLD REV
				EMP	INV	12/03/03	09/01/06	
4/28/03	FRA	FRA	FRA	0.364	2.399	12/03/03	09/01/06	12/04/03
				6.033	7.023	08/21/06		
				3.500	8.000	N/A		11/3/06

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

FLORIDA DEPARTMENT OF TRANSPORTATION

INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO.
	SR 973	MIAMI-DADE	6	87047000	2
					OF 3



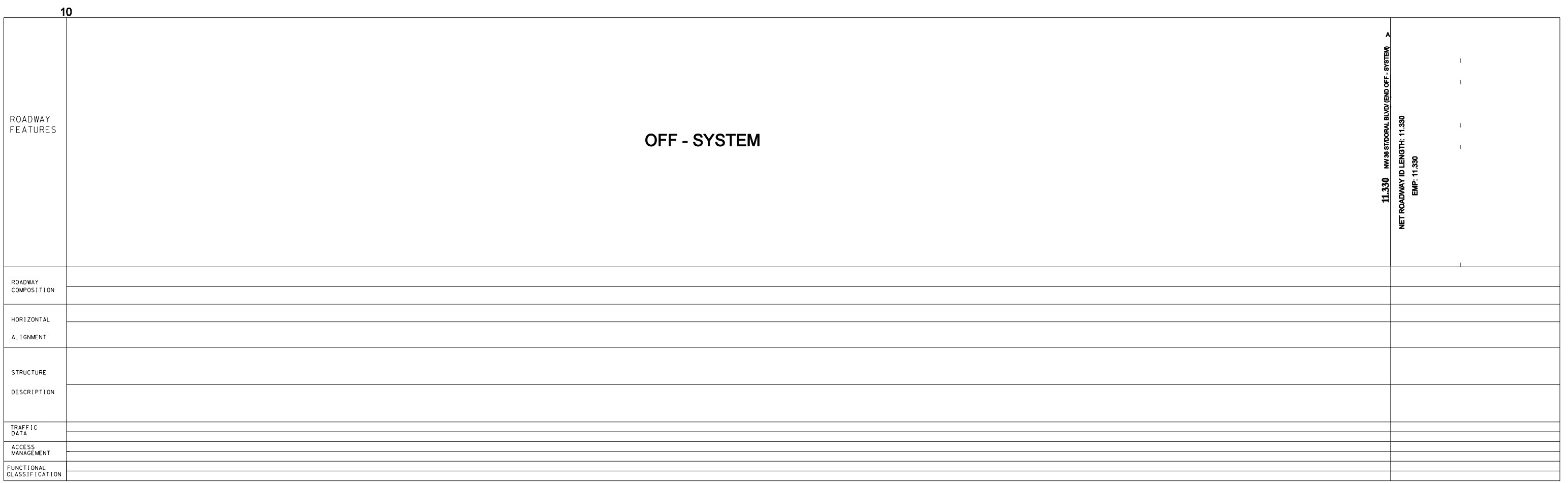
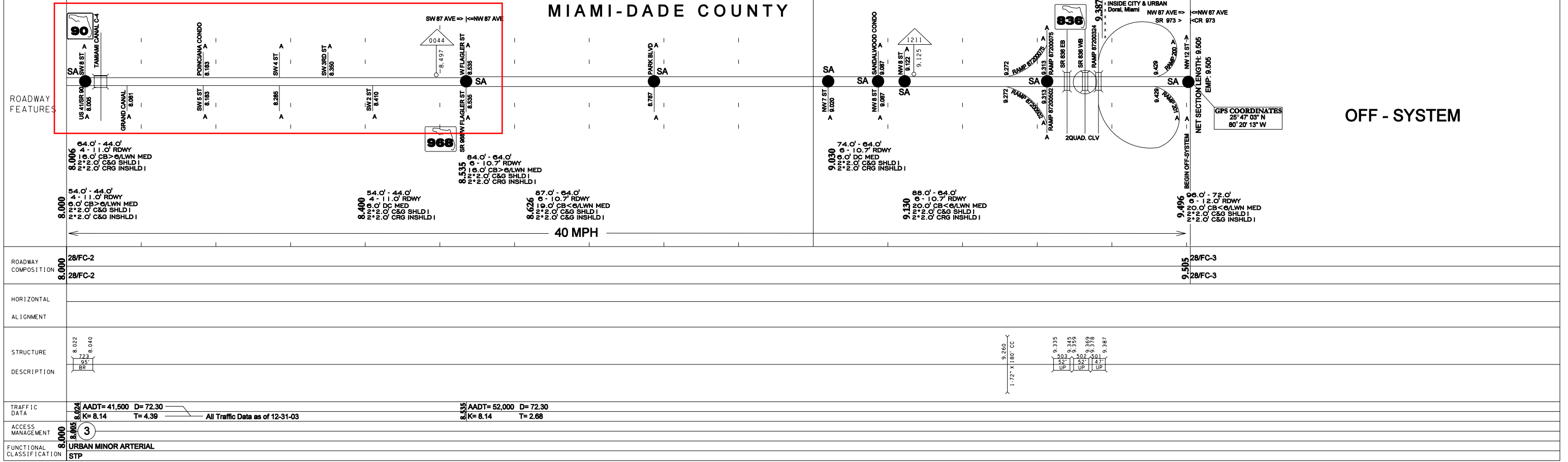
A=ASPHALT	INVENTORIED	REVISED			
B=BRICK	DATE	4/28/03	6/02/03	2/9/05	11/13/06
C=CONCRETE	BY	FRA	FRA	BME	LR105
O=OTHER					

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY
FLORIDA DEPARTMENT OF TRANSPORTATION

INT. OR US ROUTE NO	STATE ROAD NO.	COUNTY	SECTION	SHEET NO.
	SR 973	MIAMI-DADE	87047000	3
				OF 3 10

MIAMI-DADE COUNTY

DISTRICT SIX



Appendix B

Crash Data

**FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY**

SECTION: 87120000 STATE ROUTE: 90
 INTERSECTING ROADWAY: SW 92nd Ave. to SW 82nd Ave. M.P. 8.562 TO 9.569 ENGINEER: Luis Rodriguez
 STUDY PERIOD: FROM 1/ 04 TO 12/ 08 COUNTY: Miami-Dade

Crash Number	No.	Mile Post	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NT	WET / DRY	CONTRIBUTING CAUSE
743441480	1	8.562	1/10/2004	Sat	2000	Angle	0	2	0	Nite	Dry	Improper Turn
721795400	2	8.562	2/25/2004	Wed	1400	Left-Turn	0	2	0	Day	Wet	Failed to Yield R/W
723456690	3	8.562	3/5/2004	Wed	2000	Left-Turn	0	2	0	Nite	Dry	Improper Turn
723456740	4	8.562	3/9/2004	Sat	2000	Left-Turn	0	0	1	Nite	Dry	Improper Turn
720166460	5	8.562	4/5/2004	Thu	1500	Left-Turn	0	0	1	Day	Dry	Unknown
754647810	6	8.562	7/13/2004	Thu	1900	Rear-End	0	1	0	Day	Wet	Careless Driving
723467560	7	8.562	8/2/2004	Sat	2100	Angle	0	2	0	Nite	Wet	Disregarded Traffic Signal
754624120	8	8.562	8/10/2004	Sun	1800	Left-Turn	0	2	0	Nite	Dry	Improper Turn
754606760	9	8.562	8/18/2004	Tue	1500	Sideswipe	0	5	0	Day	Dry	Careless Driving
754897540	10	8.562	9/15/2004	Sat	1900	Rear-End	0	4	0	Nite	Dry	Careless Driving
743125530	11	8.562	9/19/2004	Sat	2100	Rear-End	0	0	1	Nite	Dry	Unknown
755289280	12	8.562	9/23/2004	Sun	2000	Angle	0	0	1	Nite	Dry	Failed to Yield R/W
738746930	13	8.562	10/12/2004	Sat	1600	Angle	0	1	0	Day	Dry	Failed to Yield R/W
754879740	14	8.562	10/16/2004	Mon	1200	Left-Turn	0	2	0	Day	Dry	Improper Turn
754624750	15	8.562	11/18/2004	Wed	1400	Left-Turn	0	4	0	Day	Dry	Improper Turn
754618050	16	8.562	12/4/2004	Tue	1900	Angle	0	0	1	Nite	Dry	Failed to Yield R/W
721724980	17	8.562	12/10/2004	Fri	1900	Angle	0	1	0	Nite	Dry	Failed to Yield R/W
723181530	18	8.562	1/6/2005	Wed	2200	Left-Turn	0	3	0	Nite	Dry	Failed to Yield R/W
744239100	19	8.562	2/17/2005	Thu	1900	Left-Turn	0	2	0	Nite	Dry	Failed to Yield R/W
708695900	20	8.562	3/13/2005	Tue	1500	Left-Turn	0	0	1	Day	Dry	Failed to Yield R/W
723181930	21	8.562	3/13/2005	Sun	1800	Left-Turn	0	5	0	Nite	Dry	Failed to Yield R/W
755178000	22	8.562	3/16/2005	Wed	1300	Angle	0	1	0	Day	Dry	Disregarded Traffic Signal
764493060	23	8.562	5/9/2005	Thu	1800	Angle	0	2	0	Day	Dry	Disregarded Traffic Signal
744562110	24	8.562	8/2/2005	Thu	800	Angle	0	5	0	Day	Dry	Improper Turn
738714770	25	8.562	9/10/2005	Mon	500	Angle	0	1	0	Nite	Dry	Disregarded Traffic Signal
720724710	26	8.562	10/10/2005	Thu	1600	Rear-End	0	0	1	Day	Dry	All Other
743617160	27	8.562	11/13/2005	Wed	1700	Angle	0	2	0	Nite	Dry	Improper Turn
764490240	28	8.562	12/10/2005	Sat	2000	Left-Turn	0	4	0	Nite	Wet	Improper Turn
744231420	29	8.562	12/14/2005	Thu	700	Angle	0	2	0	Day	Dry	Improper Turn
744230400	30	8.562	1/28/2006	Tue	100	All other	0	5	0	Nite	Dry	Improper Turn
744235390	31	8.562	2/14/2006	Sat	1700	Left-Turn	0	2	0	Day	Dry	Unknown
744231800	32	8.562	2/22/2006	Mon	1000	Angle	0	1	0	Day	Dry	Disregarded Traffic Signal
605439470	33	8.562	3/8/2006	Sat	800	Left-Turn	0	3	0	Day	Dry	Failed to Yield R/W
764750290	34	8.562	4/27/2006	Fri	1400	Angle	0	2	0	Day	Dry	Failed to Yield R/W
744115640	35	8.562	4/28/2006	Thu	1500	Left-Turn	0	1	0	Day	Dry	Unknown
755995170	36	8.562	5/18/2006	Thu	900	Sideswipe	0	0	1	Day	Dry	Unknown
769288160	37	8.562	5/18/2006	Sun	1400	Angle	0	2	0	Day	Dry	Improper Turn
769288180	38	8.562	5/23/2006	Sat	900	Angle	0	3	0	Day	Dry	Failed to Yield R/W
769288410	39	8.562	6/26/2006	Wed	600	Angle	0	2	0	Day	Dry	Failed to Yield R/W
769304000	40	8.562	7/13/2006	Wed	2100	Left-Turn	0	2	0	Nite	Dry	Improper Turn
769337220	41	8.562	8/2/2006	Sun	1200	Rear-End	0	4	0	Day	Dry	Failed to Yield R/W
756297500	42	8.562	8/27/2006	Tue	1800	Angle	0	0	1	Day	Dry	Unknown
769378670	43	8.562	9/30/2006	Sat	1700	Sideswipe	0	1	0	Day	Dry	Improper Lane Change
769367850	44	8.562	10/2/2006	Thu	2200	Angle	0	1	0	Nite	Dry	Failed to Yield R/W
769394550	45	8.562	10/23/2006	Sun	600	Head-On	0	0	1	Day	Dry	Failed to Yield R/W
769411050	46	8.562	11/26/2006	Sun	100	Angle	0	2	0	Nite	Dry	Disregarded Traffic Signal
769390900	47	8.562	11/28/2006	Sun	1800	Left-Turn	0	2	0	Nite	Dry	Failed to Yield R/W
769354280	48	8.562	12/11/2006	Tue	600	Left-Turn	0	1	0	Day	Dry	Disregarded Traffic Signal
769354330	49	8.562	12/21/2006	Tue	700	Angle	0	2	0	Day	Dry	Disregarded Traffic Signal
769433610	50	8.562	1/31/2007	Fri	1200	Sideswipe	0	0	1	Day	Dry	Improper Passing
703783090	51	8.562	2/12/2007	Sun	1600	Left-Turn	0	1	0	Day	Dry	Unknown
769396980	52	8.562	4/30/2007	Sat	2100	Right-Turn	0	0	1	Day	Dry	Failed to Yield R/W
769415930	53	8.562	7/5/2007	Fri	2000	Angle	0	0	1	Nite	Wet	Improper Turn
772008250	54	8.562	7/30/2007	Mon	1900	Barrier Wall	0	2	0	Day	Wet	Careless Driving
769471960	55	8.562	9/5/2007	Sun	600	Head-On	1	5	0	Day	Dry	Exceeded Safe Spd LMT
909702380	56	8.562	10/2/2007	Fri	800	Left-Turn	0	0	1	Day	Dry	Unknown
772035100	57	8.562	10/5/2007	Thu	1700	Angle	0	1	0	Day	Dry	Improper Turn
772033240	58	8.562	10/8/2007	Tue	0	Angle	0	0	1	Nite	Dry	All Other
772004870	59	8.562	10/23/2007	Fri	600	Left-Turn	0	0	1	Nite	Dry	Improper Turn
772050270	60	8.562	11/27/2007	Sat	1400	Angle	0	3	0	Day	Dry	Improper Turn
772074060	61	8.562	12/18/2007	Sat	1300	Rear-End	0	3	0	Day	Dry	Careless Driving
772089710	62	8.562	1/20/2008	Mon	1700	Angle	0	2	0	Nite	Dry	Disregarded Traffic Signal
772052190	63	8.562	1/29/2008	Sat	1700	Angle	0	2	0	Day	Dry	Failed to Yield R/W
772088040	64	8.562	2/3/2008	Sat	1900	Angle	0	2	0	Nite	Dry	Improper Turn
772116530	65	8.562	3/29/2008	Sun	1000	Left-Turn	0	0	1	Day	Dry	Improper Turn
772117120	66	8.562	4/29/2008	Sun	800	Angle	0	3	0	Day	Dry	Improper Turn
772105490	67	8.562	5/16/2008	Fri	800	Angle	0	0	1	Day	Dry	Improper Lane Change
772141620	68	8.562	6/14/2008	Mon	1400	Angle	0	2	0	Day	Wet	Disregarded Traffic Signal
772141650	69	8.562	6/27/2008	Mon	1300	Angle	0	4	0	Day	Dry	Disregarded Traffic Signal
772141490	70	8.562	7/19/2008	Tue	1700	Angle	0	1	0	Day	Dry	Disregarded Traffic Signal

SECTION:		8712000		STATE ROUTE:		90						
INTERSECTING ROADWAY:		SW 92nd Ave. to SW 82nd Ave.		M.P.	8.562	TO	9.569	ENGINEER:	Luis Rodriguez			
STUDY PERIOD:		FROM 1/04		TO 12/08		COUNTY:						Miami-Dade
Crash Number	No.	Mile Post	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NT	WET / DRY	CONTRIBUTING CAUSE
772165500	71	8.562	8/7/2008	Sat	1900	Left-Turn	0	3	0	Nite	Dry	Improper Turn
772193280	72	8.562	12/1/2008	Mon	1800	Unknown	0	0	1	Nite	Dry	Failed to Yield R/W
772211500	73	8.562	12/21/2008	Mon	1900	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
744556080	74	8.563	8/26/2005	Fri	1900	Rear-End	0	3	0	Day	Dry	Careless Driving
769311150	75	8.563	5/24/2006	Wed	1600	Rear-End	0	1	0	Day	Dry	Careless Driving
755151550	76	8.564	8/5/2005	Sun	1400	Angle	0	2	0	Day	Wet	Careless Driving
764457860	77	8.564	9/30/2005	Thu	2200	Rear-End	0	1	0	Nite	Wet	Careless Driving
769466800	78	8.566	5/11/2007	Sun	1800	Rear-End	0	2	0	Day	Dry	Careless Driving
772089610	79	8.566	1/13/2008	Wed	1900	Rear-End	0	6	0	Nite	Dry	Careless Driving
769341400	80	8.567	9/12/2006	Fri	600	Sideswipe	0	1	0	Nite	Dry	Unknown
72798010	81	8.568	9/7/2005	Wed	1100	All other	0	3	0	Day	Dry	Careless Driving
769401310	82	8.568	11/27/2006	Sun	1800	Rear-End	0	0	1	Nite	Wet	Careless Driving
772205000	83	8.568	11/30/2008	Fri	300	Rear-End	0	0	1	Nite	Dry	Careless Driving
744563750	84	8.571	4/21/2004	Sat	800	Rear-End	0	0	1	Day	Dry	Careless Driving
723479250	85	8.571	8/27/2004	Mon	1400	Rear-End	0	0	1	Day	Dry	Careless Driving
755155740	86	8.571	6/17/2005	Tue	1200	Rear-End	0	0	1	Day	Dry	Careless Driving
772062470	87	8.577	1/4/2008	Mon	1600	Rear-End	0	0	1	Day	Wet	Careless Driving
754617220	88	8.581	4/24/2004	Mon	2100	Sideswipe	0	1	0	Nite	Dry	Careless Driving
738714590	89	8.581	6/20/2005	Sat	200	Fixed Object Above Road	0	0	1	Nite	Wet	Careless Driving
743619120	90	8.581	11/29/2005	Thu	1700	Barrier Wall	0	2	0	Day	Wet	All Other
743607350	91	8.581	12/22/2005	Tue	1500	Hit Guardrail	0	1	0	Day	Dry	Careless Driving
769396850	92	8.583	2/16/2007	Sat	1900	All other	0	0	1	Nite	Dry	Improper Lane Change
755155490	93	8.59	5/24/2005	Thu	1000	Rear-End	0	0	1	Day	Dry	Careless Driving
720185580	94	8.6	10/28/2007	Tue	0	Hit Sign/Sign Post	0	0	1	Unk	Other	All Other
772100780	95	8.634	3/1/2008	Tue	1900	Rear-End	0	0	1	Nite	Dry	Careless Driving
769472370	96	8.638	7/8/2007	Thu	1200	Rear-End	0	1	0	Day	Dry	Careless Driving
721789110	97	8.657	3/3/2004	Sat	2000	Angle	0	0	1	Nite	Dry	Careless Driving
769354500	98	8.657	4/19/2007	Sat	900	Rear-End	0	1	0	Day	Dry	Careless Driving
772181590	99	8.657	9/29/2008	Thu	1600	Rear-End	0	0	1	Day	Wet	Careless Driving
754872360	100	8.672	3/17/2005	Fri	700	Rear-End	0	1	0	Day	Dry	Careless Driving
743613080	101	8.672	12/27/2005	Sat	1800	Rear-End	0	1	0	Nite	Dry	Careless Driving
769436720	102	8.672	2/22/2007	Tue	1600	Rear-End	0	1	0	Day	Dry	Careless Driving
769480130	103	8.672	6/23/2007	Wed	1800	Tree/Shrubbery	0	1	0	Day	Dry	Careless Driving
772035490	104	8.672	1/5/2008	Tue	100	Angle	0	0	1	Nite	Wet	Careless Driving
764481240	105	8.676	7/1/2005	Tue	500	Tree/Shrubbery	0	0	1	Nite	Dry	Careless Driving
743125660	106	8.691	3/28/2004	Sun	1900	Right-Turn	0	0	1	Nite	Dry	Unknown
764750000	107	8.691	3/10/2006	Thu	800	Angle	0	1	0	Day	Dry	Failed to Yield R/W
769267530	108	8.691	5/8/2006	Fri	1000	Angle	0	1	0	Day	Dry	Careless Driving
769394640	109	8.691	11/1/2006	Sat	700	Rear-End	0	0	1	Day	Dry	Careless Driving
769354310	110	8.691	12/14/2006	Tue	800	Left-Turn	0	1	0	Day	Wet	Improper Turn
772056540	111	8.691	10/31/2007	Sun	600	Tree/Shrubbery	0	1	0	Nite	Wet	Unknown
772055860	112	8.691	1/21/2008	Fri	1400	Left-Turn	0	0	1	Nite	Dry	Improper Turn
772168790	113	8.691	12/9/2008	Fri	800	Left-Turn	0	3	0	Day	Dry	Failed to Yield R/W
772035250	114	8.7	11/8/2007	Mon	1400	Rear-End	0	0	1	Day	Dry	Careless Driving
744582380	115	8.71	2/26/2005	Sat	900	Rear-End	0	1	0	Day	Dry	Improper Lane Change
772164750	116	8.71	10/18/2008	Mon	1100	Rear-End	0	4	0	Day	Dry	Vehicle Modified
723451640	117	8.714	1/2/2005	Sun	1300	Rear-End	0	0	1	Day	Dry	Careless Driving
772117160	118	8.729	5/12/2008	Thu	1200	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
743428370	119	8.749	3/26/2004	Thu	500	Coll w/Animal	0	0	1	Nite	Wet	Careless Driving
772037750	120	8.751	12/8/2007	Fri	1800	Sideswipe	0	0	1	Nite	Dry	All Other
772068880	121	8.751	4/23/2008	Fri	1800	Rear-End	0	0	1	Day	Dry	Careless Driving
772201560	122	8.751	12/1/2008	Sat	1800	All other	0	1	0	Nite	Dry	Failed to Maintain Equipment
755174330	123	8.768	10/20/2004	Fri	800	Sideswipe	0	2	0	Day	Dry	Improper Lane Change
39125130	124	8.778	4/29/2004	Sat	800	Sideswipe	0	0	1	Day	Wet	Improper Lane Change
743431310	125	8.78	5/6/2004	Wed	1600	Rear-End	0	2	0	Day	Dry	Careless Driving
772141580	126	8.786	6/8/2008	Mon	2100	Head-On	0	0	1	Day	Dry	Careless Driving
708664940	127	8.797	1/15/2004	Fri	1000	Barrier Wall	0	1	0	Nite	Dry	Careless Driving
744563740	128	8.801	4/21/2005	Wed	800	Rear-End	0	1	0	Day	Dry	Careless Driving
772197110	129	8.804	12/9/2008	Sun	800	Left-Turn	0	3	0	Day	Dry	Failed to Yield R/W
739516540	130	8.806	3/16/2004	Sat	2300	Angle	0	2	0	Nite	Dry	Failed to Yield R/W
742853770	131	8.806	3/25/2004	Tue	800	Sideswipe	0	0	1	Day	Dry	Unknown
743125540	132	8.806	7/23/2004	Sun	1600	Coll. W/ Pedestrian	0	1	0	Day	Dry	Unknown
54366760	133	8.806	11/24/2004	Thu	800	Left-Turn	0	1	0	Day	Dry	Failed to Yield R/W
764457250	134	8.806	2/16/2005	Sun	2000	Sideswipe	0	0	1	Nite	Dry	Improper Lane Change
708695970	135	8.806	3/20/2005	Fri	2100	Rear-End	0	0	1	Nite	Dry	Careless Driving
744569670	136	8.806	7/26/2005	Sat	800	Left-Turn	0	2	0	Day	Dry	Improper Turn
755185020	137	8.806	8/1/2005	Sat	2300	All other	0	0	1	Nite	Dry	Failed to Yield R/W
707037710	138	8.806	4/25/2006	Tue	1000	Tree/Shrubbery	0	0	1	Day	Dry	Unknown
769307270	139	8.806	9/15/2006	Wed	2300	Hit Sign/Sign Post	0	1	0	Nite	Dry	Careless Driving
769354180	140	8.806	9/28/2006	Mon	700	Angle	0	3	0	Day	Dry	Improper Turn
769365870	141	8.806	10/16/2006	Wed	1400	Angle	0	0	1	Day	Dry	Disregarded Traffic Signal
769272560	142	8.806	1/29/2007	Wed	800	Angle	0	1	0	Day	Dry	Careless Driving
769470700	143	8.806	5/19/2007	Sat	1900	Angle	0	2	0	Day	Dry	Careless Driving
769480050	144	8.806	5/22/2007	Sat	1700	Left-Turn	0	3	0	Day	Dry	Failed to Yield R/W

SECTION:		8712000		STATE ROUTE:		90						
INTERSECTING ROADWAY:		SW 92nd Ave. to SW 82nd Ave.		M.P.	8.562	TO	9.569	ENGINEER:	Luis Rodriguez			
STUDY PERIOD:		FROM 1/04		TO 12/08				COUNTY:	Miami-Dade			
Crash Number	No.	Mile Post	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NT	WET / DRY	CONTRIBUTING CAUSE
769454820	145	8.806	5/25/2007	Tue	800	Angle	0	0	1	Day	Dry	Improper Turn
703770500	146	8.806	8/7/2007	Fri	800	Backed Into	0	0	1	Day	Dry	Unknown
772050120	147	8.806	11/1/2007	Mon	1600	Rear-End	0	2	0	Day	Wet	Careless Driving
772087560	148	8.806	1/9/2008	Tue	1900	Rear-End	0	1	0	Nite	Dry	Careless Driving
772138610	149	8.806	6/3/2008	Wed	800	Rear-End	0	0	1	Day	Dry	Careless Driving
909880490	150	8.806	8/27/2008	Mon	1100	Right-Turn	0	0	1	Day	Dry	Careless Driving
909718810	151	8.806	11/26/2008	Fri	700	Left-Turn	0	0	1	Day	Dry	Failed to Yield R/W
723451990	152	8.808	2/2/2005	Tue	800	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
739506860	153	8.815	2/16/2004	Sun	1500	Sideswipe	0	2	0	Day	Dry	Improper Lane Change
755194330	154	8.856	1/7/2005	Sun	1400	Rear-End	0	2	0	Day	Dry	Careless Driving
743438060	155	8.856	12/4/2005	Sat	1800	Angle	1	3	0	Nite	Dry	Exceeded Stated Safe Spd LMT
605439450	156	8.88	2/25/2006	Sun	600	Sideswipe	0	3	0	Day	Wet	Careless Driving
769374130	157	8.894	10/19/2006	Mon	1500	All other	0	1	0	Day	Dry	Improper Lane Change
772117740	158	8.901	5/17/2008	Sun	1400	Unknown	0	0	1	Day	Dry	Improper Lane Change
754648330	159	8.904	8/25/2004	Fri	2100	Overtuned	0	1	0	Nite	Dry	All Other
744211230	160	8.904	9/1/2005	Fri	1500	Angle	0	0	1	Day	Dry	Unknown
769394720	161	8.913	11/9/2006	Fri	700	Angle	0	0	1	Day	Dry	Careless Driving
769452830	162	8.923	4/2/2007	Sat	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
745654570	163	8.923	7/22/2008	Wed	1100	Rear-End	0	1	0	Day	Dry	All Other
772054570	164	8.928	11/1/2007	Fri	700	Left-Turn	0	5	0	Day	Dry	Failed to Yield R/W
723450450	165	8.93	5/20/2004	Sun	900	Left-Turn	0	1	0	Day	Dry	Failed to Yield R/W
723176610	166	8.932	1/7/2004	Sat	1300	Angle	0	1	0	Day	Dry	Improper Turn
704827450	167	8.932	1/29/2004	Fri	1500	Angle	0	0	1	Day	Dry	Improper Turn
721780720	168	8.932	2/24/2004	Fri	1000	Left-Turn	0	3	0	Day	Dry	Failed to Yield R/W
754648340	169	8.932	8/27/2004	Thu	1300	Left-Turn	0	0	1	Day	Dry	Improper Turn
754648350	170	8.932	8/27/2004	Mon	1500	Right-Turn	0	0	1	Day	Dry	Improper Turn
55001460	171	8.932	9/28/2004	Wed	700	Left-Turn	0	1	0	Day	Dry	Failed to Yield R/W
738703530	172	8.932	11/3/2004	Fri	700	Angle	0	2	0	Day	Dry	Improper Turn
54077130	173	8.932	11/4/2004	Sat	1300	Angle	0	1	0	Day	Dry	Improper Turn
755194380	174	8.932	1/11/2005	Fri	1800	Left-Turn	0	2	0	Nite	Dry	Improper Turn
708695470	175	8.932	2/8/2005	Mon	1500	Left-Turn	0	3	0	Day	Dry	Improper Turn
744582450	176	8.932	3/8/2005	Wed	700	Angle	0	0	1	Day	Dry	Improper Turn
755274330	177	8.932	3/8/2005	Fri	1400	Left-Turn	0	3	0	Day	Dry	Failed to Yield R/W
755154980	178	8.932	3/30/2005	Fri	600	Left-Turn	0	0	1	Day	Dry	Failed to Yield R/W
744236210	179	8.932	4/4/2005	Sat	1500	Left-Turn	0	4	0	Day	Dry	Improper Turn
54319580	180	8.932	5/18/2005	Wed	600	Angle	0	0	1	Day	Dry	Failed to Yield R/W
54319600	181	8.932	5/20/2005	Tue	700	Angle	0	0	1	Day	Dry	Failed to Yield R/W
764458630	182	8.932	7/13/2005	Sat	800	Left-Turn	0	3	0	Day	Dry	Failed to Yield R/W
744562090	183	8.932	8/1/2005	Mon	700	Angle	0	1	0	Day	Dry	Improper Turn
754615500	184	8.932	8/9/2005	Wed	1500	Angle	0	3	0	Day	Dry	Failed to Yield R/W
744211480	185	8.932	9/7/2005	Wed	1500	Angle	0	2	0	Day	Dry	Improper Turn
721789480	186	8.932	11/1/2005	Tue	800	Left-Turn	0	0	1	Nite	Wet	Failed to Yield R/W
743630760	187	8.932	11/1/2005	Mon	1600	Angle	0	2	0	Day	Dry	Improper Turn
756246110	188	8.932	11/10/2005	Sun	1900	Angle	0	2	0	Nite	Dry	Disregarded Stop Sign
743613030	189	8.932	12/16/2005	Mon	1400	Angle	0	0	1	Day	Dry	Failed to Yield R/W
744215760	190	8.932	1/30/2006	Wed	900	Angle	0	1	0	Day	Wet	Failed to Yield R/W
744231740	191	8.932	2/8/2006	Tue	900	Angle	0	4	0	Day	Dry	Improper Turn
744216000	192	8.932	3/6/2006	Tue	900	Angle	0	2	0	Day	Dry	Failed to Yield R/W
769298740	193	8.932	6/28/2006	Wed	800	Angle	0	2	0	Day	Dry	Improper Turn
769302410	194	8.932	12/7/2006	Sat	900	All other	0	2	0	Day	Dry	Unknown
769461050	195	8.932	3/24/2007	Sat	800	Rear-End	0	0	1	Day	Dry	Vehicle Modified
772022480	196	8.932	10/10/2007	Wed	1600	Angle	0	3	0	Day	Wet	Failed to Yield R/W
769264970	197	8.932	11/8/2007	Thu	800	Angle	0	0	1	Day	Dry	Improper Turn
772055190	198	8.932	12/6/2007	Wed	800	Angle	0	0	1	Day	Dry	Disregarded Stop Sign
772062620	199	8.932	1/19/2008	Thu	300	Exed Object Above Roa	0	0	1	Nite	Dry	Careless Driving
772117850	200	8.932	7/3/2008	Mon	1000	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
772162690	201	8.932	8/22/2008	Mon	700	Angle	0	2	0	Day	Dry	Failed to Yield R/W
772176670	202	8.932	10/1/2008	Sun	1600	Angle	0	0	1	Day	Dry	Failed to Yield R/W
772177980	203	8.932	10/30/2008	Sat	1600	Left-Turn	0	0	1	Day	Dry	Failed to Yield R/W
772052340	204	8.932	11/6/2008	Wed	1200	Angle	0	0	1	Day	Dry	Improper Turn
772182700	205	8.932	11/14/2008	Fri	1700	Left-Turn	0	2	0	Nite	Dry	Failed to Yield R/W
772193230	206	8.932	11/25/2008	Sat	1400	Angle	0	0	1	Day	Dry	Disregarded Stop Sign
769352990	207	8.933	9/5/2006	Thu	1900	Rear-End	0	2	0	Day	Wet	Improper Lane Change
755268010	208	8.934	4/30/2004	Thu	1400	Rear-End	0	0	1	Day	Dry	Careless Driving
769267630	209	8.938	5/18/2006	Wed	1200	Rear-End	0	0	1	Day	Dry	Careless Driving
772177930	210	8.941	10/24/2008	Thu	1500	Rear-End	0	0	1	Day	Wet	Careless Driving
86991880	211	8.951	3/16/2006	Thu	800	Rear-End	0	0	1	Day	Dry	Careless Driving
743405390	212	8.956	4/5/2004	Wed	100	All other	0	0	1	Nite	Dry	Improper Turn
52979820	213	8.956	10/13/2004	Mon	800	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
764468530	214	8.956	11/5/2005	Thu	1300	Rear-End	0	1	0	Day	Dry	Careless Driving
744807730	215	8.956	1/30/2006	Sat	1800	Sideswipe	0	3	0	Nite	Dry	Improper Lane Change
769443260	216	8.956	3/7/2007	Sat	1800	Rear-End	0	3	0	Nite	Dry	Careless Driving
769443390	217	8.956	3/21/2007	Tue	1800	Rear-End	0	2	0	Day	Dry	Careless Driving
772087020	218	8.956	1/7/2008	Fri	1500	Rear-End	0	2	0	Day	Dry	Careless Driving

SECTION:		8712000		STATE ROUTE:		90						
INTERSECTING ROADWAY:		SW 92nd Ave. to SW 82nd Ave.		M.P.	8.562	TO	9.569	ENGINEER:	Luis Rodriguez			
STUDY PERIOD:		FROM 1/04		TO 12/08		COUNTY:						Miami-Dade
Crash Number	No.	Mile Post	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NT	WET / DRY	CONTRIBUTING CAUSE
772149010	219	8.956	6/20/2008	Fri	1900	Rear-End	0	2	0	Day	Wet	Careless Driving
772183400	220	8.956	12/6/2008	Wed	1600	Sideswipe	0	2	0	Nite	Dry	All Other
754644500	221	8.961	5/31/2005	Fri	1500	Rear-End	0	0	1	Day	Dry	Careless Driving
750929020	222	8.961	9/6/2005	Thu	2100	Rear-End	0	2	0	Day	Dry	Careless Driving
772070830	223	8.961	2/22/2008	Mon	1200	Unknown	0	0	1	Day	Dry	Improper Turn
755177680	224	8.98	1/28/2005	Mon	1200	Rear-End	0	1	0	Day	Wet	Careless Driving
769361810	225	8.999	10/3/2006	Fri	800	Rear-End	0	2	0	Day	Dry	Careless Driving
723450670	226	9.009	7/13/2004	Thu	1000	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
738731860	227	9.018	3/9/2005	Wed	1700	Rear-End	0	1	0	Day	Wet	Careless Driving
772041870	228	9.018	11/27/2007	Thu	1200	Coll. W/ Pedestrian	0	1	0	Day	Dry	Failed to Yield R/W
772085860	229	9.018	3/4/2008	Fri	1300	Rear-End	0	0	1	Day	Dry	Careless Driving
772169900	230	9.018	10/4/2008	Fri	1100	Sideswipe	0	0	1	Day	Wet	Improper Lane Change
772166270	231	9.018	11/26/2008	Wed	900	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
772102670	232	9.021	3/15/2008	Sat	1500	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
772141500	233	9.026	5/24/2008	Fri	1700	Rear-End	0	1	0	Day	Dry	Careless Driving
744565330	234	9.027	5/6/2005	Wed	1800	Rear-End	0	3	0	Day	Dry	Followed too Closely
772102630	235	9.032	3/8/2008	Sun	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
755276120	236	9.037	4/6/2004	Thu	1600	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
723150520	237	9.037	1/24/2005	Wed	1600	Rear-End	0	2	0	Day	Dry	Careless Driving
744544080	238	9.037	1/27/2005	Tue	1000	Rear-End	0	0	1	Day	Dry	Careless Driving
755154500	239	9.037	5/14/2005	Sat	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
764499180	240	9.037	6/14/2005	Fri	2000	Rear-End	0	2	0	Nite	Dry	Careless Driving
755184970	241	9.037	7/27/2005	Sun	0	Rear-End	0	0	1	Nite	Dry	Careless Driving
743643230	242	9.037	8/24/2005	Mon	100	Rear-End	0	0	1	Nite	Dry	All Other
769471520	243	9.037	4/20/2007	Mon	1100	Sideswipe	0	1	0	Day	Dry	Improper Lane Change
769454890	244	9.037	6/8/2007	Sun	1000	Coll w/Bicycle	0	1	0	Day	Dry	Careless Driving
772035470	245	9.037	12/26/2007	Wed	2000	Rear-End	0	2	0	Nite	Dry	Unknown
772075620	246	9.037	2/8/2008	Sun	1500	Rear-End	0	0	1	Day	Wet	Careless Driving
772117380	247	9.037	7/6/2008	Mon	1200	Rear-End	0	1	0	Day	Dry	Careless Driving
772177940	248	9.04	10/24/2008	Sat	1800	Left-Turn	0	4	0	Day	Wet	Failed to Yield R/W
754859940	249	9.045	11/24/2004	Tue	1000	Rear-End	0	1	0	Day	Dry	Careless Driving
755276150	250	9.047	6/18/2004	Tue	1600	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
755183550	251	9.047	10/10/2004	Thu	1900	Rear-End	0	0	1	Nite	Dry	Careless Driving
744560100	252	9.047	1/12/2005	Tue	1800	Rear-End	0	0	1	Nite	Dry	Careless Driving
769430310	253	9.047	2/9/2007	Sat	200	Rear-End	0	0	1	Day	Dry	Careless Driving
769443820	254	9.047	3/12/2007	Wed	1500	Rear-End	0	1	0	Day	Dry	Careless Driving
769265000	255	9.047	11/16/2007	Tue	1000	Rear-End	0	0	1	Day	Dry	Careless Driving
772171840	256	9.047	9/26/2008	Fri	1200	Rear-End	0	0	1	Day	Dry	Careless Driving
739043810	257	9.048	5/13/2004	Sat	2300	Rear-End	0	2	0	Nite	Dry	Careless Driving
755193860	258	9.048	6/13/2005	Wed	1100	Rear-End	0	0	1	Day	Dry	Careless Driving
755177890	259	9.05	2/28/2005	Fri	1000	Rear-End	0	1	0	Day	Dry	Careless Driving
769411110	260	9.05	12/2/2006	Tue	0	Rear-End	0	0	1	Nite	Dry	Careless Driving
772126130	261	9.05	5/31/2008	Mon	1100	Rear-End	0	0	1	Day	Dry	Careless Driving
772182010	262	9.05	9/25/2008	Tue	2100	Rear-End	0	0	1	Nite	Dry	Careless Driving
755173800	263	9.051	12/29/2004	Mon	1500	Rear-End	0	0	1	Day	Dry	Careless Driving
754872870	264	9.051	6/13/2005	Tue	800	Angle	0	1	0	Day	Dry	Improper Lane Change
743610380	265	9.051	1/31/2006	Wed	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
772068060	266	9.051	2/17/2008	Wed	500	Angle	0	0	1	Nite	Dry	Careless Driving
754617300	267	9.052	10/5/2004	Sun	100	Sideswipe	0	0	1	Nite	Dry	Improper Lane Change
755194430	268	9.052	1/18/2005	Thu	1300	Coll. W/ Pedestrian	0	2	0	Day	Dry	Unknown
769453680	269	9.052	5/5/2007	Tue	700	Rear-End	0	0	1	Day	Dry	Improper Lane Change
772109250	270	9.052	7/29/2008	Sat	1300	Rear-End	0	0	1	Day	Dry	Careless Driving
738626310	271	9.053	10/22/2005	Thu	1800	Rear-End	0	0	1	Nite	Dry	Unknown
723450090	272	9.054	1/17/2004	Sat	1300	Left-Turn	0	3	0	Day	Dry	Failed to Yield R/W
55391510	273	9.054	8/16/2004	Fri	1000	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
54073330	274	9.054	11/22/2004	Thu	1000	Rear-End	0	0	1	Day	Dry	Careless Driving
723452170	275	9.054	2/18/2005	Thu	1300	Right-Turn	0	1	0	Day	Dry	Careless Driving
764476600	276	9.054	2/7/2006	Sun	2100	Rear-End	0	5	0	Nite	Dry	Careless Driving
772000890	277	9.054	7/30/2007	Sun	1900	Rear-End	0	0	1	Day	Dry	Careless Driving
772004910	278	9.054	11/2/2007	Wed	800	Rear-End	0	1	0	Day	Dry	Careless Driving
772088120	279	9.054	3/4/2008	Mon	1200	Rear-End	0	1	0	Day	Dry	Careless Driving
772125300	280	9.054	7/30/2008	Tue	1000	Rear-End	0	3	0	Day	Dry	Careless Driving
755266520	281	9.055	5/26/2004	Sat	1800	Rear-End	0	3	0	Day	Dry	Careless Driving
739505140	282	9.056	1/20/2004	Mon	1200	w/ MV on Other Road	0	3	0	Day	Dry	Disregarded Traffic Signal
43433800	283	9.056	3/23/2004	Sun	900	Rear-End	0	1	0	Day	Dry	Careless Driving
723457110	284	9.056	4/21/2004	Sat	2000	Left-Turn	0	0	1	Nite	Dry	Improper Turn
738703130	285	9.056	6/17/2004	Wed	800	Angle	0	0	1	Day	Dry	Disregarded Traffic Signal
754647090	286	9.056	6/20/2004	Sat	1300	Rear-End	0	2	0	Day	Dry	Careless Driving
738746580	287	9.056	7/23/2004	Tue	2200	Left-Turn	0	1	0	Nite	Dry	Failed to Yield R/W
742007200	288	9.056	8/19/2004	Wed	2000	Rear-End	0	0	1	Nite	Dry	Careless Driving
739505310	289	9.056	11/3/2004	Wed	1100	Angle	0	0	1	Day	Dry	Improper Lane Change
708695780	290	9.056	3/2/2005	Thu	1400	Rear-End	0	1	0	Day	Dry	Careless Driving
754625390	291	9.056	3/3/2005	Fri	400	Angle	0	4	0	Nite	Dry	Unknown
65617070	292	9.056	7/4/2005	Thu	700	Rear-End	0	2	0	Day	Dry	Careless Driving

SECTION:		8712000		STATE ROUTE:		90						
INTERSECTING ROADWAY:		SW 92nd Ave. to SW 82nd Ave.		M.P.	8.562	TO	9.569	ENGINEER:	Luis Rodriguez			
STUDY PERIOD:		FROM 1/ 04		TO 12/ 08		COUNTY:						Miami-Dade
Crash Number	No.	Mile Post	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NT	WET / DRY	CONTRIBUTING CAUSE
764499480	293	9.056	7/29/2005	Thu	1400	All other	0	0	1	Day	Dry	Disregarded Traffic Signal
764468550	294	9.056	11/10/2005	Tue	1300	Angle	0	3	0	Day	Dry	Improper Turn
764469950	295	9.056	11/13/2005	Mon	1700	Angle	0	0	1	Day	Dry	Improper Turn
743619460	296	9.056	1/11/2006	Thu	1500	Angle	0	0	1	Day	Dry	Failed to Yield R/W
769311140	297	9.056	5/24/2006	Wed	1600	Angle	0	1	0	Day	Dry	Failed to Yield R/W
769274770	298	9.056	6/19/2006	Sun	1400	Head-On	0	1	0	Day	Dry	Careless Driving
769332000	299	9.056	7/8/2006	Sat	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
769258670	300	9.056	7/10/2006	Mon	400	Rear-End	0	0	1	Nite	Dry	Careless Driving
769356590	301	9.056	7/20/2006	Mon	1200	Angle	0	3	0	Day	Dry	Failed to Yield R/W
769295690	302	9.056	7/21/2006	Sun	0	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
769401440	303	9.056	12/13/2006	Tue	1900	Angle	0	0	1	Nite	Dry	Failed to Yield R/W
769417980	304	9.056	1/17/2007	Mon	900	Angle	0	0	1	Day	Dry	Failed to Yield R/W
769259800	305	9.056	3/21/2007	Thu	300	Angle	0	0	1	Day	Wet	Disregarded Traffic Signal
769470860	306	9.056	6/15/2007	Wed	1400	Angle	0	0	1	Day	Dry	Failed to Yield R/W
769486800	307	9.056	7/23/2007	Mon	200	All other	0	0	1	Nite	Dry	All Other
772041150	308	9.056	10/10/2007	Mon	1200	Rear-End	0	3	0	Day	Dry	Careless Driving
772059040	309	9.056	10/28/2007	Thu	300	Unknown	0	0	1	Nite	Wet	Unknown
772060890	310	9.056	1/12/2008	Mon	100	Sideswipe	0	0	1	Nite	Dry	Improper Turn
772055850	311	9.056	1/25/2008	Wed	2000	Rear-End	0	2	0	Day	Dry	Careless Driving
772055840	312	9.056	2/10/2008	Tue	1400	Rear-End	0	1	0	Day	Dry	Careless Driving
772112650	313	9.056	4/15/2008	Fri	500	Coll w/Utility Pole	0	0	1	Nite	Dry	Careless Driving
772117080	314	9.056	4/18/2008	Mon	700	Angle	0	1	0	Day	Dry	Careless Driving
772142810	315	9.056	7/31/2008	Tue	1300	Angle	0	0	1	Day	Dry	Improper Lane Change
772165130	316	9.056	9/8/2008	Tue	1800	All other	0	0	1	Day	Dry	All Other
772174600	317	9.056	9/21/2008	Tue	2000	Left-Turn	0	1	0	Nite	Dry	Improper Turn
772172690	318	9.056	10/6/2008	Sun	0	Sideswipe	0	0	1	Nite	Wet	Unknown
772174740	319	9.056	10/27/2008	Tue	1600	Left-Turn	0	1	0	Day	Dry	All Other
772162990	320	9.056	10/28/2008	Sun	800	Rear-End	0	3	0	Day	Dry	Careless Driving
772195500	321	9.056	11/1/2008	Sat	700	Rear-End	0	1	0	Day	Dry	Careless Driving
772182330	322	9.056	11/3/2008	Tue	200	Angle	0	1	0	Nite	Dry	Disregarded Traffic Signal
772195740	323	9.056	12/1/2008	Fri	1100	Rear-End	0	0	1	Day	Wet	Careless Driving
772068180	324	9.056	12/25/2008	Sat	700	Angle	0	0	1	Day	Wet	Unknown
769348250	325	9.057	7/23/2006	Fri	100	Rear-End	0	0	1	Nite	Dry	Careless Driving
772191260	326	9.057	11/22/2008	Sat	2000	Angle	0	0	1	Nite	Dry	Improper Lane Change
723450900	327	9.058	9/16/2004	Thu	900	Left-Turn	0	0	1	Day	Dry	Improper Lane Change
743630730	328	9.058	10/26/2005	Mon	1800	Sideswipe	0	5	0	Day	Dry	Improper Lane Change
769276410	329	9.058	7/11/2006	Sun	800	Angle	0	2	0	Day	Dry	Careless Driving
909738420	330	9.058	4/15/2008	Fri	600	Coll. W/ Pedestrian	0	1	0	Nite	Dry	All Other
723189400	331	9.059	4/25/2005	Wed	800	Right-Turn	0	0	1	Day	Dry	Failed to Yield R/W
769477010	332	9.059	5/2/2007	Fri	1100	Left-Turn	0	3	0	Day	Dry	Unknown
743405400	333	9.06	5/28/2004	Fri	700	Rear-End	0	0	1	Day	Dry	Careless Driving
755174770	334	9.06	12/9/2004	Fri	600	Rear-End	0	2	0	Day	Dry	Careless Driving
744578580	335	9.06	12/26/2004	Sun	1500	Rear-End	0	3	0	Day	Dry	Careless Driving
764457780	336	9.06	9/22/2005	Tue	0	Rear-End	0	0	1	Nite	Dry	Careless Driving
769358150	337	9.06	8/1/2006	Wed	1600	Rear-End	0	1	0	Day	Dry	Careless Driving
772018720	338	9.06	10/10/2007	Mon	1800	Rear-End	0	0	1	Day	Dry	Careless Driving
744211250	339	9.061	9/1/2005	Sun	2100	Rear-End	0	0	1	Nite	Dry	Careless Driving
744806940	340	9.061	10/20/2005	Wed	2200	Rear-End	0	1	0	Nite	Dry	Careless Driving
769463660	341	9.061	4/5/2007	Fri	100	Rear-End	0	0	1	Nite	Dry	Careless Driving
764488730	342	9.064	8/20/2005	Fri	1900	Rear-End	0	2	0	Day	Dry	Improper Lane Change
769283850	343	9.064	6/14/2006	Fri	2200	Rear-End	0	0	1	Nite	Dry	Careless Driving
769378660	344	9.064	9/23/2006	Sat	1800	Rear-End	0	2	0	Day	Dry	Careless Driving
723456910	345	9.065	3/21/2004	Mon	1500	Overtuned	0	2	0	Day	Dry	Careless Driving
755174220	346	9.065	10/5/2004	Tue	1200	Rear-End	0	1	0	Day	Dry	Careless Driving
764457320	347	9.065	3/22/2005	Thu	1700	Rear-End	0	2	0	Day	Dry	Careless Driving
754644520	348	9.065	6/1/2005	Fri	1900	Rear-End	0	0	1	Day	Dry	Careless Driving
755155920	349	9.065	7/5/2005	Tue	1000	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
769343980	350	9.065	7/11/2006	Sun	1000	Rear-End	0	0	1	Day	Dry	Careless Driving
769378640	351	9.065	9/23/2006	Sat	1300	Rear-End	0	1	0	Day	Dry	Careless Driving
769378650	352	9.065	9/23/2006	Sun	1300	Rear-End	0	1	0	Day	Dry	Careless Driving
769458660	353	9.065	3/29/2007	Wed	1800	Rear-End	0	0	1	Nite	Dry	Careless Driving
772083090	354	9.065	1/11/2008	Thu	1400	Rear-End	0	1	0	Day	Dry	Careless Driving
772164070	355	9.065	8/21/2008	Mon	800	Rear-End	0	1	0	Day	Wet	Careless Driving
704638820	356	9.069	2/8/2004	Thu	1900	Angle	0	2	0	Nite	Dry	Improper Turn
772187220	357	9.069	12/29/2008	Tue	1800	Rear-End	0	2	0	Nite	Dry	Careless Driving
723451490	358	9.07	12/1/2004	Thu	1300	Angle	0	0	1	Day	Dry	Improper Lane Change
772030230	359	9.07	10/30/2007	Sat	1400	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
721789340	360	9.074	3/20/2004	Sat	1900	Coll. W/ Pedestrian	0	1	0	Nite	Dry	Unknown
54319270	361	9.075	1/10/2005	Fri	1400	Angle	0	0	1	Day	Dry	Improper Lane Change
754853260	362	9.075	1/10/2005	Sun	1600	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
764454030	363	9.075	5/17/2005	Fri	1500	Rear-End	0	1	0	Day	Dry	Careless Driving
769363670	364	9.075	8/20/2006	Mon	2000	Rear-End	0	1	0	Nite	Dry	Careless Driving
769394350	365	9.075	12/19/2006	Wed	1200	Rear-End	0	2	0	Day	Dry	Careless Driving
772169660	366	9.075	9/5/2008	Thu	800	Rear-End	0	0	1	Day	Wet	Careless Driving

SECTION: 87120000		STATE ROUTE: 90										
INTERSECTING ROADWAY: SW 92nd Ave. to SW 82nd Ave.		M.P. 8.562	TO 9.569	ENGINEER: Luis Rodriguez								
STUDY PERIOD: FROM 1/04		TO 12/08	COUNTY: Miami-Dade									
Crash Number	No.	Mile Post	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NT	WET / DRY	CONTRIBUTING CAUSE
55391590	367	9.084	8/16/2004	Wed	700	Rear-End	0	1	0	Day	Dry	Careless Driving
721789120	368	9.094	3/2/2004	Mon	1800	Rear-End	0	0	1	Nite	Dry	Careless Driving
769376070	369	9.094	9/6/2006	Tue	2000	Rear-End	0	0	1	Nite	Wet	Careless Driving
769365690	370	9.094	9/8/2006	Thu	1600	Rear-End	0	0	1	Day	Wet	Careless Driving
769492270	371	9.113	7/10/2007	Sat	1700	Rear-End	0	1	0	Day	Dry	Careless Driving
738920760	372	9.12	3/26/2006	Sat	1200	Coll w/Bicycle	0	1	0	Day	Dry	Unknown
743441690	373	9.121	2/9/2004	Sun	2200	Right-Turn	0	2	0	Nite	Dry	Failed to Yield R/W
739307530	374	9.121	11/2/2005	Mon	1200	Rear-End	0	1	0	Day	Dry	Careless Driving
769433870	375	9.121	3/3/2007	Fri	1100	Angle	0	0	1	Day	Dry	Failed to Yield R/W
769335930	376	9.121	10/14/2008	Sat	1100	Left-Turn	0	0	1	Day	Wet	Failed to Yield R/W
769424360	377	9.123	2/14/2007	Wed	1000	Angle	0	0	1	Day	Dry	Improper Lane Change
754865700	378	9.129	12/20/2005	Mon	1400	Rear-End	0	0	1	Day	Dry	Careless Driving
769447620	379	9.14	6/14/2007	Wed	800	All other	0	1	0	Day	Dry	Unknown
772182680	380	9.14	11/11/2008	Thu	1600	Angle	0	1	0	Day	Dry	Improper Lane Change
769354450	381	9.149	3/28/2007	Thu	800	Rear-End	0	3	0	Day	Dry	Careless Driving
742003720	382	9.151	7/29/2004	Sun	2200	Angle	0	0	1	Nite	Wet	Failed to Yield R/W
723479190	383	9.151	8/21/2004	Thu	1400	Rear-End	0	0	1	Day	Dry	Careless Driving
723479290	384	9.151	8/28/2004	Thu	1500	Rear-End	0	0	1	Day	Wet	Careless Driving
764456020	385	9.151	10/4/2005	Tue	700	Rear-End	0	0	1	Day	Dry	Unknown
769345310	386	9.151	9/2/2006	Tue	300	All other	0	2	0	Nite	Dry	Failed to Yield R/W
772018910	387	9.151	11/10/2007	Thu	1300	Rear-End	0	1	0	Day	Dry	Careless Driving
772066240	388	9.151	1/3/2008	Fri	1400	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
772105410	389	9.151	4/19/2008	Wed	2200	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
772197610	390	9.151	11/18/2008	Wed	1600	Rear-End	0	1	0	Nite	Dry	Careless Driving
704638930	391	9.156	2/26/2004	Sun	1700	Rear-End	0	1	0	Day	Dry	Careless Driving
754604750	392	9.156	6/21/2004	Tue	1500	Rear-End	0	2	0	Day	Wet	Careless Driving
742038200	393	9.156	11/29/2004	Mon	1400	All other	0	0	1	Day	Dry	Obstructing Traffic
756214320	394	9.156	2/14/2006	Tue	1900	Rear-End	0	0	1	Nite	Dry	Careless Driving
769303700	395	9.156	5/22/2006	Fri	1600	Sideswipe	0	3	0	Day	Dry	Improper Lane Change
769419930	396	9.156	1/21/2007	Thu	1700	Left-Turn	0	4	0	Day	Dry	Failed to Yield R/W
772098790	397	9.156	4/9/2008	Mon	700	Rear-End	0	0	1	Day	Wet	Careless Driving
772182290	398	9.156	11/2/2008	Mon	100	Angle	0	3	0	Nite	Dry	Failed to Yield R/W
77202500	399	9.156	11/24/2008	Sat	900	Rear-End	0	0	1	Day	Dry	Careless Driving
769396830	400	9.157	2/9/2007	Tue	1800	Rear-End	0	0	1	Nite	Dry	Careless Driving
772033350	401	9.159	10/23/2007	Fri	1400	Angle	0	0	1	Day	Dry	Failed to Yield R/W
772167760	402	9.159	9/22/2008	Tue	1600	Angle	0	2	0	Day	Dry	Failed to Yield R/W
772163960	403	9.159	10/24/2008	Thu	1100	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
743402900	404	9.181	3/10/2004	Wed	1800	Sideswipe	0	0	1	Day	Dry	Careless Driving
769443740	405	9.193	3/3/2007	Tue	1400	All other	0	0	1	Day	Dry	All Other
772201680	406	9.198	12/28/2008	Wed	0	Angle	0	1	0	Nite	Dry	Failed to Yield R/W
772185500	407	9.205	10/8/2008	Wed	2200	Angle	0	3	0	Nite	Dry	Improper Turn
744237120	408	9.208	4/12/2005	Wed	1700	Rear-End	0	0	1	Day	Dry	Careless Driving
769276390	409	9.211	6/26/2006	Mon	1100	Angle	0	0	1	Day	Dry	Improper Turn
738732020	410	9.216	1/31/2005	Fri	1700	Angle	0	2	0	Day	Dry	Improper Lane Change
772177810	411	9.245	10/7/2008	Sun	1300	Angle	0	1	0	Day	Dry	Improper Lane Change
772191910	412	9.245	12/28/2008	Sat	2000	Sideswipe	0	1	0	Nite	Dry	Improper Lane Change
769258810	413	9.246	8/21/2006	Thu	1400	Tree/Shrubbery	0	1	0	Day	Dry	Exceeded Stated Safe Spd LMT
769343330	414	9.251	8/27/2006	Sat	200	Hit Guardrail	0	1	0	Nite	Dry	Alcohol - Under Influence
769495800	415	9.256	7/19/2007	Wed	1900	Angle	0	2	0	Day	Dry	Failed to Yield R/W
772046770	416	9.256	11/28/2007	Thu	1600	All other	0	3	0	Day	Dry	Failed to Maintain Equipment
723181600	417	9.296	1/23/2005	Thu	300	Angle	0	3	0	Nite	Dry	Failed to Yield R/W
723456560	418	9.306	3/1/2004	Mon	1800	Rear-End	0	1	0	Day	Dry	Careless Driving
769307380	419	9.306	10/6/2006	Tue	2300	Tree/Shrubbery	0	2	0	Nite	Dry	Careless Driving
769307390	420	9.306	10/7/2006	Thu	0	Angle	0	1	0	Nite	Dry	Improper Turn
769381770	421	9.306	10/31/2006	Thu	1900	Rear-End	0	2	0	Nite	Dry	Careless Driving
772099580	422	9.306	2/13/2008	Wed	800	Rear-End	0	1	0	Day	Wet	Careless Driving
772075980	423	9.306	4/29/2008	Thu	1700	Sideswipe	0	1	0	Day	Dry	All Other
772012520	424	9.308	7/26/2007	Tue	1100	Rear-End	0	1	0	Day	Dry	Careless Driving
772051860	425	9.319	12/13/2007	Fri	800	Rear-End	0	1	0	Day	Dry	Careless Driving
738746810	426	9.327	9/27/2004	Fri	1400	Right-Turn	0	3	0	Day	Dry	Failed to Yield R/W
54361420	427	9.327	6/27/2005	Tue	1800	Rear-End	0	1	0	Nite	Dry	Followed too Closely
756213130	428	9.327	1/23/2006	Wed	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
772082550	429	9.327	1/5/2008	Thu	0	Sideswipe	0	1	0	Nite	Wet	Careless Driving
772174760	430	9.327	10/28/2008	Tue	1500	Tree/Shrubbery	0	1	0	Day	Dry	Careless Driving
772198180	431	9.327	12/4/2008	Tue	1800	Rear-End	0	1	0	Day	Dry	Careless Driving
744554540	432	9.337	3/15/2005	Tue	1100	#N/A	0	0	1	Day	Dry	#N/A
772145130	433	9.337	6/18/2008	Tue	1500	Sideswipe	0	0	1	Day	Wet	All Other
754604880	434	9.344	7/14/2004	Wed	1700	Rear-End	0	3	0	Day	Dry	Careless Driving
755268520	435	9.344	8/6/2004	Mon	2100	Rear-End	0	1	0	Nite	Dry	Careless Driving
772084570	436	9.344	1/15/2008	Wed	900	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
755173540	437	9.345	11/29/2004	Fri	1600	Rear-End	0	1	0	Day	Dry	Careless Driving
738745220	438	9.346	2/6/2004	Wed	1500	Angle	0	2	0	Day	Dry	Disregarded Traffic Signal
743402880	439	9.346	3/4/2004	Mon	1500	Left-Turn	0	1	0	Day	Dry	Improper Turn
742003880	440	9.346	8/7/2004	Tue	1400	Backed Into	0	0	1	Day	Wet	Improper Backing

SECTION:		8712000		STATE ROUTE:		90						
INTERSECTING ROADWAY:		SW 92nd Ave. to SW 82nd Ave.		M.P.	8.562	TO	9.569	ENGINEER:	Luis Rodriguez			
STUDY PERIOD:		FROM 1/04		TO 12/08				COUNTY:	Miami-Dade			
Crash Number	No.	Mile Post	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NT	WET / DRY	CONTRIBUTING CAUSE
754898000	441	9.346	9/21/2004	Wed	1700	Rear-End	0	4	0	Day	Dry	Careless Driving
755175240	442	9.346	10/8/2004	Tue	2100	All other	0	0	1	Nite	Dry	Obstructing Traffic
755174420	443	9.346	10/26/2004	Tue	1000	Sideswipe	0	0	1	Day	Dry	Improper Turn
723451760	444	9.346	1/13/2005	Thu	1000	Right-Turn	0	0	1	Day	Dry	Failed to Yield R/W
708695570	445	9.346	2/16/2005	Fri	1900	Rear-End	0	3	0	Nite	Dry	Careless Driving
708695670	446	9.346	2/28/2005	Mon	1900	Rear-End	0	3	0	Nite	Dry	Careless Driving
744554530	447	9.346	3/15/2005	Wed	1000	#N/A	0	0	1	Day	Dry	#N/A
755151520	448	9.346	7/30/2005	Mon	1400	Rear-End	0	2	0	Day	Dry	Careless Driving
743634000	449	9.346	11/1/2005	Wed	2200	Angle	0	0	1	Nite	Wet	Disregarded Stop Sign
754998550	450	9.346	4/27/2006	Thu	2300	Other Fixed Object	0	0	1	Nite	Dry	Careless Driving
769294340	451	9.346	9/3/2006	Sat	500	All other	0	1	0	Nite	Dry	Failed to Yield R/W
769367860	452	9.346	10/4/2006	Wed	1500	Angle	0	0	1	Day	Dry	Failed to Yield R/W
769401150	453	9.346	11/14/2006	Thu	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
769441240	454	9.346	4/25/2007	Thu	1000	Angle	0	1	0	Day	Dry	Failed to Yield R/W
769465960	455	9.346	6/1/2007	Sat	1400	Sideswipe	0	0	1	Day	Wet	Improper Lane Change
769495740	456	9.346	7/12/2007	Thu	1700	Rear-End	0	2	0	Day	Dry	Careless Driving
772010620	457	9.346	7/26/2007	Fri	900	Sideswipe	0	0	1	Day	Dry	Careless Driving
772055260	458	9.346	12/11/2007	Wed	1100	Unknown	1	2	0	Day	Dry	Unknown
772055870	459	9.346	1/29/2008	Thu	1300	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
772190140	460	9.346	12/13/2008	Thu	1900	Angle	0	1	0	Nite	Dry	Failed to Yield R/W
769418370	461	9.348	1/23/2007	Fri	1300	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
755194440	462	9.354	1/19/2005	Tue	1600	Rear-End	0	2	0	Day	Dry	Careless Driving
39076270	463	9.354	3/17/2005	Tue	1600	Rear-End	0	1	0	Day	Dry	Careless Driving
723456580	464	9.355	3/2/2004	Fri	1400	Rear-End	0	2	0	Day	Dry	Careless Driving
772098610	465	9.357	2/24/2008	Thu	400	Left-Turn	0	0	1	Nite	Dry	Failed to Yield R/W
743421350	466	9.365	1/23/2004	Fri	400	Rear-End	0	2	0	Nite	Dry	Careless Driving
754646970	467	9.365	6/11/2004	Thu	1700	Rear-End	0	0	1	Day	Dry	Careless Driving
744577370	468	9.365	2/3/2005	Mon	1600	All other	0	0	1	Day	Dry	Failed to Yield R/W
772141820	469	9.365	8/25/2008	Wed	1300	Left-Turn	0	2	0	Day	Dry	Improper Turn
769404080	470	9.38	11/17/2006	Sat	800	Rear-End	0	1	0	Day	Dry	Careless Driving
772066270	471	9.38	1/5/2008	Mon	1700	Rear-End	0	1	0	Day	Dry	Careless Driving
744556110	472	9.384	9/2/2005	Wed	2000	Rear-End	0	2	0	Nite	Dry	Careless Driving
743613220	473	9.384	3/2/2006	Wed	1900	Rear-End	0	0	1	Nite	Dry	Careless Driving
769483500	474	9.441	11/28/2007	Mon	1800	Sideswipe	0	0	1	Nite	Dry	Improper Passing
755194660	475	9.469	2/28/2005	Fri	1500	Rear-End	0	3	0	Day	Dry	Careless Driving
743419900	476	9.474	3/18/2004	Sat	1500	Rear-End	0	3	0	Day	Dry	Careless Driving
742007560	477	9.474	8/25/2004	Tue	1600	Rear-End	0	1	0	Day	Dry	Careless Driving
764456120	478	9.474	10/12/2005	Tue	900	Rear-End	0	2	0	Day	Dry	Careless Driving
769345210	479	9.474	8/7/2006	Fri	1400	Hit Sign/Sign Post	0	2	0	Day	Dry	Careless Driving
769499690	480	9.474	7/12/2007	Fri	1700	Rear-End	0	0	1	Day	Wet	Careless Driving
772154270	481	9.474	9/3/2008	Tue	800	Rear-End	0	0	1	Day	Dry	Careless Driving
772198330	482	9.474	12/15/2008	Tue	1800	Rear-End	0	0	1	Nite	Dry	Careless Driving
743402890	483	9.48	3/4/2004	Wed	1900	Rear-End	0	6	0	Nite	Dry	Careless Driving
772151610	484	9.493	7/9/2008	Tue	1400	Sideswipe	0	1	0	Day	Dry	Improper Lane Change
909891260	485	9.493	11/14/2008	Tue	1700	Angle	0	0	1	Nite	Dry	Careless Driving
769477090	486	9.503	5/11/2007	Sat	900	Rear-End	0	1	0	Day	Dry	Careless Driving
769251270	487	9.512	6/24/2006	Wed	1700	Sideswipe	0	1	0	Day	Dry	Improper Lane Change
772142990	488	9.512	8/16/2008	Sat	1000	Rear-End	0	3	0	Day	Dry	Careless Driving
744209220	489	9.521	11/7/2005	Sat	500	Sideswipe	0	1	0	Nite	Dry	Improper Lane Change
72567950	490	9.521	2/18/2006	Fri	1100	Rear-End	0	3	0	Day	Dry	Careless Driving
764780570	491	9.521	4/10/2006	Sat	1300	Sideswipe	0	1	0	Day	Dry	Improper Lane Change
755829720	492	9.522	10/6/2006	Tue	1100	Coll. W/ Pedestrian	0	1	0	Day	Dry	Failed to Yield R/W
55391460	493	9.531	8/7/2004	Mon	1200	Rear-End	0	3	0	Day	Dry	Careless Driving
772056960	494	9.531	12/18/2007	Thu	800	Rear-End	0	1	0	Day	Dry	Careless Driving
772055080	495	9.535	11/2/2007	Sat	1000	Sideswipe	0	1	0	Day	Dry	Careless Driving
764458920	496	9.541	8/23/2005	Tue	800	Rear-End	0	1	0	Day	Dry	Careless Driving
754604600	497	9.55	6/2/2004	Wed	1500	Rear-End	0	2	0	Day	Dry	Careless Driving
755163630	498	9.55	10/4/2004	Wed	1700	Rear-End	0	0	1	Day	Dry	Failed to Maintain Equipment
744567180	499	9.55	4/7/2005	Fri	1800	Rear-End	0	2	0	Day	Dry	Careless Driving
754644550	500	9.55	6/21/2005	Fri	1800	Rear-End	0	1	0	Day	Dry	Careless Driving
743635520	501	9.55	1/24/2006	Wed	1600	Rear-End	0	3	0	Day	Dry	Careless Driving
769314320	502	9.55	7/14/2006	Fri	1700	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
769394250	503	9.55	12/7/2006	Sun	900	Rear-End	0	0	1	Day	Dry	Careless Driving
764488840	504	9.556	9/26/2005	Fri	2000	Angle	0	0	1	Nite	Dry	Improper Lane Change
715175150	505	9.556	10/29/2005	Wed	2000	Rear-End	0	2	0	Nite	Dry	Careless Driving
754606850	506	9.56	8/24/2004	Fri	2200	Rear-End	0	3	0	Nite	Slippery	Careless Driving
755177920	507	9.56	3/1/2005	Sun	1100	Rear-End	0	1	0	Day	Dry	Failed to Yield R/W
754857740	508	9.56	5/18/2005	Wed	2300	Rear-End	0	0	1	Nite	Dry	Careless Driving
764760280	509	9.56	3/6/2006	Fri	800	Rear-End	0	2	0	Day	Dry	Careless Driving
769331870	510	9.56	6/20/2006	Mon	1800	Rear-End	0	0	1	Day	Dry	Careless Driving
769357980	511	9.56	11/19/2006	Fri	600	Rear-End	0	1	0	Nite	Dry	Careless Driving
769454550	512	9.56	3/13/2007	Fri	1100	Rear-End	0	0	1	Day	Dry	Careless Driving
743699520	513	9.56	4/27/2007	Thu	2200	Rear-End	0	0	1	Day	Dry	Unknown
744236200	514	9.564	4/4/2005	Mon	1800	Rear-End	0	1	0	Day	Dry	Careless Driving

SECTION:		87120000		STATE ROUTE:		90						
INTERSECTING ROADWAY:		SW 92nd Ave. to SW 82nd Ave.		M.P.		8.562 TO 9.569		ENGINEER:		Luis Rodriguez		
STUDY PERIOD:		FROM 1/ 04		TO 12/ 08		COUNTY:		Miami-Dade				
Crash Number	No.	Mile Post	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NT	WET / DRY	CONTRIBUTING CAUSE
764459110	515	9.564	9/27/2005	Mon	700	Rear-End	0	1	0	Day	Dry	Careless Driving
772075640	516	9.564	2/11/2008	Sat	1500	Rear-End	0	0	1	Day	Dry	Careless Driving
772186710	517	9.564	11/2/2008	Sat	2100	Rear-End	0	2	0	Nite	Wet	Careless Driving
723189540	518	9.566	10/19/2005	Thu	1200	Left-Turn	0	3	0	Day	Dry	Failed to Yield R/W
723450080	519	9.567	1/7/2004	Wed	800	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
769358100	520	9.567	7/22/2006	Mon	1700	Rear-End	0	2	0	Day	Wet	Careless Driving
769477170	521	9.567	5/24/2007	Tue	800	Left-Turn	0	0	1	Day	Dry	Failed to Yield R/W
742859210	522	9.569	1/6/2004	Sun	2100	Right-Turn	0	0	1	Nite	Dry	Unknown
743125130	523	9.569	2/5/2004	Tue	900	Rear-End	0	2	0	Day	Dry	Unknown
739516640	524	9.569	3/27/2004	Tue	500	Right-Turn	0	1	0	Nite	Dry	Failed to Yield R/W
743441900	525	9.569	3/28/2004	Sat	1700	Left-Turn	0	4	0	Day	Dry	Improper Turn
755268500	526	9.569	8/5/2004	Tue	1900	Rear-End	0	0	1	Day	Wet	Careless Driving
754897060	527	9.569	8/30/2004	Sat	1900	Angle	0	0	1	Day	Dry	Unknown
754602110	528	9.569	10/16/2004	Sat	1500	Rear-End	0	3	0	Day	Dry	Careless Driving
738747040	529	9.569	10/28/2004	Mon	1900	Rear-End	0	2	0	Nite	Dry	Careless Driving
754959440	530	9.569	11/16/2004	Mon	1900	Rear-End	0	0	1	Nite	Dry	Unknown
708696690	531	9.569	11/20/2004	Fri	1800	All other	0	0	1	Nite	Dry	Improper Turn
744585930	532	9.569	1/11/2005	Tue	1800	Sideswipe	0	0	1	Day	Dry	Improper Turn
755194410	533	9.569	1/13/2005	Mon	1400	Angle	0	2	0	Day	Dry	Improper Turn
708695580	534	9.569	2/22/2005	Fri	1800	Rear-End	0	3	0	Nite	Dry	Careless Driving
744565140	535	9.569	4/11/2005	Tue	1500	Angle	0	1	0	Day	Dry	Failed to Yield R/W
755152650	536	9.569	4/13/2005	Wed	1400	Rear-End	0	0	1	Day	Dry	Careless Driving
764458660	537	9.569	7/14/2005	Wed	1200	Rear-End	0	3	0	Day	Dry	Careless Driving
764496850	538	9.569	8/26/2005	Tue	1200	Left-Turn	0	0	1	Day	Wet	All Other
744216310	539	9.569	9/23/2005	Tue	800	Sideswipe	0	2	0	Day	Dry	Improper Turn
744216420	540	9.569	10/10/2005	Wed	800	Angle	0	1	0	Day	Dry	Disregarded Traffic Signal
743607080	541	9.569	11/14/2005	Thu	700	Angle	0	1	0	Day	Dry	All Other
744215580	542	9.569	1/11/2006	Sun	600	w/ MV on Other Road	0	1	0	Day	Dry	Improper Lane Change
764760310	543	9.569	3/10/2006	Fri	0	Angle	0	1	0	Day	Dry	Disregarded Traffic Signal
769288020	544	9.569	5/4/2006	Thu	1400	Rear-End	0	1	0	Day	Dry	Careless Driving
769331640	545	9.569	5/14/2006	Wed	2000	Rear-End	0	1	0	Nite	Dry	Careless Driving
769258780	546	9.569	8/19/2006	Wed	800	Left-Turn	0	1	0	Day	Dry	Improper Turn
769343340	547	9.569	8/27/2006	Thu	2200	Rear-End	0	4	0	Nite	Dry	Unknown
769357650	548	9.569	9/19/2006	Mon	600	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
769381750	549	9.569	10/21/2006	Fri	2100	Rear-End	0	2	0	Nite	Dry	Careless Driving
769390840	550	9.569	11/18/2006	Thu	1600	Left-Turn	0	3	0	Day	Dry	Failed to Yield R/W
769405100	551	9.569	11/27/2006	Sun	2000	Angle	0	2	0	Nite	Wet	Failed to Yield R/W
769404340	552	9.569	2/2/2007	Wed	1000	Rear-End	0	0	1	Day	Dry	Careless Driving
769457890	553	9.569	4/21/2007	Wed	2000	All other	0	0	1	Nite	Dry	Unknown
772012040	554	9.569	7/22/2007	Mon	2200	Angle	0	1	0	Nite	Dry	Disregarded Traffic Signal
772010670	555	9.569	7/27/2007	Sat	1200	Angle	0	3	0	Day	Dry	Failed to Yield R/W
909505000	556	9.569	1/14/2008	Mon	1600	Angle	0	0	1	Day	Dry	All Other
745850500	557	9.569	2/2/2008	Thu	1100	Coll. W/ Pedestrian	0	1	0	Day	Dry	Unknown
772165510	558	9.569	8/15/2008	Fri	2000	Left-Turn	0	2	0	Nite	Dry	Improper Turn
772185540	559	9.569	10/10/2008	Wed	1100	Rear-End	0	0	1	Day	Dry	Careless Driving
772163930	560	9.569	10/18/2008	Wed	700	Angle	0	1	0	Day	Dry	Disregarded Traffic Signal
	Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
	560		3	644	225	127	76	11	228	51	9	
						22.68%	13.57%	1.96%	40.71%	9.11%	1.61%	
	One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYR/W	DUI			
	29		400	160	58	500	2	26	3			
	5.18%		71.43%	28.57%	10.36%	89.29%	0.36%	4.64%	0.54%			
2008 Data:	TOTAL VEHICLES ENTERING / ADT :		55,500		(2008)		SEGMENT	ACCIDENT RATE: 5.883		/MVM		(2008)

CRASH STATISTICS

State Road No. = 90 From SW 92nd Ave and SW 82nd Ave
 Roadway Section = 87120000
 Mile Post Limits = 8.562 to 9.569
 Crash Years Included = 2004-2008
 ADT = Varies
 Nearest Node = Varies
 Crash Rate Class Category = U-6DR

		Number	% of Total		
CRASH TYPE	Rear End	228	40.71%	560	100.01%
	Head On	4	0.71%		
	Angle	127	22.68%		
	Left Turn	76	13.57%		
	Right Turn	11	1.96%		
	Sideswipe	51	9.11%		
	Pedestrian/Bicycle	9	1.61%		
	Fixed Obj. above ground	2	0.36%		
	Sign (Post)	3	0.54%		
	Guard Rail	2	0.36%		
	Concrete Barrier wall	3	0.54%		
	Bridge /Pier /Abutment	0	0.00%		
	Tree/Shrub	7	1.25%		
	Traffic Gate	0	0.00%		
	Crash Attenuators	0	0.00%		
	Other Fixed Object	1	0.18%		
	Ran into Ditch/Culvert	0	0.00%		
	Overtuned	2	0.36%		
	water	0	0.00%		
	Barricade sign	0	0.00%		
Utility/Light Pole	1	0.18%			
Fence	0	0.00%			
Other	33	5.89%			
	Sunny	324	57.86%	560	100.00%
	Cloudy	209	37.32%		
	Rain	26	4.64%		
	Fog	0	0.00%		
	Others	1	0.18%		
	Unknown	0	0.00%		
SURFACE CONDITIONS	Dry	500	89.29%	560	100.01%
	Wet	58	10.36%		
	Others	2	0.36%		
	Unknown	0	0.00%		
MONTH OF YEAR	January	57	10.18%	560	99.99%
	February	43	7.68%		
	March	59	10.54%		
	April	37	6.61%		
	May	37	6.61%		
	June	32	5.71%		
	July	46	8.21%		
	August	46	8.21%		
	September	41	7.32%		
	October	60	10.71%		
	November	60	10.71%		
	December	42	7.50%		
DAY OF WEEK	Sunday	46	8.21%	560	100.00%
	Monday	86	15.36%		
	Tuesday	105	18.75%		
	Wednesday	89	15.89%		
	Thursday	86	15.36%		
	Friday	77	13.75%		
	Saturday	71	12.68%		
HOUR OF DAY	00:00-03:00	26	4.64%	560	100.00%
	03:00-06:00	18	3.21%		
	06:00-09:00	93	16.61%		
	09:00-12:00	71	12.68%		
	12:00-15:00	93	16.61%		
	15:00-18:00	113	20.18%		
	18:00-21:00	107	19.11%		
	21:00-24:00	39	6.96%		

**FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY**

SECTION: 87120000 STATE ROUTE: 90
 INTERSECTING ROADWAY: SW 82nd Ave. (MP 9.569) M.P. 9.521 TO 9.619 ENGINEER: Luis Rodriguez
 STUDY PERIOD: FROM 1/ 04 TO 12/ 08 COUNTY: Miami-Dade

Crash Number	No.	Mile Post	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NT	WET / DRY	CONTRIBUTING CAUSE
744209220	1	9.521	11/7/2005	Mon	500	Sideswipe	0	1	0	Nite	Dry	Improper Lane Change
72567950	2	9.521	2/18/2006	Sat	1100	Rear-End	0	3	0	Day	Dry	Careless Driving
764780570	3	9.521	4/10/2006	Mon	1300	Sideswipe	0	1	0	Day	Dry	Improper Lane Change
755829720	4	9.522	10/6/2006	Fri	1100	Coll. W/ Pedestrian	0	1	0	Day	Dry	Failed to Yield R/W
55391460	5	9.531	8/7/2004	Sat	1200	Rear-End	0	3	0	Day	Dry	Careless Driving
772056960	6	9.531	12/18/2007	Tue	800	Rear-End	0	1	0	Day	Dry	Careless Driving
772055080	7	9.535	11/2/2007	Fri	1000	Sideswipe	0	1	0	Day	Dry	Careless Driving
764458920	8	9.541	8/23/2005	Tue	800	Rear-End	0	1	0	Day	Dry	Careless Driving
754604600	9	9.55	6/2/2004	Wed	1500	Rear-End	0	2	0	Day	Dry	Careless Driving
755163630	10	9.55	10/4/2004	Mon	1700	Rear-End	0	0	1	Day	Dry	Failed to Maintain Equipment
744567180	11	9.55	4/7/2005	Thu	1800	Rear-End	0	2	0	Day	Dry	Careless Driving
754644550	12	9.55	6/21/2005	Tue	1800	Rear-End	0	1	0	Day	Dry	Careless Driving
743635520	13	9.55	1/24/2006	Tue	1600	Rear-End	0	3	0	Day	Dry	Careless Driving
769314320	14	9.55	7/14/2006	Fri	1700	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
769394250	15	9.55	12/7/2006	Thu	900	Rear-End	0	0	1	Day	Dry	Careless Driving
764488840	16	9.556	9/26/2005	Mon	2000	Angle	0	0	1	Nite	Dry	Improper Lane Change
715175150	17	9.556	10/29/2005	Sat	2000	Rear-End	0	2	0	Nite	Dry	Careless Driving
754606850	18	9.56	8/24/2004	Tue	2200	Rear-End	0	3	0	Nite	Slippery	Careless Driving
755177920	19	9.56	3/1/2005	Tue	1100	Rear-End	0	1	0	Day	Dry	Failed to Yield R/W
754857740	20	9.56	5/18/2005	Wed	2300	Rear-End	0	0	1	Nite	Dry	Careless Driving
764760280	21	9.56	3/6/2006	Mon	800	Rear-End	0	2	0	Day	Dry	Careless Driving
769331870	22	9.56	6/20/2006	Tue	1800	Rear-End	0	0	1	Day	Dry	Careless Driving
769357980	23	9.56	11/19/2006	Sun	600	Rear-End	0	1	0	Nite	Dry	Careless Driving
769454550	24	9.56	3/13/2007	Tue	1100	Rear-End	0	0	1	Day	Dry	Careless Driving
743699520	25	9.56	4/27/2007	Fri	2200	Rear-End	0	0	1	Day	Dry	Unknown
744236200	26	9.564	4/4/2005	Mon	1800	Rear-End	0	1	0	Day	Dry	Careless Driving
764459110	27	9.564	9/27/2005	Tue	700	Rear-End	0	1	0	Day	Dry	Careless Driving
772075640	28	9.564	2/11/2008	Mon	1500	Rear-End	0	0	1	Day	Dry	Careless Driving
772186710	29	9.564	11/2/2008	Sun	2100	Rear-End	0	2	0	Nite	Wet	Careless Driving
723189540	30	9.566	10/19/2005	Wed	1200	Left-Turn	0	3	0	Day	Dry	Failed to Yield R/W
723450080	31	9.567	1/7/2004	Wed	800	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
769358100	32	9.567	7/22/2006	Sat	1700	Rear-End	0	2	0	Day	Wet	Careless Driving
769477170	33	9.567	5/24/2007	Thu	800	Left-Turn	0	0	1	Day	Dry	Failed to Yield R/W
742859210	34	9.569	1/6/2004	Tue	2100	Right-Turn	0	0	1	Nite	Dry	Unknown
743125130	35	9.569	2/5/2004	Thu	900	Rear-End	0	2	0	Day	Dry	Unknown
739516640	36	9.569	3/27/2004	Sat	500	Right-Turn	0	1	0	Nite	Dry	Failed to Yield R/W
743441900	37	9.569	3/28/2004	Sun	1700	Left-Turn	0	4	0	Day	Dry	Improper Turn
755268500	38	9.569	8/5/2004	Thu	1900	Rear-End	0	0	1	Day	Wet	Careless Driving
754897060	39	9.569	8/30/2004	Mon	1900	Angle	0	0	1	Day	Dry	Unknown
754602110	40	9.569	10/16/2004	Sat	1500	Rear-End	0	3	0	Day	Dry	Careless Driving
738747040	41	9.569	10/28/2004	Thu	1900	Rear-End	0	2	0	Nite	Dry	Careless Driving
754959440	42	9.569	11/16/2004	Tue	1900	Rear-End	0	0	1	Nite	Dry	Unknown
708696690	43	9.569	11/20/2004	Sat	1800	All other	0	0	1	Nite	Dry	Improper Turn
744585930	44	9.569	1/11/2005	Tue	1800	Sideswipe	0	0	1	Day	Dry	Improper Turn
755194410	45	9.569	1/13/2005	Thu	1400	Angle	0	2	0	Day	Dry	Improper Turn
708695580	46	9.569	2/22/2005	Tue	1800	Rear-End	0	3	0	Nite	Dry	Careless Driving
744565140	47	9.569	4/11/2005	Mon	1500	Angle	0	1	0	Day	Dry	Failed to Yield R/W
755152650	48	9.569	4/13/2005	Wed	1400	Rear-End	0	0	1	Day	Dry	Careless Driving
764458660	49	9.569	7/14/2005	Thu	1200	Rear-End	0	3	0	Day	Dry	Careless Driving
764496850	50	9.569	8/26/2005	Fri	1200	Left-Turn	0	0	1	Day	Wet	All Other
744216310	51	9.569	9/23/2005	Fri	800	Sideswipe	0	2	0	Day	Dry	Improper Turn
744216420	52	9.569	10/10/2005	Mon	800	Angle	0	1	0	Day	Dry	Disregarded Traffic Signal
743607080	53	9.569	11/14/2005	Mon	700	Angle	0	1	0	Day	Dry	All Other
744215580	54	9.569	1/11/2006	Wed	600	w/ MV on Other Road	0	1	0	Day	Dry	Improper Lane Change
764760310	55	9.569	3/10/2006	Fri	0	Angle	0	1	0	Day	Dry	Disregarded Traffic Signal
769288020	56	9.569	5/4/2006	Thu	1400	Rear-End	0	1	0	Day	Dry	Careless Driving
769331640	57	9.569	5/14/2006	Sun	2000	Rear-End	0	1	0	Nite	Dry	Careless Driving
769258780	58	9.569	8/19/2006	Sat	800	Left-Turn	0	1	0	Day	Dry	Improper Turn
769343340	59	9.569	8/27/2006	Sun	2200	Rear-End	0	4	0	Nite	Dry	Unknown
769357650	60	9.569	9/19/2006	Tue	600	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
769381750	61	9.569	10/21/2006	Sat	2100	Rear-End	0	2	0	Nite	Dry	Careless Driving
769390840	62	9.569	11/18/2006	Sat	1600	Left-Turn	0	3	0	Day	Dry	Failed to Yield R/W
769405100	63	9.569	11/27/2006	Mon	2000	Angle	0	2	0	Nite	Wet	Failed to Yield R/W
769404340	64	9.569	2/2/2007	Fri	1000	Rear-End	0	0	1	Day	Dry	Careless Driving
769457890	65	9.569	4/21/2007	Sat	2000	All other	0	0	1	Nite	Dry	Unknown

SECTION:		87120000				STATE ROUTE: 90						
INTERSECTING ROADWAY:		SW 82nd Ave. (MP 9.569)				M.P.	9.521	TO	9.619	ENGINEER: Luis Rodriguez		
STUDY PERIOD:		FROM		1/ 04		TO		12/ 08		COUNTY: Miami-Dade		
Crash Number	No.	Mile Post	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NT	WET / DRY	CONTRIBUTING CAUSE
772012040	66	9.569	7/22/2007	Sun	2200	Angle	0	1	0	Nite	Dry	Disregarded Traffic Signal
772010670	67	9.569	7/27/2007	Fri	1200	Angle	0	3	0	Day	Dry	Failed to Yield R/W
909505000	68	9.569	1/14/2008	Mon	1600	Angle	0	0	1	Day	Dry	All Other
745850500	69	9.569	2/2/2008	Sat	1100	Coll. W/ Pedestrian	0	1	0	Day	Dry	Unknown
772165510	70	9.569	8/15/2008	Fri	2000	Left-Turn	0	2	0	Nite	Dry	Improper Turn
772185540	71	9.569	10/10/2008	Fri	1100	Rear-End	0	0	1	Day	Dry	Careless Driving
772163930	72	9.569	10/18/2008	Sat	700	Angle	0	1	0	Day	Dry	Disregarded Traffic Signal
764466310	73	9.57	11/15/2005	Tue	1500	Rear-End	0	0	1	Day	Dry	Alcohol - Under Influence
744119530	74	9.57	12/17/2006	Sun	700	Rear-End	0	0	1	Day	Dry	Unknown
754881730	75	9.571	1/14/2005	Fri	1800	Rear-End	0	0	1	Nite	Wet	Careless Driving
772062090	76	9.571	11/26/2007	Mon	1900	Rear-End	0	0	1	Nite	Dry	Careless Driving
769381460	77	9.572	11/17/2006	Fri	500	Rear-End	0	0	1	Nite	Dry	Careless Driving
55391380	78	9.573	7/23/2004	Fri	1200	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
769276570	79	9.573	8/20/2006	Sun	400	Rear-End	0	1	0	Nite	Wet	Careless Driving
769461360	80	9.573	4/26/2007	Thu	1800	Rear-End	0	1	0	Day	Dry	Careless Driving
769436650	81	9.574	2/13/2007	Tue	2000	Rear-End	0	0	1	Nite	Dry	Careless Driving
744563950	82	9.576	5/4/2005	Wed	800	Rear-End	0	0	1	Day	Dry	Careless Driving
754604370	83	9.578	4/19/2004	Mon	1800	Rear-End	0	3	0	Day	Dry	Careless Driving
738703310	84	9.578	9/1/2004	Wed	900	Angle	0	1	0	Day	Dry	Improper Lane Change
708695850	85	9.578	3/7/2005	Mon	1600	Rear-End	0	1	0	Day	Dry	Careless Driving
772060810	86	9.578	12/18/2007	Tue	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
772033430	87	9.584	11/6/2007	Tue	2000	Rear-End	0	0	1	Nite	Dry	Careless Driving
723450290	88	9.588	3/17/2004	Wed	900	Rear-End	0	1	0	Day	Dry	Careless Driving
764499210	89	9.588	6/17/2005	Fri	1700	Rear-End	0	0	1	Day	Wet	Careless Driving
769307180	90	9.588	7/22/2006	Sat	1600	Head-On	0	6	0	Day	Wet	Careless Driving
769357700	91	9.588	9/25/2006	Mon	900	Rear-End	0	0	1	Day	Dry	Careless Driving
769452160	92	9.588	4/17/2007	Tue	1400	Rear-End	0	1	0	Day	Dry	Careless Driving
772136770	93	9.588	8/1/2008	Fri	1900	Rear-End	0	1	0	Nite	Dry	Careless Driving
772169070	94	9.588	8/27/2008	Wed	1700	Rear-End	0	0	1	Day	Dry	Careless Driving
754867160	95	9.596	12/27/2004	Mon	1800	Rear-End	0	2	0	Nite	Dry	All Other
769354320	96	9.604	12/14/2006	Thu	800	Right-Turn	0	1	0	Day	Wet	Failed to Yield R/W
743410930	97	9.607	3/17/2004	Wed	1200	Rear-End	0	4	0	Day	Dry	Careless Driving
744577340	98	9.607	2/2/2005	Wed	1600	Sideswipe	0	0	1	Day	Wet	All Other
744231590	99	9.607	1/5/2006	Thu	1200	Rear-End	0	2	0	Day	Dry	Careless Driving
769287450	100	9.607	10/10/2006	Tue	1000	Sideswipe	0	2	0	Day	Dry	Careless Driving
769394650	101	9.607	11/2/2006	Thu	700	Rear-End	0	0	1	Day	Dry	Careless Driving
769484440	102	9.607	7/12/2007	Thu	1300	Rear-End	0	1	0	Day	Dry	Careless Driving
769262460	103	9.619	1/29/2007	Mon	2200	Rear-End	0	1	0	Nite	Dry	Careless Driving
	Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
	103		0	120	37	13	9	3	63	9	2	
						12.62%	8.74%	2.91%	61.17%	8.74%	1.94%	
	One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYR/W	DUI			
	2		74	29	11	91	0	12	5			
	1.94%		71.84%	28.16%	10.68%	88.35%	0.00%	11.65%	4.85%			
2008 Data:	TOTAL VEHICLES ENTERING / ADT :				55,000	(2008)	SPOT	ACCIDENT RATE: 0.448 /MV			(2008)	

CRASH STATISTICS

State Road No. = 90 At SW 82nd Ave
 Roadway Section = 87120000
 Mile Post Limits = 9.521 to 9.619
 Crash Years Included = 2004-2008
 ADT = Varies
 Nearest Node = 48
 Crash Rate Class Category = U-6DR

		Number	% of Total		
CRASH TYPE	Rear End	63	61.17%	103	100.00%
	Head On	1	0.97%		
	Angle	13	12.62%		
	Left Turn	9	8.74%		
	Right Turn	3	2.91%		
	Sideswipe	9	8.74%		
	Pedestrian/Bicycle	2	1.94%		
	Fixed Obj. above ground	0	0.00%		
	Sign (Post)	0	0.00%		
	Guard Rail	0	0.00%		
	Concrete Barrier wall	0	0.00%		
	Bridge /Pier /Abutment	0	0.00%		
	Tree/Shrub	0	0.00%		
	Traffic Gate	0	0.00%		
	Crash Attenuators	0	0.00%		
	Other Fixed Object	0	0.00%		
	Ran into Ditch/Culvert	0	0.00%		
	Overtuned	0	0.00%		
	water	0	0.00%		
	Barricade sign	0	0.00%		
Utility/Light Pole	0	0.00%			
Fence	0	0.00%			
Other	3	2.91%			
	Sunny	55	53.40%	103	100.01%
	Cloudy	41	39.81%		
	Rain	7	6.80%		
	Fog	0	0.00%		
	Others	0	0.00%		
	Unknown	0	0.00%		
SURFACE CONDITIONS	Dry	91	88.35%	103	100.00%
	Wet	11	10.68%		
	Others	1	0.97%		
	Unknown	0	0.00%		
MONTH OF YEAR	January	10	9.71%	103	100.01%
	February	8	7.77%		
	March	9	8.74%		
	April	10	9.71%		
	May	5	4.85%		
	June	4	3.88%		
	July	8	7.77%		
	August	12	11.65%		
	September	6	5.83%		
	October	11	10.68%		
	November	14	13.59%		
	December	6	5.83%		
DAY OF WEEK	Sunday	8	7.77%	103	100.00%
	Monday	19	18.45%		
	Tuesday	20	19.42%		
	Wednesday	12	11.65%		
	Thursday	14	13.59%		
	Friday	16	15.53%		
	Saturday	14	13.59%		
HOUR OF DAY	00:00-03:00	1	0.97%	103	100.00%
	03:00-06:00	4	3.88%		
	06:00-09:00	18	17.48%		
	09:00-12:00	14	13.59%		
	12:00-15:00	14	13.59%		
	15:00-18:00	18	17.48%		
	18:00-21:00	25	24.27%		
	21:00-24:00	9	8.74%		

**FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY**

SECTION: 87120000 STATE ROUTE: 90
 INTERSECTING ROADWAY: SW 84th Ave. (MP 9.346) M.P. 9.296 TO 9.384 ENGINEER: Luis Rodriguez
 STUDY PERIOD: FROM 1/ 04 TO 12/ 08 COUNTY: Miami-Dade

Crash Number	No.	Mile Post	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NT	WET / DRY	CONTRIBUTING CAUSE
723181600	1	9.296	1/23/2005	Sun	300	Angle	0	3	0	Nite	Dry	Failed to Yield R/W
723456560	2	9.306	3/1/2004	Mon	1800	Rear-End	0	1	0	Day	Dry	Careless Driving
769307380	3	9.306	10/6/2006	Fri	2300	Tree/Shrubbery	0	2	0	Nite	Dry	Careless Driving
769307390	4	9.306	10/7/2006	Sat	0	Angle	0	1	0	Nite	Dry	Improper Turn
769381770	5	9.306	10/31/2006	Tue	1900	Rear-End	0	2	0	Nite	Dry	Careless Driving
772099580	6	9.306	2/13/2008	Wed	800	Rear-End	0	1	0	Day	Wet	Careless Driving
772075980	7	9.306	4/29/2008	Tue	1700	Sideswipe	0	1	0	Day	Dry	All Other
772012520	8	9.308	7/26/2007	Thu	1100	Rear-End	0	1	0	Day	Dry	Careless Driving
772051860	9	9.319	12/13/2007	Thu	800	Rear-End	0	1	0	Day	Dry	Careless Driving
738746810	10	9.327	9/27/2004	Mon	1400	Right-Turn	0	3	0	Day	Dry	Failed to Yield R/W
54361420	11	9.327	6/27/2005	Mon	1800	Rear-End	0	1	0	Nite	Dry	Followed too Closely
756213130	12	9.327	1/23/2006	Mon	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
772082550	13	9.327	1/5/2008	Sat	0	Sideswipe	0	1	0	Nite	Wet	Careless Driving
772174760	14	9.327	10/28/2008	Tue	1500	Tree/Shrubbery	0	1	0	Day	Dry	Careless Driving
772198180	15	9.327	12/4/2008	Thu	1800	Rear-End	0	1	0	Day	Dry	Careless Driving
744554540	16	9.337	3/15/2005	Tue	1100	#N/A	0	0	1	Day	Dry	#N/A
772145130	17	9.337	6/18/2008	Wed	1500	Sideswipe	0	0	1	Day	Wet	All Other
754604880	18	9.344	7/14/2004	Wed	1700	Rear-End	0	3	0	Day	Dry	Careless Driving
755268520	19	9.344	8/6/2004	Fri	2100	Rear-End	0	1	0	Nite	Dry	Careless Driving
772084570	20	9.344	1/15/2008	Tue	900	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
755173540	21	9.345	11/29/2004	Mon	1600	Rear-End	0	1	0	Day	Dry	Careless Driving
738745220	22	9.346	2/6/2004	Fri	1500	Angle	0	2	0	Day	Dry	Disregarded Traffic Signal
743402880	23	9.346	3/4/2004	Thu	1500	Left-Turn	0	1	0	Day	Dry	Improper Turn
742003880	24	9.346	8/7/2004	Sat	1400	Backed Into	0	0	1	Day	Wet	Improper Backing
754898000	25	9.346	9/21/2004	Tue	1700	Rear-End	0	4	0	Day	Dry	Careless Driving
755175240	26	9.346	10/8/2004	Fri	2100	All other	0	0	1	Nite	Dry	Obstructing Traffic
755174420	27	9.346	10/26/2004	Tue	1000	Sideswipe	0	0	1	Day	Dry	Improper Turn
723451760	28	9.346	1/13/2005	Thu	1000	Right-Turn	0	0	1	Day	Dry	Failed to Yield R/W
708695570	29	9.346	2/16/2005	Wed	1900	Rear-End	0	3	0	Nite	Dry	Careless Driving
708695670	30	9.346	2/28/2005	Mon	1900	Rear-End	0	3	0	Nite	Dry	Careless Driving
744554530	31	9.346	3/15/2005	Tue	1000	#N/A	0	0	1	Day	Dry	#N/A
755151520	32	9.346	7/30/2005	Sat	1400	Rear-End	0	2	0	Day	Dry	Careless Driving
743634000	33	9.346	11/1/2005	Tue	2200	Angle	0	0	1	Nite	Wet	Disregarded Stop Sign
754998550	34	9.346	4/27/2006	Thu	2300	Other Fixed Object	0	0	1	Nite	Dry	Careless Driving
769294340	35	9.346	9/3/2006	Sun	500	All other	0	1	0	Nite	Dry	Failed to Yield R/W
769367860	36	9.346	10/4/2006	Wed	1500	Angle	0	0	1	Day	Dry	Failed to Yield R/W
769401150	37	9.346	11/14/2006	Tue	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
769441240	38	9.346	4/25/2007	Wed	1000	Angle	0	1	0	Day	Dry	Failed to Yield R/W
769465960	39	9.346	6/1/2007	Fri	1400	Sideswipe	0	0	1	Day	Wet	Improper Lane Change
769495740	40	9.346	7/12/2007	Thu	1700	Rear-End	0	2	0	Day	Dry	Careless Driving
772010620	41	9.346	7/26/2007	Thu	900	Sideswipe	0	0	1	Day	Dry	Careless Driving
772055260	42	9.346	12/11/2007	Tue	1100	Unknown	1	2	0	Day	Dry	Unknown
772055870	43	9.346	1/29/2008	Tue	1300	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
772190140	44	9.346	12/13/2008	Sat	1900	Angle	0	1	0	Nite	Dry	Failed to Yield R/W
769418370	45	9.348	1/23/2007	Tue	1300	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
755194440	46	9.354	1/19/2005	Wed	1600	Rear-End	0	2	0	Day	Dry	Careless Driving
39076270	47	9.354	3/17/2005	Thu	1600	Rear-End	0	1	0	Day	Dry	Careless Driving
723456580	48	9.355	3/2/2004	Tue	1400	Rear-End	0	2	0	Day	Dry	Careless Driving
772098610	49	9.357	2/24/2008	Sun	400	Left-Turn	0	0	1	Nite	Dry	Failed to Yield R/W
743421350	50	9.365	1/23/2004	Fri	400	Rear-End	0	2	0	Nite	Dry	Careless Driving
754646970	51	9.365	6/11/2004	Fri	1700	Rear-End	0	0	1	Day	Dry	Careless Driving
744577370	52	9.365	2/3/2005	Thu	1600	All other	0	0	1	Day	Dry	Failed to Yield R/W
772141820	53	9.365	8/25/2008	Mon	1300	Left-Turn	0	2	0	Day	Dry	Improper Turn
769404080	54	9.38	11/17/2006	Fri	800	Rear-End	0	1	0	Day	Dry	Careless Driving
772066270	55	9.38	1/5/2008	Sat	1700	Rear-End	0	1	0	Day	Dry	Careless Driving
744556110	56	9.384	9/2/2005	Fri	2000	Rear-End	0	2	0	Nite	Dry	Careless Driving
743613220	57	9.384	3/2/2006	Thu	1900	Rear-End	0	0	1	Nite	Dry	Careless Driving

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
57		1	66	18	7	6	2	26	6	0	
					12.28%	10.53%	3.51%	45.61%	10.53%	0.00%	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYR/W	DUI			
2		39	18	6	51	1	12	2			
		3.51%	68.42%	31.58%	10.53%	89.47%	1.75%	21.05%	3.51%		

2008 Data:	TOTAL VEHICLES ENTERING / ADT :	55,000	(2008)	SPOT	ACCIDENT RATE:	0.598 /MV	(2008)
-------------------	---------------------------------	--------	--------	------	----------------	-----------	--------

CRASH STATISTICS

State Road No. = 90 At SW 84th Ave
 Roadway Section = 87120000
 Mile Post Limits = 9.296 to 9.384
 Crash Years Included = 2004-2008
 ADT = Varies
 Nearest Node = 47
 Crash Rate Class Category = U-6DR

		Number	% of Total		
CRASH TYPE	Rear End	26		45.61%	
	Head On	0		0.00%	
	Angle	7		12.28%	
	Left Turn	6		10.53%	
	Right Turn	2		3.51%	
	Sideswipe	6		10.53%	
	Pedestrian/Bicycle	0		0.00%	
	Fixed Obj. above ground	0		0.00%	
	Sign (Post)	0		0.00%	
	Guard Rail	0		0.00%	
	Concrete Barrier wall	0		0.00%	
	Bridge /Pier /Abutment	0		0.00%	
	Tree/Shrub	2		3.51%	
	Traffic Gate	0		0.00%	
	Crash Attenuators	0		0.00%	
	Other Fixed Object	1		1.75%	
	Ran into Ditch/Culvert	0		0.00%	
	Overtuned	0		0.00%	
	water	0		0.00%	
	Barricade sign	0		0.00%	
	Utility/Light Pole	0		0.00%	
	Fence	0		0.00%	
	Other	7	57	12.28%	100.00%
WEATHER	Sunny	31		54.39%	
	Cloudy	23		40.35%	
	Rain	3		5.26%	
	Fog	0		0.00%	
	Others	0		0.00%	
	Unknown	0	57	0.00%	100.00%
SURFACE CONDITIONS	Dry	51		89.47%	
	Wet	6		10.53%	
	Others	0		0.00%	
	Unknown	0	57	0.00%	100.00%
MONTH OF YEAR	January	10		17.54%	
	February	6		10.53%	
	March	7		12.28%	
	April	3		5.26%	
	May	0		0.00%	
	June	4		7.02%	
	July	5		8.77%	
	August	3		5.26%	
	September	4		7.02%	
	October	7		12.28%	
	November	4		7.02%	
	December	4	57	7.02%	100.00%
DAY OF WEEK	Sunday	3		5.26%	
	Monday	7		12.28%	
	Tuesday	14		24.56%	
	Wednesday	7		12.28%	
	Thursday	11		19.30%	
	Friday	9		15.79%	
	Saturday	6	57	10.53%	100.00%
HOUR OF DAY	00:00-03:00	2		3.51%	
	03:00-06:00	4		7.02%	
	06:00-09:00	3		5.26%	
	09:00-12:00	9		15.79%	
	12:00-15:00	8		14.04%	
	15:00-18:00	17		29.82%	
	18:00-21:00	9		15.79%	
	21:00-24:00	5	57	8.77%	100.00%

**FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY**

SECTION: 87120000 STATE ROUTE: 90
 INTERSECTING ROADWAY: SW 87th Ave. (MP 9.056) M.P. 9.009 TO 9.094 ENGINEER: Luis Rodriguez
 STUDY PERIOD: FROM 1/ 04 TO 12/ 08 COUNTY: Miami-Dade

Crash Number	No.	Mile Post	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NT	WET / DRY	CONTRIBUTING CAUSE
723450670	1	9.009	7/13/2004	Tue	1000	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
738731860	2	9.018	3/9/2005	Wed	1700	Rear-End	0	1	0	Day	Wet	Careless Driving
772041870	3	9.018	11/27/2007	Tue	1200	Coll. W/ Pedestrian	0	1	0	Day	Dry	Failed to Yield R/W
772085860	4	9.018	3/4/2008	Tue	1300	Rear-End	0	0	1	Day	Dry	Careless Driving
772169900	5	9.018	10/4/2008	Sat	1100	Sideswipe	0	0	1	Day	Wet	Improper Lane Change
772166270	6	9.018	11/26/2008	Wed	900	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
772102670	7	9.021	3/15/2008	Sat	1500	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
772141500	8	9.026	5/24/2008	Sat	1700	Rear-End	0	1	0	Day	Dry	Careless Driving
744565330	9	9.027	5/6/2005	Fri	1800	Rear-End	0	3	0	Day	1800	Followed too Closely
772102630	10	9.032	3/8/2008	Sat	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
755276120	11	9.037	4/6/2004	Tue	1600	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
723150520	12	9.037	1/24/2005	Mon	1600	Rear-End	0	2	0	Day	Dry	Careless Driving
744554080	13	9.037	1/27/2005	Thu	1000	Rear-End	0	0	1	Day	Dry	Careless Driving
755154500	14	9.037	5/14/2005	Sat	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
764499180	15	9.037	6/14/2005	Tue	2000	Rear-End	0	2	0	Nite	Dry	Careless Driving
755184970	16	9.037	7/27/2005	Wed	0	Rear-End	0	0	1	Nite	Dry	Careless Driving
743643230	17	9.037	8/24/2005	Wed	100	Rear-End	0	0	1	Nite	Dry	All Other
769471520	18	9.037	4/20/2007	Fri	1100	Sideswipe	0	1	0	Day	Dry	Improper Lane Change
769454890	19	9.037	6/8/2007	Fri	1000	Coll w/Bicycle	0	1	0	Day	Dry	Careless Driving
772035470	20	9.037	12/26/2007	Wed	2000	Rear-End	0	2	0	Nite	Dry	Unknown
772075620	21	9.037	2/8/2008	Fri	1500	Rear-End	0	0	1	Day	Wet	Careless Driving
772117380	22	9.037	7/6/2008	Sun	1200	Rear-End	0	1	0	Day	Dry	Careless Driving
772177940	23	9.04	10/24/2008	Fri	1800	Left-Turn	0	4	0	Day	Wet	Failed to Yield R/W
754859940	24	9.045	11/24/2004	Wed	1000	Rear-End	0	1	0	Day	Dry	Careless Driving
755276150	25	9.047	6/18/2004	Fri	1600	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
755183550	26	9.047	10/10/2004	Sun	1900	Rear-End	0	0	1	Nite	Dry	Careless Driving
744560100	27	9.047	1/12/2005	Wed	1800	Rear-End	0	0	1	Nite	Dry	Careless Driving
769430310	28	9.047	2/9/2007	Fri	200	Rear-End	0	0	1	Day	Dry	Careless Driving
769443820	29	9.047	3/12/2007	Mon	1500	Rear-End	0	1	0	Day	Dry	Careless Driving
769265000	30	9.047	11/16/2007	Fri	1000	Rear-End	0	0	1	Day	Dry	Careless Driving
772171840	31	9.047	9/26/2008	Fri	1200	Rear-End	0	0	1	Day	Dry	Careless Driving
739043810	32	9.048	5/13/2004	Thu	2300	Rear-End	0	2	0	Nite	Dry	Careless Driving
755193860	33	9.048	6/13/2005	Mon	1100	Rear-End	0	0	1	Day	Dry	Careless Driving
755177890	34	9.05	2/28/2005	Mon	1000	Rear-End	0	1	0	Day	Dry	Careless Driving
769411110	35	9.05	12/2/2006	Sat	0	Rear-End	0	0	1	Nite	Dry	Careless Driving
772126130	36	9.05	5/31/2008	Sat	1100	Rear-End	0	0	1	Day	Dry	Careless Driving
772182010	37	9.05	9/25/2008	Thu	2100	Rear-End	0	0	1	Nite	Dry	Careless Driving
755173800	38	9.051	12/29/2004	Wed	1500	Rear-End	0	0	1	Day	Dry	Careless Driving
754872870	39	9.051	6/13/2005	Mon	800	Angle	0	1	0	Day	Dry	Improper Lane Change
743610380	40	9.051	1/31/2006	Tue	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
772068060	41	9.051	2/17/2008	Sun	500	Angle	0	0	1	Nite	Dry	Careless Driving
754617300	42	9.052	10/5/2004	Tue	100	Sideswipe	0	0	1	Nite	Dry	Improper Lane Change
755194430	43	9.052	1/18/2005	Tue	1300	Coll. W/ Pedestrian	0	2	0	Day	Dry	Unknown
769453680	44	9.052	5/5/2007	Sat	700	Rear-End	0	0	1	Day	Dry	Improper Lane Change
772109250	45	9.052	7/29/2008	Tue	1300	Rear-End	0	0	1	Day	Dry	Careless Driving
738626310	46	9.053	10/22/2005	Sat	1800	Rear-End	0	0	1	Nite	Dry	Unknown
723450090	47	9.054	1/17/2004	Sat	1300	Left-Turn	0	3	0	Day	Dry	Failed to Yield R/W
55391510	48	9.054	8/16/2004	Mon	1000	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
54073330	49	9.054	11/22/2004	Mon	1000	Rear-End	0	0	1	Day	Dry	Careless Driving
723452170	50	9.054	2/18/2005	Fri	1300	Right-Turn	0	1	0	Day	Dry	Careless Driving
764476600	51	9.054	2/7/2006	Tue	2100	Rear-End	0	5	0	Nite	Dry	Careless Driving
772000890	52	9.054	7/30/2007	Mon	1900	Rear-End	0	0	1	Day	Dry	Careless Driving
772004910	53	9.054	11/2/2007	Fri	800	Rear-End	0	1	0	Day	Dry	Careless Driving
772098120	54	9.054	3/4/2008	Tue	1200	Rear-End	0	1	0	Day	Dry	Careless Driving
772125300	55	9.054	7/30/2008	Wed	1000	Rear-End	0	3	0	Day	Dry	Careless Driving
755266520	56	9.055	5/26/2004	Wed	1800	Rear-End	0	3	0	Day	Dry	Careless Driving
739505140	57	9.056	1/20/2004	Tue	1200	w/ MV on Other Road	0	3	0	Day	Dry	Disregarded Traffic Signal
43433800	58	9.056	3/23/2004	Tue	900	Rear-End	0	1	0	Day	Dry	Careless Driving
723457110	59	9.056	4/21/2004	Wed	2000	Left-Turn	0	0	1	Nite	Dry	Improper Turn
738703130	60	9.056	6/17/2004	Thu	800	Angle	0	0	1	Day	Dry	Disregarded Traffic Signal
754647090	61	9.056	6/20/2004	Sun	1300	Rear-End	0	2	0	Day	Dry	Careless Driving
738746580	62	9.056	7/23/2004	Fri	2200	Left-Turn	0	1	0	Nite	Dry	Failed to Yield R/W
742007200	63	9.056	8/19/2004	Thu	2000	Rear-End	0	0	1	Nite	Dry	Careless Driving
739505310	64	9.056	11/3/2004	Wed	1100	Angle	0	0	1	Day	Dry	Improper Lane Change
708695780	65	9.056	3/2/2005	Wed	1400	Rear-End	0	1	0	Day	Dry	Careless Driving

SECTION:		8712000		STATE ROUTE:		90						
INTERSECTING ROADWAY:		SW 87th Ave. (MP 9.056)		M.P.		9.009 TO 9.094		ENGINEER:		Luis Rodriguez		
STUDY PERIOD:		FROM 1/04		TO 12/08		COUNTY:		Miami-Dade				
Crash Number	No.	Mile Post	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NT	WET / DRY	CONTRIBUTING CAUSE
754625390	66	9.056	3/3/2005	Thu	400	Angle	0	4	0	Nite	Dry	Unknown
65617070	67	9.056	7/4/2005	Mon	700	Rear-End	0	2	0	Day	Dry	Careless Driving
764499480	68	9.056	7/29/2005	Fri	1400	All other	0	0	1	Day	Dry	Disregarded Traffic Signal
764468550	69	9.056	11/10/2005	Thu	1300	Angle	0	3	0	Day	Dry	Improper Turn
764469950	70	9.056	11/13/2005	Sun	1700	Angle	0	0	1	Day	Dry	Improper Turn
743619460	71	9.056	1/11/2006	Wed	1500	Angle	0	0	1	Day	Dry	Failed to Yield R/W
769311140	72	9.056	5/24/2006	Wed	1600	Angle	0	1	0	Day	Dry	Failed to Yield R/W
769274770	73	9.056	6/19/2006	Mon	1400	Head-On	0	1	0	Day	Dry	Careless Driving
769332000	74	9.056	7/8/2006	Sat	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
769258670	75	9.056	7/10/2006	Mon	400	Rear-End	0	0	1	Nite	Dry	Careless Driving
769356590	76	9.056	7/20/2006	Thu	1200	Angle	0	3	0	Day	Dry	Failed to Yield R/W
769295690	77	9.056	7/21/2006	Fri	0	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
769401440	78	9.056	12/13/2006	Wed	1900	Angle	0	0	1	Nite	Dry	Failed to Yield R/W
769417980	79	9.056	1/17/2007	Wed	900	Angle	0	0	1	Day	Dry	Failed to Yield R/W
769259800	80	9.056	3/21/2007	Wed	300	Angle	0	0	1	Day	Wet	Disregarded Traffic Signal
769470860	81	9.056	6/15/2007	Fri	1400	Angle	0	0	1	Day	Dry	Failed to Yield R/W
769486800	82	9.056	7/23/2007	Mon	200	All other	0	0	1	Nite	Dry	All Other
772041150	83	9.056	10/10/2007	Wed	1200	Rear-End	0	3	0	Day	Dry	Careless Driving
772059040	84	9.056	10/28/2007	Sun	300	Unknown	0	0	1	Nite	Wet	Unknown
772060890	85	9.056	1/12/2008	Sat	100	Sideswipe	0	0	1	Nite	Dry	Improper Turn
772055850	86	9.056	1/25/2008	Fri	2000	Rear-End	0	2	0	Day	Dry	Careless Driving
772055840	87	9.056	2/10/2008	Sun	1400	Rear-End	0	1	0	Day	Dry	Careless Driving
772112650	88	9.056	4/15/2008	Tue	500	Coll w/Utility Pole	0	0	1	Nite	Dry	Careless Driving
772117080	89	9.056	4/18/2008	Fri	700	Angle	0	1	0	Day	Dry	Careless Driving
772142810	90	9.056	7/31/2008	Thu	1300	Angle	0	0	1	Day	Dry	Improper Lane Change
772165130	91	9.056	9/8/2008	Mon	1800	All other	0	0	1	Day	Dry	All Other
772174600	92	9.056	9/21/2008	Sun	2000	Left-Turn	0	1	0	Nite	Dry	Improper Turn
772172690	93	9.056	10/6/2008	Mon	0	Sideswipe	0	0	1	Nite	Wet	Unknown
772174740	94	9.056	10/27/2008	Mon	1600	Left-Turn	0	1	0	Day	Dry	All Other
772162990	95	9.056	10/28/2008	Tue	800	Rear-End	0	3	0	Day	Dry	Careless Driving
772195500	96	9.056	11/1/2008	Sat	700	Rear-End	0	1	0	Day	Dry	Careless Driving
772182330	97	9.056	11/3/2008	Mon	200	Angle	0	1	0	Nite	Dry	Disregarded Traffic Signal
772195740	98	9.056	12/1/2008	Mon	1100	Rear-End	0	0	1	Day	Wet	Careless Driving
772068180	99	9.056	12/25/2008	Thu	700	Angle	0	0	1	Day	Wet	Unknown
769348250	100	9.057	7/23/2006	Sun	100	Rear-End	0	0	1	Nite	Dry	Careless Driving
772191260	101	9.057	11/22/2008	Sat	2000	Angle	0	0	1	Nite	Dry	Improper Lane Change
723450900	102	9.058	9/16/2004	Thu	900	Left-Turn	0	0	1	Day	Dry	Improper Lane Change
743630730	103	9.058	10/26/2005	Wed	1800	Sideswipe	0	5	0	Day	Dry	Improper Lane Change
769276410	104	9.058	7/11/2006	Tue	800	Angle	0	2	0	Day	Dry	Careless Driving
909738420	105	9.058	4/15/2008	Tue	600	Coll. W/ Pedestrian	0	1	0	Nite	Dry	All Other
723189400	106	9.059	4/25/2005	Mon	800	Right-Turn	0	0	1	Day	Dry	Failed to Yield R/W
769477010	107	9.059	5/2/2007	Wed	1100	Left-Turn	0	3	0	Day	Dry	Unknown
743405400	108	9.06	5/28/2004	Fri	700	Rear-End	0	0	1	Day	Dry	Careless Driving
755174770	109	9.06	12/9/2004	Thu	600	Rear-End	0	2	0	Day	Dry	Careless Driving
744578580	110	9.06	12/26/2004	Sun	1500	Rear-End	0	3	0	Day	Dry	Careless Driving
764457780	111	9.06	9/22/2005	Thu	0	Rear-End	0	0	1	Nite	Dry	Careless Driving
769358150	112	9.06	8/1/2006	Tue	1600	Rear-End	0	1	0	Day	Dry	Careless Driving
772018720	113	9.06	10/10/2007	Wed	1800	Rear-End	0	0	1	Day	Dry	Careless Driving
744211250	114	9.061	9/1/2005	Thu	2100	Rear-End	0	0	1	Nite	Dry	Careless Driving
744806940	115	9.061	10/20/2005	Thu	2200	Rear-End	0	1	0	Nite	Dry	Careless Driving
769463660	116	9.061	4/5/2007	Thu	100	Rear-End	0	0	1	Nite	Dry	Careless Driving
764488730	117	9.064	8/20/2005	Sat	1900	Rear-End	0	2	0	Day	Dry	Improper Lane Change
769283850	118	9.064	6/14/2006	Wed	2200	Rear-End	0	0	1	Nite	Dry	Careless Driving
769378660	119	9.064	9/23/2006	Sat	1800	Rear-End	0	2	0	Day	Dry	Careless Driving
723456910	120	9.065	3/21/2004	Sun	1500	Overtuned	0	2	0	Day	Dry	Careless Driving
755174220	121	9.065	10/5/2004	Tue	1200	Rear-End	0	1	0	Day	Dry	Careless Driving
764457320	122	9.065	3/22/2005	Tue	1700	Rear-End	0	2	0	Day	Dry	Careless Driving
754644520	123	9.065	6/1/2005	Wed	1900	Rear-End	0	0	1	Day	Dry	Careless Driving
755155920	124	9.065	7/5/2005	Tue	1000	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
769343980	125	9.065	7/11/2006	Tue	1000	Rear-End	0	0	1	Day	Dry	Careless Driving
769378640	126	9.065	9/23/2006	Sat	1300	Rear-End	0	1	0	Day	Dry	Careless Driving
769378650	127	9.065	9/23/2006	Sat	1300	Rear-End	0	1	0	Day	Dry	Careless Driving
769458660	128	9.065	3/29/2007	Thu	1800	Rear-End	0	0	1	Nite	Dry	Careless Driving
772083090	129	9.065	1/11/2008	Fri	1400	Rear-End	0	1	0	Day	Dry	Careless Driving
772164070	130	9.065	8/21/2008	Thu	800	Rear-End	0	1	0	Day	Wet	Careless Driving
704638820	131	9.069	2/8/2004	Sun	1900	Angle	0	2	0	Nite	Dry	Improper Turn
772187220	132	9.069	12/29/2008	Mon	1800	Rear-End	0	2	0	Nite	Dry	Careless Driving
723451490	133	9.07	12/1/2004	Wed	1300	Angle	0	0	1	Day	Dry	Improper Lane Change
772030230	134	9.07	10/30/2007	Tue	1400	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
721789340	135	9.074	3/20/2004	Sat	1900	Coll. W/ Pedestrian	0	1	0	Nite	Dry	Unknown

SECTION: <u>87120000</u>		STATE ROUTE: <u>90</u>										
INTERSECTING ROADWAY: <u>SW 87th Ave. (MP 9.056)</u>		M.P. <u>9.009</u>		TO <u>9.094</u>		ENGINEER: <u>Luis Rodriguez</u>						
STUDY PERIOD: FROM <u>1/ 04</u>		TO <u>12/ 08</u>		COUNTY: <u>Miami-Dade</u>								
Crash Number	No.	Mile Post	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NT	WET / DRY	CONTRIBUTING CAUSE
54319270	136	9.075	1/10/2005	Mon	1400	Angle	0	0	1	Day	Dry	Improper Lane Change
754853260	137	9.075	1/10/2005	Mon	1600	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
764454030	138	9.075	5/17/2005	Tue	1500	Rear-End	0	1	0	Day	Dry	Careless Driving
769363670	139	9.075	8/20/2006	Sun	2000	Rear-End	0	1	0	Nite	Dry	Careless Driving
769394350	140	9.075	12/19/2006	Tue	1200	Rear-End	0	2	0	Day	Dry	Careless Driving
772169660	141	9.075	9/5/2008	Fri	800	Rear-End	0	0	1	Day	Wet	Careless Driving
55391590	142	9.084	8/16/2004	Mon	700	Rear-End	0	1	0	Day	Dry	Careless Driving
721789120	143	9.094	3/2/2004	Tue	1800	Rear-End	0	0	1	Nite	Dry	Careless Driving
769376070	144	9.094	9/6/2006	Wed	2000	Rear-End	0	0	1	Nite	Wet	Careless Driving
769365690	145	9.094	9/8/2006	Fri	1600	Rear-End	0	0	1	Day	Wet	Careless Driving
Total No.			Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
145			0	125	75	23	10	2	83	14	5	
						15.86%	6.90%	1.38%	57.24%	9.66%	3.45%	
One Vehicle			Day	Night	Wet	Dry	Excess Speed	FTYR/W	DUI			
6			104	41	13	132	0	13	7			
4.14%			71.72%	28.28%	8.97%	91.03%	0.00%	8.97%	4.83%			
2008 Data:	TOTAL VEHICLES ENTERING / ADT :					55,500	(2008)	SPOT	ACCIDENT RATE:		1.826 /MV	(2008)

CRASH STATISTICS

State Road No. = 90 At SW 87th Ave
 Roadway Section = 87120000
 Mile Post Limits = 9.009 to 9.094
 Crash Years Included = 2004-2008
 ADT = Varies
 Nearest Node = 45
 Crash Rate Class Category = U-6DR

		Number	% of Total		
CRASH TYPE	Rear End	83	57.24%	145	100.01%
	Head On	1	0.69%		
	Angle	23	15.86%		
	Left Turn	10	6.90%		
	Right Turn	2	1.38%		
	Sideswipe	14	9.66%		
	Pedestrian/Bicycle	5	3.45%		
	Fixed Obj. above ground	0	0.00%		
	Sign (Post)	0	0.00%		
	Guard Rail	0	0.00%		
	Concrete Barrier wall	0	0.00%		
	Bridge /Pier /Abutment	0	0.00%		
	Tree/Shrub	0	0.00%		
	Traffic Gate	0	0.00%		
	Crash Attenuators	0	0.00%		
	Other Fixed Object	0	0.00%		
	Ran into Ditch/Culvert	0	0.00%		
	Overtuned	1	0.69%		
	water	0	0.00%		
	Barricade sign	0	0.00%		
Utility/Light Pole	1	0.69%			
Fence	0	0.00%			
Other	5	3.45%			
	Sunny	87	60.00%	145	100.00%
	Cloudy	54	37.24%		
	Rain	4	2.76%		
	Fog	0	0.00%		
	Others	0	0.00%		
	Unknown	0	0.00%		
SURFACE CONDITIONS	Dry	132	91.03%	145	100.00%
	Wet	13	8.97%		
	Others	0	0.00%		
	Unknown	0	0.00%		
MONTH OF YEAR	January	14	9.66%	145	100.02%
	February	8	5.52%		
	March	15	10.34%		
	April	8	5.52%		
	May	11	7.59%		
	June	11	7.59%		
	July	19	13.10%		
	August	8	5.52%		
	September	13	8.97%		
	October	15	10.34%		
	November	12	8.28%		
	December	11	7.59%		
DAY OF WEEK	Sunday	13	8.97%	145	99.99%
	Monday	22	15.17%		
	Tuesday	26	17.93%		
	Wednesday	26	17.93%		
	Thursday	18	12.41%		
	Friday	21	14.48%		
	Saturday	19	13.10%		
HOUR OF DAY	00:00-03:00	13	8.97%	145	100.00%
	03:00-06:00	6	4.14%		
	06:00-09:00	17	11.72%		
	09:00-12:00	22	15.17%		
	12:00-15:00	28	19.31%		
	15:00-18:00	24	16.55%		
	18:00-21:00	28	19.31%		
	21:00-24:00	7	4.83%		

**FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY**

SECTION: 87120000 STATE ROUTE: 90
 INTERSECTING ROADWAY: SW 88TH AVENUE (MP 8.932) M.P. 8.894 TO 8.980 ENGINEER: Luis Rodriguez
 STUDY PERIOD: FROM 1/ 04 TO 12/ 08 COUNTY: Miami-Dade

Crash Number	No.	Mile Post	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NT	WET / DRY	CONTRIBUTING CAUSE
769374130	1	8.894	10/19/2006	Thu	1500	All other	0	1	0	Day	Dry	Improper Lane Change
772117740	2	8.901	5/17/2008	Sat	1400	Unknown	0	0	1	Day	Dry	Improper Lane Change
754648330	3	8.904	8/25/2004	Wed	2100	Overtuned	0	1	0	Nite	Dry	All Other
744211230	4	8.904	9/1/2005	Thu	1500	Angle	0	0	1	Day	Dry	Unknown
769394720	5	8.913	11/9/2006	Thu	700	Angle	0	0	1	Day	Dry	Careless Driving
769452830	6	8.923	4/2/2007	Mon	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
745654570	7	8.923	7/22/2008	Tue	1100	Rear-End	0	1	0	Day	Dry	All Other
772054570	8	8.928	11/1/2007	Thu	700	Left-Turn	0	5	0	Day	Dry	Failed to Yield R/W
723450450	9	8.93	5/20/2004	Thu	900	Left-Turn	0	1	0	Day	Dry	Failed to Yield R/W
723176610	10	8.932	1/7/2004	Wed	1300	Angle	0	1	0	Day	Dry	Improper Turn
704827450	11	8.932	1/29/2004	Thu	1500	Angle	0	0	1	Day	Dry	Improper Turn
721780720	12	8.932	2/24/2004	Tue	1000	Left-Turn	0	3	0	Day	Dry	Failed to Yield R/W
754648340	13	8.932	8/27/2004	Fri	1300	Left-Turn	0	0	1	Day	Dry	Improper Turn
754648350	14	8.932	8/27/2004	Fri	1500	Right-Turn	0	0	1	Day	Dry	Improper Turn
55001460	15	8.932	9/28/2004	Tue	700	Left-Turn	0	1	0	Day	Dry	Failed to Yield R/W
738703530	16	8.932	11/3/2004	Wed	700	Angle	0	2	0	Day	Dry	Improper Turn
54077130	17	8.932	11/4/2004	Thu	1300	Angle	0	1	0	Day	Dry	Improper Turn
755194380	18	8.932	11/11/2005	Tue	1800	Left-Turn	0	2	0	Nite	Dry	Improper Turn
708695470	19	8.932	2/8/2005	Tue	1500	Left-Turn	0	3	0	Day	Dry	Improper Turn
744582450	20	8.932	3/8/2005	Tue	700	Angle	0	0	1	Day	Dry	Improper Turn
755274330	21	8.932	3/8/2005	Tue	1400	Left-Turn	0	3	0	Day	Dry	Failed to Yield R/W
755154980	22	8.932	3/30/2005	Wed	600	Left-Turn	0	0	1	Day	Dry	Failed to Yield R/W
744236210	23	8.932	4/4/2005	Mon	1500	Left-Turn	0	4	0	Day	Dry	Improper Turn
54319580	24	8.932	5/18/2005	Wed	600	Angle	0	0	1	Day	Dry	Failed to Yield R/W
54319600	25	8.932	5/20/2005	Fri	700	Angle	0	0	1	Day	Dry	Failed to Yield R/W
764458630	26	8.932	7/13/2005	Wed	800	Left-Turn	0	3	0	Day	Dry	Failed to Yield R/W
744562090	27	8.932	8/1/2005	Mon	700	Angle	0	1	0	Day	Dry	Improper Turn
754615500	28	8.932	8/9/2005	Tue	1500	Angle	0	3	0	Day	Dry	Failed to Yield R/W
744211480	29	8.932	9/7/2005	Wed	1500	Angle	0	2	0	Day	Dry	Improper Turn
721789480	30	8.932	11/1/2005	Tue	800	Left-Turn	0	0	1	Nite	Wet	Failed to Yield R/W
743630760	31	8.932	11/1/2005	Tue	1600	Angle	0	2	0	Day	Dry	Improper Turn
756246110	32	8.932	11/10/2005	Thu	1900	Angle	0	2	0	Nite	Dry	Disregarded Stop Sign
743613030	33	8.932	12/16/2005	Fri	1400	Angle	0	0	1	Day	Dry	Failed to Yield R/W
744215760	34	8.932	1/30/2006	Mon	900	Angle	0	1	0	Day	Wet	Failed to Yield R/W
744231740	35	8.932	2/8/2006	Wed	900	Angle	0	4	0	Day	Dry	Improper Turn
744216000	36	8.932	3/6/2006	Mon	900	Angle	0	2	0	Day	Dry	Failed to Yield R/W
769298740	37	8.932	6/28/2006	Wed	800	Angle	0	2	0	Day	Dry	Improper Turn
769302410	38	8.932	12/7/2006	Thu	900	All other	0	2	0	Day	Dry	Unknown
769461050	39	8.932	3/24/2007	Sat	800	Rear-End	0	0	1	Day	Dry	Vehicle Modified
772022480	40	8.932	10/10/2007	Wed	1600	Angle	0	3	0	Day	Wet	Failed to Yield R/W
769264970	41	8.932	11/8/2007	Thu	800	Angle	0	0	1	Day	Dry	Improper Turn
772055190	42	8.932	12/6/2007	Thu	800	Angle	0	0	1	Day	Dry	Disregarded Stop Sign
772062620	43	8.932	1/19/2008	Sat	300	Fixed Object Above Road	0	0	1	Nite	Dry	Careless Driving
772117850	44	8.932	7/3/2008	Thu	1000	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
772162690	45	8.932	8/22/2008	Fri	700	Angle	0	2	0	Day	Dry	Failed to Yield R/W
772176670	46	8.932	10/1/2008	Wed	1600	Angle	0	0	1	Day	Dry	Failed to Yield R/W
772177980	47	8.932	10/30/2008	Thu	1600	Left-Turn	0	0	1	Day	Dry	Failed to Yield R/W
772052340	48	8.932	11/6/2008	Thu	1200	Angle	0	0	1	Day	Dry	Improper Turn
772182700	49	8.932	11/14/2008	Fri	1700	Left-Turn	0	2	0	Nite	Dry	Failed to Yield R/W
772193230	50	8.932	11/25/2008	Tue	1400	Angle	0	0	1	Day	Dry	Disregarded Stop Sign
769352990	51	8.933	9/5/2006	Tue	1900	Rear-End	0	2	0	Day	Wet	Improper Lane Change
755268010	52	8.934	4/30/2004	Fri	1400	Rear-End	0	0	1	Day	Dry	Careless Driving
769267630	53	8.938	5/18/2006	Thu	1200	Rear-End	0	0	1	Day	Dry	Careless Driving
772177930	54	8.941	10/24/2008	Fri	1500	Rear-End	0	0	1	Day	Wet	Careless Driving
86991880	55	8.951	3/16/2006	Thu	800	Rear-End	0	0	1	Day	Dry	Careless Driving
743405390	56	8.956	4/5/2004	Mon	100	All other	0	0	1	Nite	Dry	Improper Turn
52979820	57	8.956	10/13/2004	Wed	800	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
764468530	58	8.956	11/5/2005	Sat	1300	Rear-End	0	1	0	Day	Dry	Careless Driving
744807730	59	8.956	1/30/2006	Mon	1800	Sideswipe	0	3	0	Nite	Dry	Improper Lane Change
769443260	60	8.956	3/7/2007	Wed	1800	Rear-End	0	3	0	Nite	Dry	Careless Driving
769443390	61	8.956	3/21/2007	Wed	1800	Rear-End	0	2	0	Day	Dry	Careless Driving
772087020	62	8.956	1/7/2008	Mon	1500	Rear-End	0	2	0	Day	Dry	Careless Driving
772149010	63	8.956	6/20/2008	Fri	1900	Rear-End	0	2	0	Day	Wet	Careless Driving
772183400	64	8.956	12/6/2008	Sat	1600	Sideswipe	0	2	0	Nite	Dry	All Other
754644500	65	8.961	5/31/2005	Tue	1500	Rear-End	0	0	1	Day	Dry	Careless Driving

SECTION: <u>87120000</u> STATE ROUTE: <u>90</u>												
INTERSECTING ROADWAY: <u>SW 88TH AVENUE (MP 8.932)</u> M.P. <u>8.894</u> TO <u>8.980</u> ENGINEER: <u>Luis Rodriguez</u>												
STUDY PERIOD: FROM <u>1/ 04</u> TO <u>12/ 08</u> COUNTY: <u>Miami-Dade</u>												
Crash Number	No.	Mile Post	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NT	WET / DRY	CONTRIBUTING CAUSE
750929020	66	8.961	9/6/2005	Tue	2100	Rear-End	0	2	0	Day	Dry	Careless Driving
772070830	67	8.961	2/22/2008	Fri	1200	Unknown	0	0	1	Day	Dry	Improper Turn
755177680	68	8.98	1/28/2005	Fri	1200	Rear-End	0	1	0	Day	Wet	Careless Driving
	Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
	68		0	82	29	26	15	1	16	3	0	
						38.24%	22.06%	1.47%	23.53%	4.41%	0.00%	
	One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYR/W	DUI			
	2		58	10	7	61	0	22	1			
	2.94%		85.29%	14.71%	10.29%	89.71%	0.00%	32.35%	1.47%			
2008 Data:	TOTAL VEHICLES ENTERING / ADT : 55,500 (2008)						SPOT ACCIDENT RATE: 3.357 /MV (2008)					

CRASH STATISTICS

State Road No. = 90 At SW 88th Ave
 Roadway Section = 87120000
 Mile Post Limits = 8.894 to 8.980
 Crash Years Included = 2004-2008
 ADT = Varies
 Nearest Node = 44
 Crash Rate Class Category = U-6DR

		Number	% of Total		
CRASH TYPE	Rear End	16	23.53%	68	100.00%
	Head On	0	0.00%		
	Angle	26	38.24%		
	Left Turn	15	22.06%		
	Right Turn	1	1.47%		
	Sideswipe	3	4.41%		
	Pedestrian/Bicycle	0	0.00%		
	Fixed Obj. above ground	1	1.47%		
	Sign (Post)	0	0.00%		
	Guard Rail	0	0.00%		
	Concrete Barrier wall	0	0.00%		
	Bridge /Pier /Abutment	0	0.00%		
	Tree/Shrub	0	0.00%		
	Traffic Gate	0	0.00%		
	Crash Attenuators	0	0.00%		
	Other Fixed Object	0	0.00%		
	Ran into Ditch/Culvert	0	0.00%		
	Overtuned	1	1.47%		
	water	0	0.00%		
	Barricade sign	0	0.00%		
Utility/Light Pole	0	0.00%			
Fence	0	0.00%			
Other	5	7.35%			
	Sunny	37	54.41%	68	100.00%
	Cloudy	29	42.65%		
	Rain	2	2.94%		
	Fog	0	0.00%		
	Others	0	0.00%		
	Unknown	0	0.00%		
SURFACE CONDITIONS	Dry	61	89.71%	68	100.00%
	Wet	7	10.29%		
	Others	0	0.00%		
	Unknown	0	0.00%		
MONTH OF YEAR	January	8	11.76%	68	99.97%
	February	4	5.88%		
	March	8	11.76%		
	April	4	5.88%		
	May	6	8.82%		
	June	2	2.94%		
	July	3	4.41%		
	August	6	8.82%		
	September	5	7.35%		
	October	6	8.82%		
	November	12	17.65%		
	December	4	5.88%		
DAY OF WEEK	Sunday	0	0.00%	68	100.00%
	Monday	8	11.76%		
	Tuesday	14	20.59%		
	Wednesday	14	20.59%		
	Thursday	16	23.53%		
	Friday	11	16.18%		
	Saturday	5	7.35%		
HOUR OF DAY	00:00-03:00	1	1.47%	68	99.99%
	03:00-06:00	1	1.47%		
	06:00-09:00	18	26.47%		
	09:00-12:00	8	11.76%		
	12:00-15:00	13	19.12%		
	15:00-18:00	18	26.47%		
	18:00-21:00	7	10.29%		
	21:00-24:00	2	2.94%		

**FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY**

SECTION: 87120000 STATE ROUTE: 90
 INTERSECTING ROADWAY: SW 92nd Ave. (MP 8.562) M.P. 8.524 TO 8.600 ENGINEER: Luis Rodriguez
 STUDY PERIOD: FROM 1/ 04 TO 12/ 08 COUNTY: Miami-Dade

Crash Number	No.	Mile Post	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NT	WET / DRY	CONTRIBUTING CAUSE
769361680	1	8.524	9/8/2006	Fri	1300	Angle	0	3	0	Day	Wet	Careless Driving
769406490	2	8.524	2/14/2007	Wed	100	Sideswipe	0	1	0	Nite	Dry	All Other
769417000	3	8.524	3/3/2007	Sat	2200	Sideswipe	0	2	0	Nite	Dry	Improper Lane Change
769473840	4	8.524	6/1/2007	Fri	1400	Fixed Object Above Road	0	0	1	Day	Wet	Careless Driving
772174840	5	8.524	11/12/2008	Wed	700	Rear-End	0	1	0	Day	Wet	Careless Driving
743410860	6	8.543	4/11/2004	Sun	2300	Rear-End	0	2	0	Day	Dry	Careless Driving
764470440	7	8.543	8/25/2005	Thu	1700	Rear-End	0	1	0	Day	Slippery	Careless Driving
769452720	8	8.543	3/21/2007	Wed	1700	Rear-End	0	1	0	Day	Dry	Careless Driving
772070720	9	8.543	1/29/2008	Tue	1100	Rear-End	0	2	0	Day	Dry	Careless Driving
743405450	10	8.553	6/26/2004	Sat	1000	Sideswipe	0	1	0	Day	Dry	Improper Lane Change
742007170	11	8.553	8/13/2004	Fri	1800	Sideswipe	0	0	1	Day	Wet	All Other
55013110	12	8.553	10/24/2004	Sun	1000	Rear-End	0	0	1	Day	Dry	Careless Driving
743634310	13	8.553	10/3/2005	Mon	1500	Rear-End	0	0	1	Day	Wet	Careless Driving
764796570	14	8.553	4/10/2006	Mon	1200	Rear-End	0	1	0	Day	Dry	Unknown
769264640	15	8.553	3/11/2007	Sun	2100	Rear-End	0	0	1	Nite	Dry	Careless Driving
744212890	16	8.554	12/7/2005	Wed	2300	Rear-End	0	2	0	Nite	Wet	Improper Turn
738746540	17	8.555	7/25/2004	Sun	1400	Rear-End	0	5	0	Day	Dry	Careless Driving
764459030	18	8.555	9/12/2005	Mon	700	Left-Turn	0	3	0	Day	Dry	Failed to Yield R/W
772068510	19	8.556	12/8/2007	Sat	1400	Rear-End	0	0	1	Day	Dry	Careless Driving
744560090	20	8.557	1/11/2005	Tue	1500	Rear-End	0	0	1	Day	Dry	Careless Driving
772097770	21	8.557	3/18/2008	Tue	1700	Rear-End	0	0	1	Day	Dry	Careless Driving
764455030	22	8.558	5/12/2005	Thu	1200	Rear-End	0	2	0	Day	Dry	Careless Driving
755155410	23	8.558	5/17/2005	Tue	700	Rear-End	0	0	1	Day	Dry	Careless Driving
754644640	24	8.558	6/25/2005	Sat	1800	Rear-End	0	2	0	Day	Dry	Careless Driving
37063930	25	8.559	3/10/2004	Wed	1200	Rear-End	0	0	1	Day	Dry	Careless Driving
769386370	26	8.56	10/31/2006	Tue	1100	Rear-End	0	0	1	Day	Wet	Careless Driving
769404200	27	8.56	12/22/2006	Fri	1300	Rear-End	0	0	1	Day	Dry	Careless Driving
743441480	28	8.562	1/10/2004	Sat	2000	Angle	0	2	0	Nite	Dry	Improper Turn
721795400	29	8.562	2/25/2004	Wed	1400	Left-Turn	0	2	0	Day	Wet	Failed to Yield R/W
723456690	30	8.562	3/5/2004	Fri	2000	Left-Turn	0	2	0	Nite	Dry	Improper Turn
723456740	31	8.562	3/9/2004	Tue	2000	Left-Turn	0	0	1	Nite	Dry	Improper Turn
720166460	32	8.562	4/5/2004	Mon	1500	Left-Turn	0	0	1	Day	Dry	Unknown
754647810	33	8.562	7/13/2004	Tue	1900	Rear-End	0	1	0	Day	Wet	Careless Driving
723467560	34	8.562	8/2/2004	Mon	2100	Angle	0	2	0	Nite	Wet	Disregarded Traffic Signal
754624120	35	8.562	8/10/2004	Tue	1800	Left-Turn	0	2	0	Nite	Dry	Improper Turn
754606760	36	8.562	8/18/2004	Wed	1500	Sideswipe	0	5	0	Day	Dry	Careless Driving
754897540	37	8.562	9/15/2004	Wed	1900	Rear-End	0	4	0	Nite	Dry	Careless Driving
743125530	38	8.562	9/19/2004	Sun	2100	Rear-End	0	0	1	Nite	Dry	Unknown
755289280	39	8.562	9/23/2004	Thu	2000	Angle	0	0	1	Nite	Dry	Failed to Yield R/W
738746930	40	8.562	10/12/2004	Tue	1600	Angle	0	1	0	Day	Dry	Failed to Yield R/W
754879740	41	8.562	10/16/2004	Sat	1200	Left-Turn	0	2	0	Day	Dry	Improper Turn
754624750	42	8.562	11/18/2004	Thu	1400	Left-Turn	0	4	0	Day	Dry	Improper Turn
754618050	43	8.562	12/4/2004	Sat	1900	Angle	0	0	1	Nite	Dry	Failed to Yield R/W
721724980	44	8.562	12/10/2004	Fri	1900	Angle	0	1	0	Nite	Dry	Failed to Yield R/W
723181530	45	8.562	1/6/2005	Thu	2200	Left-Turn	0	3	0	Nite	Dry	Failed to Yield R/W
744239100	46	8.562	2/17/2005	Thu	1900	Left-Turn	0	2	0	Nite	Dry	Failed to Yield R/W
708695900	47	8.562	3/13/2005	Sun	1500	Left-Turn	0	0	1	Day	Dry	Failed to Yield R/W
723181930	48	8.562	3/13/2005	Sun	1800	Left-Turn	0	5	0	Nite	Dry	Failed to Yield R/W
755178000	49	8.562	3/16/2005	Wed	1300	Angle	0	1	0	Day	Dry	Disregarded Traffic Signal
764493060	50	8.562	5/9/2005	Mon	1800	Angle	0	2	0	Day	Dry	Disregarded Traffic Signal
744562110	51	8.562	8/2/2005	Tue	800	Angle	0	5	0	Day	Dry	Improper Turn
738714770	52	8.562	9/10/2005	Sat	500	Angle	0	1	0	Nite	Dry	Disregarded Traffic Signal
720724710	53	8.562	10/10/2005	Mon	1600	Rear-End	0	0	1	Day	Dry	All Other
743617160	54	8.562	11/13/2005	Sun	1700	Angle	0	2	0	Nite	Dry	Improper Turn
764490240	55	8.562	12/10/2005	Sat	2000	Left-Turn	0	4	0	Nite	Wet	Improper Turn
744231420	56	8.562	12/14/2005	Wed	700	Angle	0	2	0	Day	Dry	Improper Turn
744230400	57	8.562	1/28/2006	Sat	100	All other	0	5	0	Nite	Dry	Improper Turn
744235390	58	8.562	2/14/2006	Tue	1700	Left-Turn	0	2	0	Day	Dry	Unknown
744231800	59	8.562	2/22/2006	Wed	1000	Angle	0	1	0	Day	Dry	Disregarded Traffic Signal
605439470	60	8.562	3/8/2006	Wed	800	Left-Turn	0	3	0	Day	Dry	Failed to Yield R/W
764750290	61	8.562	4/27/2006	Thu	1400	Angle	0	2	0	Day	Dry	Failed to Yield R/W
744115640	62	8.562	4/28/2006	Fri	1500	Left-Turn	0	1	0	Day	Dry	Unknown
755995170	63	8.562	5/18/2006	Thu	900	Sideswipe	0	0	1	Day	Dry	Unknown
769288160	64	8.562	5/18/2006	Thu	1400	Angle	0	2	0	Day	Dry	Improper Turn
769288180	65	8.562	5/23/2006	Tue	900	Angle	0	3	0	Day	Dry	Failed to Yield R/W
769288410	66	8.562	6/26/2006	Mon	600	Angle	0	2	0	Day	Dry	Failed to Yield R/W
769304000	67	8.562	7/13/2006	Thu	2100	Left-Turn	0	2	0	Nite	Dry	Improper Turn

SECTION:		87120000				STATE ROUTE: 90						
INTERSECTING ROADWAY:		SW 92nd Ave. (MP 8.562)				M.P. 8.524 TO 8.600		ENGINEER: Luis Rodriguez				
STUDY PERIOD:		FROM 1/ 04		TO 12/ 08		COUNTY: Miami-Dade						
Crash Number	No.	Mile Post	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NT	WET / DRY	CONTRIBUTING CAUSE
769337220	68	8.562	8/2/2006	Wed	1200	Rear-End	0	4	0	Day	Dry	Failed to Yield R/W
756297500	69	8.562	8/27/2006	Sun	1800	Angle	0	0	1	Day	Dry	Unknown
769378670	70	8.562	9/30/2006	Sat	1700	Sideswipe	0	1	0	Day	Dry	Improper Lane Change
769367850	71	8.562	10/2/2006	Mon	2200	Angle	0	1	0	Nite	Dry	Failed to Yield R/W
769394550	72	8.562	10/23/2006	Mon	600	Head-On	0	0	1	Day	Dry	Failed to Yield R/W
769411050	73	8.562	11/26/2006	Sun	100	Angle	0	2	0	Nite	Dry	Disregarded Traffic Signal
769390900	74	8.562	11/28/2006	Tue	1800	Left-Turn	0	2	0	Nite	Dry	Failed to Yield R/W
769354280	75	8.562	12/11/2006	Mon	600	Left-Turn	0	1	0	Day	Dry	Disregarded Traffic Signal
769354330	76	8.562	12/21/2006	Thu	700	Angle	0	2	0	Day	Dry	Disregarded Traffic Signal
769433610	77	8.562	1/31/2007	Wed	1200	Sideswipe	0	0	1	Day	Dry	Improper Passing
703783090	78	8.562	2/12/2007	Mon	1600	Left-Turn	0	1	0	Day	Dry	Unknown
769396980	79	8.562	4/30/2007	Mon	2100	Right-Turn	0	0	1	Day	Dry	Failed to Yield R/W
769415930	80	8.562	7/5/2007	Thu	2000	Angle	0	0	1	Nite	Wet	Improper Turn
772008250	81	8.562	7/30/2007	Mon	1900	Barrier Wall	0	2	0	Day	Wet	Careless Driving
769471960	82	8.562	9/5/2007	Wed	600	Head-On	1	5	0	Day	Dry	Exceeded Safe Spd LMT
909702380	83	8.562	10/2/2007	Tue	800	Left-Turn	0	0	1	Day	Dry	Unknown
772035100	84	8.562	10/5/2007	Fri	1700	Angle	0	1	0	Day	Dry	Improper Turn
772033240	85	8.562	10/8/2007	Mon	0	Angle	0	0	1	Nite	Dry	All Other
772004870	86	8.562	10/23/2007	Tue	600	Left-Turn	0	0	1	Nite	Dry	Improper Turn
772050270	87	8.562	11/27/2007	Tue	1400	Angle	0	3	0	Day	Dry	Improper Turn
772074060	88	8.562	12/18/2007	Tue	1300	Rear-End	0	3	0	Day	Dry	Careless Driving
772089710	89	8.562	1/20/2008	Sun	1700	Angle	0	2	0	Nite	Dry	Disregarded Traffic Signal
772052190	90	8.562	1/29/2008	Tue	1700	Angle	0	2	0	Day	Dry	Failed to Yield R/W
772088040	91	8.562	2/3/2008	Sun	1900	Angle	0	2	0	Nite	Dry	Improper Turn
772116530	92	8.562	3/29/2008	Sat	1000	Left-Turn	0	0	1	Day	Dry	Improper Turn
772117120	93	8.562	4/29/2008	Tue	800	Angle	0	3	0	Day	Dry	Improper Turn
772105490	94	8.562	5/16/2008	Fri	800	Angle	0	0	1	Day	Dry	Improper Lane Change
772141620	95	8.562	6/14/2008	Sat	1400	Angle	0	2	0	Day	Wet	Disregarded Traffic Signal
772141650	96	8.562	6/27/2008	Fri	1300	Angle	0	4	0	Day	Dry	Disregarded Traffic Signal
772141490	97	8.562	7/19/2008	Sat	1700	Angle	0	1	0	Day	Dry	Disregarded Traffic Signal
772165500	98	8.562	8/7/2008	Thu	1900	Left-Turn	0	3	0	Nite	Dry	Improper Turn
772193280	99	8.562	12/1/2008	Mon	1800	Unknown	0	0	1	Nite	Dry	Failed to Yield R/W
772211500	100	8.562	12/21/2008	Sun	1900	Left-Turn	0	2	0	Day	Dry	Failed to Yield R/W
744556080	101	8.563	8/26/2005	Fri	1900	Rear-End	0	3	0	Day	Dry	Careless Driving
769311150	102	8.563	5/24/2006	Wed	1600	Rear-End	0	1	0	Day	Dry	Careless Driving
755151550	103	8.564	8/5/2005	Fri	1400	Angle	0	2	0	Day	Wet	Careless Driving
764457860	104	8.564	9/30/2005	Fri	2200	Rear-End	0	1	0	Nite	Wet	Careless Driving
769466800	105	8.566	5/11/2007	Fri	1800	Rear-End	0	2	0	Day	Dry	Careless Driving
772089610	106	8.566	1/13/2008	Sun	1900	Rear-End	0	6	0	Nite	Dry	Careless Driving
769341400	107	8.567	9/12/2006	Tue	600	Sideswipe	0	1	0	Nite	Dry	Unknown
72798010	108	8.568	9/7/2005	Wed	1100	All other	0	3	0	Day	Dry	Careless Driving
769401310	109	8.568	11/27/2006	Mon	1800	Rear-End	0	0	1	Nite	Wet	Careless Driving
772205000	110	8.568	11/30/2008	Sun	300	Rear-End	0	0	1	Nite	Dry	Careless Driving
744563750	111	8.571	4/21/2004	Wed	800	Rear-End	0	0	1	Day	Dry	Careless Driving
723479250	112	8.571	8/27/2004	Fri	1400	Rear-End	0	0	1	Day	Dry	Careless Driving
755155740	113	8.571	6/17/2005	Fri	1200	Rear-End	0	0	1	Day	Dry	Careless Driving
772062470	114	8.577	1/4/2008	Fri	1600	Rear-End	0	0	1	Day	Wet	Careless Driving
754617220	115	8.581	4/24/2004	Sat	2100	Sideswipe	0	1	0	Nite	Dry	Careless Driving
738714590	116	8.581	6/20/2005	Mon	200	Fixed Object Above Road	0	0	1	Nite	Wet	Careless Driving
743619120	117	8.581	11/29/2005	Tue	1700	Barrier Wall	0	2	0	Day	Wet	All Other
743607350	118	8.581	12/22/2005	Thu	1500	Hit Guardrail	0	1	0	Day	Dry	Careless Driving
769396850	119	8.583	2/16/2007	Fri	1900	All other	0	0	1	Nite	Dry	Improper Lane Change
755155490	120	8.59	5/24/2005	Tue	1000	Rear-End	0	0	1	Day	Dry	Careless Driving
720185580	121	8.6	10/28/2007	Sun	0	Hit Sign/Sign Post	0	0	1	Unk	Other	All Other
	Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
	121		1	179	41	35	25	1	38	10	0	
						28.93%	20.66%	0.83%	31.40%	8.26%	0.00%	
	One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYR/W	DUI			
	7		80	41	20	99	1	22	3			
	5.79%		66.12%	33.88%	16.53%	81.82%	0.83%	18.18%	2.48%			
2008 Data:	TOTAL VEHICLES ENTERING / ADT :				55,500	(2008)	SPOT	ACCIDENT RATE:		0.889 /MV	(2008)	

CRASH STATISTICS

State Road No. = 90 At SW 92nd Ave
 Roadway Section = 87120000
 Mile Post Limits = 8.524 to 8.6
 Crash Years Included = 2004-2008
 ADT = Varies
 Nearest Node = 5334
 Crash Rate Class Category = U-6DR

		Number	% of Total		
CRASH TYPE	Rear End	38	31.40%	121	100.00%
	Head On	2	1.65%		
	Angle	35	28.93%		
	Left Turn	25	20.66%		
	Right Turn	1	0.83%		
	Sideswipe	10	8.26%		
	Pedestrian/Bicycle	0	0.00%		
	Fixed Obj. above ground	2	1.65%		
	Sign (Post)	1	0.83%		
	Guard Rail	1	0.83%		
	Concrete Barrier wall	2	1.65%		
	Bridge /Pier /Abutment	0	0.00%		
	Tree/Shrub	0	0.00%		
	Traffic Gate	0	0.00%		
	Crash Attenuators	0	0.00%		
	Other Fixed Object	0	0.00%		
	Ran into Ditch/Culvert	0	0.00%		
	Overtuned	0	0.00%		
	water	0	0.00%		
	Barricade sign	0	0.00%		
Utility/Light Pole	0	0.00%			
Fence	0	0.00%			
Other	4	3.31%			
	Sunny	64	52.89%	121	100.00%
	Cloudy	48	39.67%		
	Rain	8	6.61%		
	Fog	0	0.00%		
	Others	1	0.83%		
	Unknown	0	0.00%		
SURFACE CONDITIONS	Dry	99	81.82%	121	100.00%
	Wet	20	16.53%		
	Others	2	1.65%		
	Unknown	0	0.00%		
MONTH OF YEAR	January	10	8.26%	121	99.99%
	February	8	6.61%		
	March	12	9.92%		
	April	9	7.44%		
	May	10	8.26%		
	June	8	6.61%		
	July	6	4.96%		
	August	12	9.92%		
	September	11	9.09%		
	October	13	10.74%		
	November	9	7.44%		
	December	13	10.74%		
DAY OF WEEK	Sunday	16	13.22%	121	100.01%
	Monday	18	14.88%		
	Tuesday	22	18.18%		
	Wednesday	18	14.88%		
	Thursday	14	11.57%		
	Friday	18	14.88%		
	Saturday	15	12.40%		
HOUR OF DAY	00:00-03:00	6	4.96%	121	100.00%
	03:00-06:00	2	1.65%		
	06:00-09:00	17	14.05%		
	09:00-12:00	10	8.26%		
	12:00-15:00	23	19.01%		
	15:00-18:00	23	19.01%		
	18:00-21:00	28	23.14%		
	21:00-24:00	12	9.92%		

**FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY**

SECTION: 87047000 STATE ROUTE: 973
 INTERSECTING ROADWAY: SW 8th St. (MP 8.005) M.P. 7.967 TO 8.043 ENGINEER: Luis Rodriguez
 STUDY PERIOD: FROM 1/ 04 TO 12/ 08 COUNTY: Miami-Dade

Crash Number	No.	Mile Post	DATE	DAY	TIME	TYPE	FATAL	INJURY	PROP DAM	DAY / NT	WET / DRY	CONTRIBUTING CAUSE
754853140	1	7.967	11/25/2004	Thu	1400	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
738731850	2	7.967	3/9/2005	Wed	2100	Rear-End	0	2	0	Nite	Wet	Careless Driving
772177770	3	7.967	10/3/2008	Fri	2000	Sideswipe	0	0	1	Nite	Dry	Improper Passing
772201080	4	7.967	12/15/2008	Mon	1100	Angle	0	0	1	Day	Dry	Improper Lane Change
723478450	5	7.977	3/8/2004	Mon	500	Right-Turn	0	2	0	Nite	Dry	Failed to Yield R/W
755185050	6	7.977	9/14/2005	Wed	2300	All other	0	0	1	Nite	Dry	All Other
744220560	7	7.986	8/22/2005	Mon	1800	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
743413290	8	7.986	12/27/2005	Tue	1500	Rear-End	0	1	0	Day	Dry	Careless Driving
756214410	9	7.986	1/7/2006	Sat	1800	Sideswipe	0	0	1	Nite	Dry	Improper Lane Change
769465560	10	7.986	4/12/2007	Thu	1500	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
772109160	11	7.986	7/5/2008	Sat	1700	Right-Turn	0	0	1	Day	Dry	Failed to Yield R/W
772160340	12	7.986	9/3/2008	Wed	800	Rear-End	0	0	1	Day	Dry	Careless Driving
772191040	13	7.986	10/28/2008	Tue	1700	Sideswipe	0	0	1	Day	Dry	Careless Driving
772205010	14	7.986	12/6/2008	Sat	1100	Angle	0	0	1	Day	Dry	Failed to Yield R/W
772089530	15	7.99	1/7/2008	Mon	1600	Angle	0	0	1	Day	Dry	Improper Lane Change
744565450	16	7.994	6/21/2005	Tue	1500	Sideswipe	0	1	0	Day	Dry	Improper Lane Change
754604740	17	7.996	6/21/2004	Mon	1500	Sideswipe	0	2	0	Day	Wet	Improper Lane Change
744563770	18	7.996	4/15/2005	Fri	800	Left-Turn	0	1	0	Day	Dry	Failed to Yield R/W
723451900	19	7.998	1/26/2005	Wed	600	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
703467630	20	7.999	1/23/2004	Fri	800	All other	0	0	1	Day	Dry	Unknown
754606400	21	8.001	6/3/2004	Thu	2200	Rear-End	0	1	0	Nite	Dry	Careless Driving
764458690	22	8.002	7/20/2005	Wed	1000	Angle	0	1	0	Day	Dry	Improper Lane Change
754644180	23	8.003	10/11/2004	Mon	1800	Sideswipe	0	0	1	Unk	Other	Improper Lane Change
769424820	24	8.003	4/12/2007	Thu	1100	Rear-End	0	1	0	Day	Wet	Unknown
754628120	25	8.005	5/30/2004	Sun	1800	Left-Turn	0	0	1	Day	Dry	Failed to Yield R/W
754642970	26	8.005	9/10/2004	Fri	2300	Left-Turn	0	4	0	Nite	Dry	Failed to Yield R/W
754897970	27	8.005	9/19/2004	Sun	1600	Angle	0	0	1	Day	Dry	Failed to Yield R/W
754602740	28	8.005	1/8/2005	Sat	1600	Rear-End	0	0	1	Day	Dry	Careless Driving
754602760	29	8.005	1/9/2005	Sun	2000	Rear-End	0	0	1	Nite	Dry	Careless Driving
721723370	30	8.005	1/13/2005	Thu	2100	Left-Turn	0	0	1	Nite	Dry	All Other
708695930	31	8.005	3/13/2005	Sun	2100	Right-Turn	0	1	0	Nite	Dry	Improper Turn
764463960	32	8.005	11/18/2005	Fri	1300	Angle	0	1	0	Day	Wet	Disregarded Traffic Signal
764791000	33	8.005	12/18/2005	Sun	200	Angle	0	1	0	Nite	Dry	Disregarded Traffic Signal
769288170	34	8.005	5/22/2006	Mon	1300	Rear-End	0	2	0	Day	Dry	Careless Driving
769289710	35	8.005	6/1/2006	Thu	1200	Left-Turn	0	1	0	Day	Dry	All Other
769288330	36	8.005	6/9/2006	Fri	1000	Angle	0	1	0	Day	Dry	Improper Lane Change
769381530	37	8.005	9/10/2006	Sun	2000	Rear-End	0	0	1	Nite	Dry	Careless Driving
745853700	38	8.005	11/10/2006	Fri	1200	Rear-End	0	1	0	Day	Dry	Careless Driving
769401170	39	8.005	11/10/2006	Fri	1800	Left-Turn	0	0	1	Nite	Dry	Failed to Yield R/W
769433780	40	8.005	2/21/2007	Wed	1400	Angle	0	0	1	Day	Dry	Failed to Yield R/W
769396870	41	8.005	3/3/2007	Sat	1900	Rear-End	0	0	1	Day	Dry	Careless Driving
769433920	42	8.005	3/13/2007	Tue	1000	Rear-End	0	0	1	Day	Dry	Careless Driving
769467770	43	8.005	7/14/2007	Sat	1000	Left-Turn	0	1	0	Day	Dry	Failed to Yield R/W
772056700	44	8.005	11/16/2007	Fri	1300	Rear-End	0	0	1	Day	Dry	Careless Driving
772138790	45	8.005	6/21/2008	Sat	1100	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
772162510	46	8.005	7/27/2008	Sun	1200	Rear-End	0	3	0	Day	Dry	Careless Driving
772171690	47	8.005	9/16/2008	Tue	1000	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
772174690	48	8.005	10/14/2008	Tue	2000	Left-Turn	0	2	0	Nite	Dry	Failed to Yield R/W
772165270	49	8.005	10/25/2008	Sat	2000	Angle	0	0	1	Nite	Wet	Disregarded Traffic Signal
772190790	50	8.005	11/29/2008	Sat	2300	Rear-End	0	14	0	Nite	Dry	Careless Driving
743410780	51	8.006	4/4/2004	Sun	1100	Sideswipe	0	1	0	Day	Dry	Improper Turn
55005730	52	8.006	12/29/2004	Wed	2300	Rear-End	0	2	0	Nite	Dry	Careless Driving
744582320	53	8.006	2/17/2005	Thu	1300	Angle	0	2	0	Day	Dry	Careless Driving
909500930	54	8.006	10/31/2008	Fri	300	Hit Sign/Sign Post	0	0	1	Nite	Dry	Improper Turn
754645640	55	8.007	10/3/2004	Sun	2000	Rear-End	0	2	0	Nite	Dry	Careless Driving
765567820	56	8.007	11/12/2005	Sat	1100	Angle	0	0	1	Day	Dry	All Other
772165260	57	8.007	10/25/2008	Sat	2000	Rear-End	0	0	1	Nite	Wet	Careless Driving
55391450	58	8.008	8/7/2004	Sat	1000	Rear-End	0	0	1	Day	Dry	Careless Driving
755194610	59	8.009	2/21/2005	Mon	1500	Rear-End	0	2	0	Day	Dry	Careless Driving
772187800	60	8.009	11/6/2008	Thu	1200	Angle	0	0	1	Day	Dry	All Other
769440070	61	8.013	2/13/2007	Tue	1700	Rear-End	0	3	0	Day	Dry	Careless Driving
738746500	62	8.014	6/18/2004	Fri	1800	Sideswipe	0	3	0	Day	Dry	Improper Lane Change
742003680	63	8.014	7/23/2004	Fri	2000	Rear-End	0	0	1	Nite	Dry	Improper Lane Change
723451590	64	8.014	12/20/2004	Mon	1200	Sideswipe	0	0	1	Day	Dry	Unknown
723451600	65	8.014	12/21/2004	Tue	700	Left-Turn	0	0	1	Day	Dry	Improper Turn

754889200	66	8.014	2/1/2005	Tue	700	Sideswipe	0	0	1	Day	Dry	Careless Driving
772033400	67	8.014	11/3/2007	Sat	1800	Rear-End	0	0	1	Day	Dry	Careless Driving
772176520	68	8.014	9/1/2008	Mon	2100	Rear-End	0	1	0	Nite	Dry	Careless Driving
755298420	69	8.02	3/17/2004	Wed	2200	Backed Into	0	0	1	Nite	Dry	Improper Backing
739593280	70	8.021	1/6/2004	Tue	1600	Rear-End	0	0	1	Day	Dry	Unknown
769360810	71	8.021	9/17/2006	Sun	2200	Rear-End	0	3	0	Nite	Wet	Careless Driving
769354260	72	8.021	11/18/2006	Sat	1100	Rear-End	0	1	0	Day	Dry	Careless Driving
772105580	73	8.021	3/13/2008	Thu	1400	Rear-End	0	0	1	Day	Dry	Careless Driving
772172860	74	8.024	11/24/2008	Mon	1100	#N/A	0	0	1	Day	Dry	Unknown
772138590	75	8.041	6/2/2008	Mon	700	Sideswipe	0	0	1	Day	Dry	Careless Driving
708693700	76	8.043	4/30/2005	Sat	900	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
737656910	77	8.043	10/6/2005	Thu	1800	Coll. W/ Pedestrian	0	1	0	Day	Dry	All Other
764777350	78	8.043	2/12/2006	Sun	2300	Barrier Wall	0	0	1	Nite	Dry	Careless Driving
769311390	79	8.043	6/19/2006	Mon	1500	Rear-End	0	1	0	Day	Dry	Careless Driving
	Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
	79		0	66	46	13	9	3	29	18	1	
						16.46%	11.39%	3.80%	36.71%	22.78%	1.27%	
	One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYR/W	DUI			
	4		53	26	7	71	0	11	4			
	5.06%		67.09%	32.91%	8.86%	89.87%	0.00%	13.92%	5.06%			
2008 Data:	TOTAL VEHICLES ENTERING / ADT :				32,500	(2008)	SPOT ACCIDENT RATE:		1.686 /MV	(2008)		

CRASH STATISTICS

State Road No. = 973 At SW 8th St
 Roadway Section = 87047000
 Mile Post Limits = 7.967 to 8.043
 Crash Years Included = 2004-2008
 ADT = Varies
 Nearest Node = 45
 Crash Rate Class Category = U-4DR

		Number	% of Total		
CRASH TYPE	Rear End	29		36.71%	
	Head On	0		0.00%	
	Angle	13		16.46%	
	Left Turn	9		11.39%	
	Right Turn	3		3.80%	
	Sideswipe	18		22.78%	
	Pedestrian/Bicycle	1		1.27%	
	Fixed Obj. above ground	0		0.00%	
	Sign (Post)	1		1.27%	
	Guard Rail	0		0.00%	
	Concrete Barrier wall	1		1.27%	
	Bridge /Pier /Abutment	0		0.00%	
	Tree/Shrub	0		0.00%	
	Traffic Gate	0		0.00%	
	Crash Attenuators	0		0.00%	
	Other Fixed Object	0		0.00%	
	Ran into Ditch/Culvert	0		0.00%	
	Overtuned	0		0.00%	
	water	0		0.00%	
	Barricade sign	0		0.00%	
	Utility/Light Pole	0		0.00%	
	Fence	0		0.00%	
	Other	4	79	5.06%	100.01%
	Sunny	47		59.49%	
	Cloudy	24		30.38%	
	Rain	7		8.86%	
	Fog	0		0.00%	
	Others	1		1.27%	
	Unknown	0	79	0.00%	100.00%
SURFACE CONDITIONS	Dry	71		89.87%	
	Wet	7		8.86%	
	Others	1		1.27%	
	Unknown	0	79	0.00%	100.00%
MONTH OF YEAR	January	8		10.13%	
	February	6		7.59%	
	March	7		8.86%	
	April	5		6.33%	
	May	2		2.53%	
	June	9		11.39%	
	July	5		6.33%	
	August	2		2.53%	
	September	8		10.13%	
	October	9		11.39%	
	November	11		13.92%	
	December	7	79	8.86%	99.99%
DAY OF WEEK	Sunday	11		13.92%	
	Monday	13		16.46%	
	Tuesday	10		12.66%	
	Wednesday	8		10.13%	
	Thursday	10		12.66%	
	Friday	12		15.19%	
	Saturday	15	79	18.99%	100.01%
HOUR OF DAY	00:00-03:00	1		1.27%	
	03:00-06:00	2		2.53%	
	06:00-09:00	7		8.86%	
	09:00-12:00	15		18.99%	
	12:00-15:00	12		15.19%	
	15:00-18:00	13		16.46%	
	18:00-21:00	17		21.52%	
	21:00-24:00	12	79	15.19%	100.01%

Appendix C

Traffic Data

72-Hour Counts

Florida Department of Transportation

February 19, 2010

County 87	Station 1400	Site Description: FLAGLER STREET WEST OF SW 87TH AVENUE
Start Date February 09, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	46	29	22	22	119	81	60	36	43	220	339
01:00	29	18	11	11	69	38	23	32	21	114	183
02:00	17	12	21	12	62	17	24	21	10	72	134
03:00	19	19	18	14	70	19	10	8	9	46	116
04:00	12	34	34	37	117	9	28	24	27	88	205
05:00	51	80	124	138	393	15	23	45	53	136	529
06:00	184	250	338	371	1143	82	105	87	162	436	1579
07:00	389	498	569	511	1967	156	211	251	287	905	2872
08:00	690	691	627	480	2488	293	368	380	379	1420	3908
09:00	407	400	384	367	1558	359	339	298	313	1309	2867
10:00	346	370	363	375	1454	356	303	366	373	1398	2852
11:00	363	330	363	381	1437	348	385	397	400	1530	2967
12:00	352	375	379	384	1490	400	409	437	410	1656	3146
13:00	411	363	370	384	1528	404	395	452	490	1741	3269
14:00	454	400	410	370	1634	436	532	483	444	1895	3529
15:00	341	443	424	397	1605	514	514	496	587	2111	3716
16:00	385	317	353	362	1417	568	588	577	525	2258	3675
17:00	345	333	349	357	1384	585	616	583	567	2351	3735
18:00	382	393	346	323	1444	560	498	545	497	2100	3544
19:00	349	276	315	305	1245	449	431	407	372	1659	2904
20:00	295	295	219	188	997	311	332	264	243	1150	2147
21:00	217	235	233	196	881	285	259	239	222	1005	1886
22:00	174	157	110	99	540	181	194	172	149	696	1236
23:00	120	102	55	47	324	128	95	101	87	411	735
	24 Hour Total				25366	24 Hour Total				26707	52073

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:45	2519	11:45	1646	08:00	3908
P.M.	15:15	1649	17:00	2351	15:15	3814
Daily	07:45	2519	17:00	2351	08:00	3908

Florida Department of Transportation

February 19, 2010

County 87	Station 1400	Site Description: FLAGLER STREET WEST OF SW 87TH AVENUE
Start Date February 10, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	44	41	47	41	173	46	57	42	37	182	355
01:00	19	19	21	18	77	36	21	29	28	114	191
02:00	11	10	17	11	49	18	17	27	13	75	124
03:00	15	26	10	14	65	12	11	20	13	56	121
04:00	29	25	36	43	133	10	25	12	29	76	209
05:00	52	90	106	123	371	13	32	45	45	135	506
06:00	155	224	338	334	1051	75	93	65	172	405	1456
07:00	417	563	640	545	2165	128	191	273	292	884	3049
08:00	650	593	588	483	2314	285	400	346	396	1427	3741
09:00	440	382	326	328	1476	275	283	301	297	1156	2632
10:00	353	330	338	338	1359	336	332	326	349	1343	2702
11:00	378	326	349	355	1408	365	395	366	399	1525	2933
12:00	348	356	352	353	1409	432	340	377	422	1571	2980
13:00	351	337	360	364	1412	410	369	371	456	1606	3018
14:00	373	400	345	402	1520	483	502	508	466	1959	3479
15:00	362	342	420	406	1530	482	511	529	580	2102	3632
16:00	345	323	391	356	1415	591	548	513	561	2213	3628
17:00	378	377	373	397	1525	549	582	544	540	2215	3740
18:00	367	382	331	382	1462	582	557	545	552	2236	3698
19:00	301	287	305	330	1223	508	459	362	343	1672	2895
20:00	277	233	244	248	1002	350	354	290	267	1261	2263
21:00	264	196	190	185	835	263	309	291	196	1059	1894
22:00	166	149	167	119	601	211	233	162	132	738	1339
23:00	110	102	77	73	362	130	126	94	71	421	783
	24 Hour Total				24937	24 Hour Total				26431	51368

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:30	2428	11:15	1592	08:00	3741
P.M.	15:00	1530	15:30	2248	17:15	3762
Daily	07:30	2428	15:30	2248	17:15	3762

Florida Department of Transportation

February 19, 2010

County 87	Station 1400	Site Description: FLAGLER STREET WEST OF SW 87TH AVENUE
Start Date February 11, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	52	30	44	28	154	72	86	48	42	248	402
01:00	29	21	15	21	86	42	22	20	22	106	192
02:00	17	19	22	17	75	11	15	26	22	74	149
03:00	28	14	17	11	70	21	18	12	11	62	132
04:00	21	26	33	33	113	12	24	22	30	88	201
05:00	52	76	116	123	367	26	39	40	67	172	539
06:00	148	226	317	384	1075	75	74	106	145	400	1475
07:00	385	573	578	599	2135	134	183	222	271	810	2945
08:00	655	593	603	500	2351	322	326	353	411	1412	3763
09:00	440	371	360	327	1498	304	326	296	303	1229	2727
10:00	342	308	344	333	1327	295	296	349	348	1288	2615
11:00	374	382	385	337	1478	336	346	372	432	1486	2964
12:00	319	320	359	413	1411	400	409	380	350	1539	2950
13:00	366	392	328	384	1470	393	387	413	445	1638	3108
14:00	464	408	415	334	1621	461	480	514	499	1954	3575
15:00	375	471	418	417	1681	502	533	504	603	2142	3823
16:00	370	317	356	377	1420	572	562	518	606	2258	3678
17:00	360	346	385	396	1487	578	613	601	614	2406	3893
18:00	422	382	342	407	1553	614	635	542	647	2438	3991
19:00	395	349	364	356	1464	562	523	414	379	1878	3342
20:00	301	221	268	230	1020	362	375	303	288	1328	2348
21:00	269	247	207	193	916	268	274	276	253	1071	1987
22:00	233	163	156	130	682	190	178	165	153	686	1368
23:00	101	87	84	86	358	143	121	93	92	449	807
	24 Hour Total				25812	24 Hour Total				27162	52974

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:45	2450	11:45	1621	08:00	3763
P.M.	15:00	1681	17:30	2464	17:30	4049
Daily	07:45	2450	17:30	2464	17:30	4049

Florida Department of Transportation

February 19, 2010

County 87	Station 1500	Site Description: FLAGLER STREET EAST OF SW 82ND AVENUE
Start Date February 09, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	66	56	36	29	187	64	59	51	57	231	418
01:00	24	34	20	16	94	30	28	33	32	123	217
02:00	19	22	11	15	67	20	14	11	17	62	129
03:00	13	17	15	23	68	18	13	18	13	62	130
04:00	11	31	39	29	110	16	24	37	29	106	216
05:00	46	51	60	118	275	28	38	38	72	176	451
06:00	121	174	211	349	855	102	98	125	137	462	1317
07:00	374	529	603	671	2177	176	175	199	212	762	2939
08:00	688	687	687	595	2657	219	222	244	294	979	3636
09:00	627	683	468	438	2216	254	286	292	281	1113	3329
10:00	406	374	346	378	1504	349	318	389	322	1378	2882
11:00	394	391	385	384	1554	360	420	381	436	1597	3151
12:00	382	408	379	387	1556	410	445	431	454	1740	3296
13:00	397	435	429	385	1646	450	446	431	432	1759	3405
14:00	352	423	383	396	1554	391	366	388	388	1533	3087
15:00	382	345	384	378	1489	384	381	412	474	1651	3140
16:00	372	369	345	338	1424	506	497	547	545	2095	3519
17:00	362	388	350	309	1409	531	512	556	574	2173	3582
18:00	328	332	402	376	1438	528	583	521	460	2092	3530
19:00	275	293	300	286	1154	424	429	399	339	1591	2745
20:00	282	272	258	229	1041	297	267	240	227	1031	2072
21:00	217	243	251	203	914	218	214	204	234	870	1784
22:00	187	172	147	119	625	226	196	186	130	738	1363
23:00	98	108	90	63	359	121	122	81	89	413	772
	24 Hour Total				26373	24 Hour Total				24737	51110

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:45	2733	11:45	1722	08:30	3670
P.M.	12:45	1648	17:30	2241	16:45	3582
Daily	07:45	2733	17:30	2241	08:30	3670

Florida Department of Transportation

February 19, 2010

County 87	Station 1500	Site Description: FLAGLER STREET EAST OF SW 82ND AVENUE
Start Date February 10, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	55	71	70	44	240	80	67	50	48	245	485
01:00	29	43	19	23	114	42	31	32	30	135	249
02:00	14	16	17	16	63	24	20	15	20	79	142
03:00	21	19	16	22	78	25	15	18	24	82	160
04:00	16	16	29	33	94	14	19	26	31	90	184
05:00	34	54	83	95	266	34	30	38	67	169	435
06:00	109	179	215	285	788	84	90	113	129	416	1204
07:00	365	567	608	651	2191	173	167	176	223	739	2930
08:00	650	684	656	601	2591	222	254	233	281	990	3581
09:00	621	658	419	414	2112	244	258	293	276	1071	3183
10:00	348	357	364	399	1468	384	352	360	347	1443	2911
11:00	382	384	358	393	1517	360	355	347	412	1474	2991
12:00	382	431	470	468	1751	431	432	449	420	1732	3483
13:00	449	390	470	439	1748	464	425	426	407	1722	3470
14:00	433	468	509	386	1796	390	396	423	398	1607	3403
15:00	353	378	348	387	1466	451	422	447	428	1748	3214
16:00	327	338	371	421	1457	465	556	510	492	2023	3480
17:00	404	352	344	342	1442	471	509	504	439	1923	3365
18:00	342	348	364	317	1371	585	582	586	541	2294	3665
19:00	354	361	301	295	1311	468	456	424	359	1707	3018
20:00	299	292	259	240	1090	347	305	283	227	1162	2252
21:00	230	264	212	203	909	280	226	228	228	962	1871
22:00	199	185	158	152	694	217	186	178	159	740	1434
23:00	144	112	107	85	448	115	119	109	87	430	878
	24 Hour Total				27005	24 Hour Total				24983	51988

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:45	2641	11:45	1724	08:00	3581
P.M.	13:45	1849	18:00	2294	18:00	3665
Daily	07:45	2641	18:00	2294	18:00	3665

Florida Department of Transportation

February 19, 2010

County 87	Station 1500	Site Description: FLAGLER STREET EAST OF SW 82ND AVENUE
Start Date February 11, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	91	69	66	40	266	72	78	66	49	265	531
01:00	34	39	27	20	120	38	30	37	31	136	256
02:00	24	13	21	23	81	21	22	21	13	77	158
03:00	11	26	20	23	80	22	14	11	31	78	158
04:00	24	26	28	25	103	19	29	24	34	106	209
05:00	47	55	73	104	279	28	31	44	69	172	451
06:00	109	171	206	320	806	89	74	125	127	415	1221
07:00	374	515	671	696	2256	166	172	166	229	733	2989
08:00	732	677	683	639	2731	214	223	215	247	899	3630
09:00	650	612	540	416	2218	249	238	283	257	1027	3245
10:00	393	423	330	402	1548	345	309	338	303	1295	2843
11:00	357	400	373	388	1518	385	367	359	409	1520	3038
12:00	377	398	405	351	1531	379	418	435	442	1674	3205
13:00	393	412	481	530	1816	418	456	514	438	1826	3642
14:00	448	405	499	391	1743	437	440	434	416	1727	3470
15:00	379	411	377	393	1560	417	423	424	439	1703	3263
16:00	383	379	384	382	1528	486	509	494	545	2034	3562
17:00	388	409	422	365	1584	531	535	519	515	2100	3684
18:00	385	428	377	352	1542	541	556	575	597	2269	3811
19:00	371	419	305	315	1410	529	397	453	370	1749	3159
20:00	302	299	287	272	1160	376	328	308	251	1263	2423
21:00	246	276	238	227	987	215	243	215	229	902	1889
22:00	186	211	191	154	742	221	200	184	149	754	1496
23:00	140	115	119	102	476	151	124	112	117	504	980
	24 Hour Total				28085	24 Hour Total				25228	53313

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:45	2788	11:45	1641	07:45	3669
P.M.	13:45	1882	18:00	2269	18:00	3811
Daily	07:45	2788	18:00	2269	18:00	3811

Florida Department of Transportation

February 19, 2010

County 87	Station 1200	Site Description: FLAGLER STREET EAST OF SW 84TH AVENUE
Start Date February 09, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	59	35	28	36	158	65	54	50	46	215	373
01:00	35	17	18	16	86	26	23	34	19	102	188
02:00	22	17	21	14	74	13	18	16	11	58	132
03:00	15	16	17	8	56	17	14	7	13	51	107
04:00	32	31	32	37	132	12	31	28	23	94	226
05:00	41	54	88	109	292	26	29	51	80	186	478
06:00	124	151	216	240	731	81	105	129	166	481	1212
07:00	279	576	564	542	1961	187	181	218	242	828	2789
08:00	498	362	325	284	1469	240	257	257	282	1036	2505
09:00	429	464	445	423	1761	281	291	294	299	1165	2926
10:00	409	360	340	401	1510	359	317	394	339	1409	2919
11:00	409	390	359	386	1544	390	382	422	414	1608	3152
12:00	384	382	376	427	1569	420	402	451	458	1731	3300
13:00	415	404	421	373	1613	446	446	465	442	1799	3412
14:00	373	380	353	363	1469	399	435	445	391	1670	3139
15:00	347	378	374	445	1544	412	402	451	498	1763	3307
16:00	357	405	345	399	1506	552	535	511	531	2129	3635
17:00	380	406	380	379	1545	541	541	535	558	2175	3720
18:00	416	378	391	319	1504	515	539	523	486	2063	3567
19:00	336	292	282	286	1196	418	428	393	373	1612	2808
20:00	260	260	216	221	957	308	271	267	247	1093	2050
21:00	219	242	194	189	844	266	244	249	247	1006	1850
22:00	167	144	111	108	530	207	197	181	127	712	1242
23:00	100	79	65	63	307	120	109	96	83	408	715
	24 Hour Total				24358	24 Hour Total				25394	49752

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	2180	11:45	1687	11:45	3215
P.M.	12:45	1667	17:00	2175	17:15	3730
Daily	07:15	2180	17:00	2175	17:15	3730
Truck %	3.00		4.00		4.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	12	18106	5417	303	160	207	36	83	25	7	0	0	2	0	0	823	24358
W	10	17799	6617	346	146	240	49	68	65	39	0	0	15	0	0	968	25394

Florida Department of Transportation

February 19, 2010

County 87	Station 1200	Site Description: FLAGLER STREET EAST OF SW 84TH AVENUE
Start Date February 10, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	57	70	46	29	202	68	69	45	42	224	426
01:00	34	28	29	22	113	33	26	31	26	116	229
02:00	15	18	17	17	67	17	21	20	13	71	138
03:00	19	20	12	13	64	18	16	17	15	66	130
04:00	21	21	29	25	96	14	20	18	22	74	170
05:00	38	61	92	89	280	20	31	50	66	167	447
06:00	139	188	233	353	913	78	93	129	150	450	1363
07:00	409	529	555	596	2089	170	176	211	243	800	2889
08:00	555	492	367	319	1733	230	275	261	265	1031	2764
09:00	436	410	421	390	1657	255	272	288	284	1099	2756
10:00	397	374	391	368	1530	367	322	370	362	1421	2951
11:00	360	399	380	392	1531	350	389	344	375	1458	2989
12:00	397	430	366	359	1552	429	428	432	453	1742	3294
13:00	375	397	399	380	1551	449	465	434	392	1740	3291
14:00	384	429	404	366	1583	417	431	451	435	1734	3317
15:00	357	392	387	317	1453	457	428	464	493	1842	3295
16:00	386	361	399	333	1479	528	573	522	514	2137	3616
17:00	391	417	401	384	1593	510	546	377	450	1883	3476
18:00	400	374	321	355	1450	553	555	524	542	2174	3624
19:00	338	313	323	254	1228	451	474	418	378	1721	2949
20:00	283	243	216	190	932	384	335	298	271	1288	2220
21:00	229	198	166	181	774	293	277	253	243	1066	1840
22:00	156	155	135	120	566	208	204	192	142	746	1312
23:00	102	110	68	85	365	137	130	94	82	443	808
	24 Hour Total				24801	24 Hour Total				25493	50294

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	2235	11:45	1664	11:45	3249
P.M.	17:15	1602	18:00	2174	16:30	3632
Daily	07:15	2235	18:00	2174	16:30	3632
Truck %	3.00		4.00		3.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	15	18999	5033	271	156	181	44	75	20	4	0	0	3	0	0	754	24801
W	4	17907	6621	319	156	251	64	71	49	37	0	0	14	0	0	961	25493

Florida Department of Transportation

February 19, 2010

County 87	Station 1200	Site Description: FLAGLER STREET EAST OF SW 84TH AVENUE
Start Date February 11, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	77	65	41	27	210	75	65	58	42	240	450
01:00	33	32	21	30	116	29	29	34	21	113	229
02:00	19	15	19	12	65	16	25	17	15	73	138
03:00	18	19	20	15	72	15	18	12	22	67	139
04:00	22	22	24	28	96	13	24	27	25	89	185
05:00	54	53	85	104	296	29	24	46	67	166	462
06:00	112	170	259	315	856	78	90	136	168	472	1328
07:00	389	478	542	561	1970	156	174	197	246	773	2743
08:00	511	342	330	385	1568	237	263	260	255	1015	2583
09:00	431	483	421	418	1753	262	242	273	226	1003	2756
10:00	393	387	369	406	1555	307	297	329	338	1271	2826
11:00	382	400	404	390	1576	367	378	363	407	1515	3091
12:00	378	404	352	410	1544	398	414	470	397	1679	3223
13:00	343	426	397	353	1519	441	446	514	440	1841	3360
14:00	361	381	379	379	1500	453	459	465	434	1811	3311
15:00	364	413	421	390	1588	418	461	452	441	1772	3360
16:00	343	350	376	394	1463	513	518	534	568	2133	3596
17:00	433	439	401	416	1689	530	486	501	539	2056	3745
18:00	434	401	393	360	1588	528	546	571	554	2199	3787
19:00	382	306	319	295	1302	513	453	429	409	1804	3106
20:00	278	242	253	211	984	386	348	319	274	1327	2311
21:00	216	245	172	174	807	283	289	247	276	1095	1902
22:00	189	157	148	138	632	234	197	186	160	777	1409
23:00	91	108	79	72	350	163	137	122	112	534	884
	24 Hour Total				25099	24 Hour Total				25825	50924

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	2092	11:45	1689	11:45	3213
P.M.	17:15	1690	18:00	2199	17:45	3828
Daily	07:15	2092	18:00	2199	17:45	3828
Truck %	3.00		4.00		3.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	21	19401	4893	282	159	206	35	74	23	2	1	0	2	0	0	784	25099
W	3	18246	6647	302	151	234	67	59	58	42	0	0	16	0	0	929	25825

Florida Department of Transportation

February 19, 2010

County 87	Station 2700	Site Description: EB SW 8TH STREET SB ON RAMP TO SR 826
Start Date February 09, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Total	Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	18	17	12	12	59	59	
01:00	4	4	11	6	25	25	
02:00	6	3	0	5	14	14	
03:00	3	4	5	4	16	16	
04:00	4	1	14	14	33	33	
05:00	7	15	23	32	77	77	
06:00	40	77	127	144	388	388	
07:00	109	144	137	111	501	501	
08:00	121	85	56	68	330	330	
09:00	80	112	109	100	401	401	
10:00	115	112	168	116	511	511	
11:00	134	132	126	137	529	529	
12:00	114	109	162	99	484	484	
13:00	101	83	117	130	431	431	
14:00	124	137	147	143	551	551	
15:00	130	133	179	118	560	560	
16:00	109	142	126	128	505	505	
17:00	147	133	128	105	513	513	
18:00	138	115	117	125	495	495	
19:00	116	114	109	114	453	453	
20:00	89	91	73	49	302	302	
21:00	79	72	94	67	312	312	
22:00	65	44	60	24	193	193	
23:00	21	24	19	20	84	84	
24 Hour Total					7767	7767	

Peak Information						
	Direction: E			Combined Directions		
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	10:30	550			10:30	550
P.M.	14:45	585			14:45	585
Daily	14:45	585			14:45	585

Florida Department of Transportation

February 19, 2010

County 87	Station 2700	Site Description: EB SW 8TH STREET SB ON RAMP TO SR 826
Start Date February 10, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Total	Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	17	17	10	12	56	56	
01:00	8	1	6	11	26	26	
02:00	5	4	2	6	17	17	
03:00	4	10	7	5	26	26	
04:00	4	1	9	8	22	22	
05:00	13	12	25	27	77	77	
06:00	43	84	124	110	361	361	
07:00	132	160	145	148	585	585	
08:00	90	69	54	45	258	258	
09:00	54	83	101	124	362	362	
10:00	119	105	92	100	416	416	
11:00	103	107	116	90	416	416	
12:00	115	104	109	122	450	450	
13:00	144	153	101	158	556	556	
14:00	126	131	120	137	514	514	
15:00	143	185	162	146	636	636	
16:00	145	99	132	119	495	495	
17:00	127	146	116	125	514	514	
18:00	143	137	127	118	525	525	
19:00	112	116	87	109	424	424	
20:00	115	88	88	67	358	358	
21:00	80	58	56	42	236	236	
22:00	64	60	39	59	222	222	
23:00	27	24	16	24	91	91	
24 Hour Total					7643	7643	

Peak Information						
	Direction: E			Combined Directions		
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	585			07:00	585
P.M.	15:15	638			15:15	638
Daily	15:15	638			15:15	638

Florida Department of Transportation

February 19, 2010

County 87	Station 2700	Site Description: EB SW 8TH STREET SB ON RAMP TO SR 826
Start Date February 11, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Total	Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	29	24	14	7	74	74	
01:00	14	10	14	3	41	41	
02:00	8	6	4	10	28	28	
03:00	3	6	4	6	19	19	
04:00	6	3	11	14	34	34	
05:00	6	17	29	35	87	87	
06:00	30	82	125	113	350	350	
07:00	133	123	132	145	533	533	
08:00	115	88	84	104	391	391	
09:00	112	127	118	99	456	456	
10:00	93	87	106	111	397	397	
11:00	121	98	110	100	429	429	
12:00	83	98	120	119	420	420	
13:00	114	118	132	136	500	500	
14:00	138	136	108	143	525	525	
15:00	143	162	170	131	606	606	
16:00	106	100	103	140	449	449	
17:00	135	134	110	96	475	475	
18:00	91	101	133	122	447	447	
19:00	118	102	122	120	462	462	
20:00	89	80	79	81	329	329	
21:00	105	72	74	69	320	320	
22:00	86	59	52	57	254	254	
23:00	37	36	30	21	124	124	
24 Hour Total					7750	7750	

Peak Information						
	Direction: E			Combined Directions		
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	533			07:00	533
P.M.	14:45	618			14:45	618
Daily	14:45	618			14:45	618

Florida Department of Transportation

February 19, 2010

County 87	Station 2800	Site Description: SB SR 826 OFF RAMP TO EB SW 8TH STREET
Start Date February 09, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: S					Total	Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	16	23	20	12	71	71	
01:00	11	9	5	5	30	30	
02:00	3	5	8	7	23	23	
03:00	3	4	4	3	14	14	
04:00	4	4	6	7	21	21	
05:00	5	5	4	15	29	29	
06:00	19	23	28	41	111	111	
07:00	54	65	82	84	285	285	
08:00	198	159	117	143	617	617	
09:00	144	100	112	98	454	454	
10:00	91	88	74	83	336	336	
11:00	85	101	113	90	389	389	
12:00	90	102	105	104	401	401	
13:00	97	96	81	95	369	369	
14:00	89	96	86	85	356	356	
15:00	87	112	87	106	392	392	
16:00	81	98	98	109	386	386	
17:00	94	87	86	110	377	377	
18:00	87	62	83	92	324	324	
19:00	66	73	71	62	272	272	
20:00	70	61	60	54	245	245	
21:00	47	47	38	55	187	187	
22:00	42	54	45	26	167	167	
23:00	40	28	29	29	126	126	
24 Hour Total					5982	5982	

Peak Information						
	Direction: S			Combined Directions		
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	08:00	617			08:00	617
P.M.	12:15	408			12:15	408
Daily	08:00	617			08:00	617

Florida Department of Transportation

February 19, 2010

County 87	Station 2800	Site Description: SB SR 826 OFF RAMP TO EB SW 8TH STREET
Start Date February 10, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: S					Total	Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	14	19	15	19	67	67	
01:00	8	12	4	10	34	34	
02:00	4	8	6	2	20	20	
03:00	7	1	5	7	20	20	
04:00	9	3	8	8	28	28	
05:00	5	10	4	14	33	33	
06:00	13	19	21	55	108	108	
07:00	59	87	79	120	345	345	
08:00	144	149	180	225	698	698	
09:00	216	106	84	104	510	510	
10:00	132	107	108	102	449	449	
11:00	100	82	82	100	364	364	
12:00	92	88	93	79	352	352	
13:00	116	104	83	108	411	411	
14:00	90	111	76	98	375	375	
15:00	98	78	72	89	337	337	
16:00	103	96	96	106	401	401	
17:00	93	80	102	105	380	380	
18:00	82	80	94	91	347	347	
19:00	88	97	71	72	328	328	
20:00	84	55	75	76	290	290	
21:00	68	63	61	63	255	255	
22:00	59	62	52	29	202	202	
23:00	39	33	37	38	147	147	
24 Hour Total					6501	6501	

Peak Information						
	Direction: S			Combined Directions		
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	08:15	770			08:15	770
P.M.	13:00	411			13:00	411
Daily	08:15	770			08:15	770

Florida Department of Transportation

February 19, 2010

County 87	Station 2800	Site Description: SB SR 826 OFF RAMP TO EB SW 8TH STREET
Start Date February 11, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: S					Total	Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	37	27	13	32	109	109	
01:00	13	17	12	18	60	60	
02:00	8	9	4	4	25	25	
03:00	3	3	6	8	20	20	
04:00	8	2	6	5	21	21	
05:00	6	5	2	15	28	28	
06:00	21	20	37	42	120	120	
07:00	70	69	110	124	373	373	
08:00	135	186	147	120	588	588	
09:00	121	118	93	99	431	431	
10:00	103	112	115	74	404	404	
11:00	86	103	102	101	392	392	
12:00	89	84	101	87	361	361	
13:00	96	97	80	77	350	350	
14:00	84	101	79	108	372	372	
15:00	94	97	90	93	374	374	
16:00	104	80	90	91	365	365	
17:00	90	72	64	67	293	293	
18:00	89	90	84	79	342	342	
19:00	83	89	61	67	300	300	
20:00	94	76	66	79	315	315	
21:00	70	68	40	59	237	237	
22:00	46	62	53	40	201	201	
23:00	42	27	36	29	134	134	
24 Hour Total					6215	6215	

Peak Information						
	Direction: S			Combined Directions		
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:45	592			07:45	592
P.M.	14:45	389			14:45	389
Daily	07:45	592			07:45	592

Florida Department of Transportation

February 19, 2010

County 87	Station 2900	Site Description: SB SR 826 TO WB SW 8TH STREET
Start Date February 09, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: S					Total	Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	40	44	40	26	150	150	
01:00	21	16	19	12	68	68	
02:00	19	16	13	16	64	64	
03:00	12	23	19	13	67	67	
04:00	10	9	8	23	50	50	
05:00	20	18	36	31	105	105	
06:00	38	66	84	90	278	278	
07:00	141	134	165	210	650	650	
08:00	139	193	187	182	701	701	
09:00	253	241	199	172	865	865	
10:00	161	195	207	209	772	772	
11:00	182	193	189	174	738	738	
12:00	207	227	213	177	824	824	
13:00	177	217	223	246	863	863	
14:00	197	220	250	224	891	891	
15:00	220	233	251	255	959	959	
16:00	298	267	351	290	1206	1206	
17:00	264	314	296	284	1158	1158	
18:00	272	232	223	228	955	955	
19:00	198	192	212	177	779	779	
20:00	135	146	139	128	548	548	
21:00	119	107	108	107	441	441	
22:00	108	112	116	92	428	428	
23:00	63	76	62	51	252	252	
24 Hour Total					13812	13812	

Peak Information						
	Direction: S			Combined Directions		
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	08:45	875			08:45	875
P.M.	16:30	1219			16:30	1219
Daily	16:30	1219			16:30	1219

Florida Department of Transportation

February 19, 2010

County 87	Station 2900	Site Description: SB SR 826 TO WB SW 8TH STREET
Start Date February 10, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: S					Total	Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	64	42	43	34	183	183	
01:00	25	24	22	13	84	84	
02:00	10	18	9	13	50	50	
03:00	9	12	14	11	46	46	
04:00	9	8	9	15	41	41	
05:00	19	17	34	25	95	95	
06:00	40	67	78	94	279	279	
07:00	124	151	154	207	636	636	
08:00	155	206	212	228	801	801	
09:00	218	199	220	222	859	859	
10:00	184	165	220	227	796	796	
11:00	213	204	166	206	789	789	
12:00	208	195	208	202	813	813	
13:00	199	231	220	231	881	881	
14:00	224	206	245	235	910	910	
15:00	238	230	253	238	959	959	
16:00	268	251	299	295	1113	1113	
17:00	278	241	283	272	1074	1074	
18:00	241	247	257	260	1005	1005	
19:00	257	215	220	211	903	903	
20:00	191	145	134	100	570	570	
21:00	122	136	104	125	487	487	
22:00	117	101	91	85	394	394	
23:00	61	78	74	75	288	288	
24 Hour Total					14056	14056	

Peak Information						
	Direction: S			Combined Directions		
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	08:45	865			08:45	865
P.M.	16:15	1123			16:15	1123
Daily	16:15	1123			16:15	1123

Florida Department of Transportation

February 19, 2010

County 87	Station 2900	Site Description: SB SR 826 TO WB SW 8TH STREET
Start Date February 11, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: S					Total	Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	54	35	41	28	158	158	
01:00	34	28	27	17	106	106	
02:00	23	15	9	16	63	63	
03:00	23	21	11	11	66	66	
04:00	8	15	15	20	58	58	
05:00	15	19	36	40	110	110	
06:00	41	60	93	92	286	286	
07:00	116	139	161	163	579	579	
08:00	168	156	193	146	663	663	
09:00	178	207	148	129	662	662	
10:00	158	162	205	215	740	740	
11:00	196	153	181	189	719	719	
12:00	200	220	205	174	799	799	
13:00	159	172	215	198	744	744	
14:00	223	226	203	197	849	849	
15:00	235	243	207	236	921	921	
16:00	250	262	329	292	1133	1133	
17:00	262	249	359	416	1286	1286	
18:00	353	263	249	279	1144	1144	
19:00	249	271	233	174	927	927	
20:00	186	174	140	143	643	643	
21:00	134	122	101	117	474	474	
22:00	107	106	104	98	415	415	
23:00	85	75	63	55	278	278	
24 Hour Total					13823	13823	

Peak Information						
	Direction: S			Combined Directions		
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	11:45	814			11:45	814
P.M.	17:30	1391			17:30	1391
Daily	17:30	1391			17:30	1391

Florida Department of Transportation

February 19, 2010

County 87	Station 2600	Site Description: SW 8TH STREET EAST OF SW 82ND AVENUE
Start Date February 09, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction:W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	94	101	71	72	338	97	77	80	50	304	642
01:00	45	41	50	42	178	39	30	34	35	138	316
02:00	24	29	26	44	123	26	22	32	20	100	223
03:00	29	37	32	28	126	25	27	22	20	94	220
04:00	32	53	55	79	219	20	21	28	36	105	324
05:00	85	106	159	212	562	30	47	76	77	230	792
06:00	251	366	484	570	1671	87	146	192	245	670	2341
07:00	625	648	670	500	2443	285	362	439	426	1512	3955
08:00	456	403	344	344	1547	380	417	436	435	1668	3215
09:00	345	396	382	422	1545	483	424	396	397	1700	3245
10:00	450	456	483	468	1857	406	425	444	421	1696	3553
11:00	446	506	472	438	1862	406	409	437	428	1680	3542
12:00	453	417	571	507	1948	452	468	399	415	1734	3682
13:00	441	437	456	426	1760	470	495	505	499	1969	3729
14:00	455	450	432	454	1791	449	546	523	477	1995	3786
15:00	451	398	491	471	1811	532	559	584	578	2253	4064
16:00	463	475	437	431	1806	575	524	675	579	2353	4159
17:00	473	493	459	423	1848	630	657	631	707	2625	4473
18:00	401	404	417	363	1585	632	591	544	550	2317	3902
19:00	362	357	358	384	1461	461	489	424	371	1745	3206
20:00	410	321	278	254	1263	345	354	317	277	1293	2556
21:00	329	305	315	293	1242	275	275	253	249	1052	2294
22:00	273	251	267	164	955	264	263	212	192	931	1886
23:00	170	168	151	111	600	174	154	121	118	567	1167
	24 Hour Total				30541	24 Hour Total				30731	61272

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	06:45	2513	11:30	1785	07:00	3955
P.M.	12:30	1956	17:15	2627	17:00	4473
Daily	06:45	2513	17:15	2627	17:00	4473

Florida Department of Transportation

February 19, 2010

County 87	Station 2600	Site Description: SW 8TH STREET EAST OF SW 82ND AVENUE
Start Date February 10, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	80	107	64	79	330	99	97	70	58	324	654
01:00	42	56	45	42	185	57	50	41	28	176	361
02:00	29	35	25	28	117	27	31	21	17	96	213
03:00	36	38	46	36	156	16	25	23	17	81	237
04:00	34	54	57	87	232	24	15	25	33	97	329
05:00	80	107	149	197	533	36	39	80	71	226	759
06:00	245	317	523	546	1631	109	151	182	241	683	2314
07:00	617	684	702	610	2613	297	348	428	413	1486	4099
08:00	558	440	306	301	1605	409	438	460	448	1755	3360
09:00	392	540	533	505	1970	434	391	441	416	1682	3652
10:00	424	509	429	409	1771	399	402	438	428	1667	3438
11:00	490	439	479	408	1816	392	398	395	434	1619	3435
12:00	512	453	462	453	1880	438	443	432	409	1722	3602
13:00	461	446	455	487	1849	470	501	497	519	1987	3836
14:00	479	480	476	448	1883	480	513	541	533	2067	3950
15:00	446	422	465	424	1757	543	546	574	584	2247	4004
16:00	487	454	463	429	1833	614	627	637	610	2488	4321
17:00	461	510	473	421	1865	638	634	624	643	2539	4404
18:00	428	403	435	340	1606	610	638	587	613	2448	4054
19:00	405	391	398	430	1624	551	507	464	432	1954	3578
20:00	388	356	342	302	1388	374	361	288	277	1300	2688
21:00	347	396	319	306	1368	304	277	287	294	1162	2530
22:00	304	280	248	232	1064	228	255	225	168	876	1940
23:00	194	156	145	114	609	179	179	174	125	657	1266
	24 Hour Total				31685	24 Hour Total				31339	63024

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	2613	08:15	1780	07:15	4152
P.M.	13:45	1922	17:00	2539	17:00	4404
Daily	07:00	2613	17:00	2539	17:00	4404

Florida Department of Transportation

February 19, 2010

County 87	Station 2600	Site Description: SW 8TH STREET EAST OF SW 82ND AVENUE
Start Date February 11, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	110	109	60	80	359	93	102	82	70	347	706
01:00	69	46	46	40	201	56	62	44	37	199	400
02:00	32	34	30	35	131	47	29	34	35	145	276
03:00	35	40	28	36	139	40	22	24	15	101	240
04:00	49	47	64	77	237	21	25	27	35	108	345
05:00	79	119	155	188	541	36	57	78	84	255	796
06:00	238	377	490	594	1699	96	165	179	194	634	2333
07:00	681	668	695	627	2671	279	351	434	407	1471	4142
08:00	520	437	412	392	1761	352	400	371	368	1491	3252
09:00	385	351	407	426	1569	380	369	339	355	1443	3012
10:00	479	401	402	438	1720	352	405	454	471	1682	3402
11:00	474	422	414	403	1713	379	393	436	453	1661	3374
12:00	453	459	511	497	1920	448	434	442	386	1710	3630
13:00	464	434	445	473	1816	403	495	472	506	1876	3692
14:00	457	445	425	463	1790	487	506	470	533	1996	3786
15:00	439	417	470	456	1782	551	538	572	593	2254	4036
16:00	478	466	479	485	1908	622	620	672	620	2534	4442
17:00	476	454	467	417	1814	615	643	599	637	2494	4308
18:00	369	358	414	361	1502	677	645	620	631	2573	4075
19:00	331	324	385	393	1433	659	577	490	426	2152	3585
20:00	380	353	310	307	1350	396	362	341	316	1415	2765
21:00	359	354	340	280	1333	268	306	230	283	1087	2420
22:00	314	293	220	234	1061	251	260	216	199	926	1987
23:00	199	168	145	129	641	190	192	148	146	676	1317
	24 Hour Total				31091	24 Hour Total				31230	62321

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	2671	11:45	1777	07:00	4142
P.M.	12:15	1931	17:45	2579	16:30	4444
Daily	07:00	2671	17:45	2579	16:30	4444

Florida Department of Transportation

February 19, 2010

County 87	Station 2300	Site Description: SW 8TH STREET WEST OF SW 97TH AVENUE]
Start Date February 09, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	96	111	76	80	363	86	96	88	65	335	698
01:00	62	52	53	58	225	59	37	37	38	171	396
02:00	28	33	32	49	142	31	22	19	24	96	238
03:00	35	39	35	39	148	17	32	14	23	86	234
04:00	31	48	57	68	204	11	21	28	34	94	298
05:00	87	94	166	215	562	32	38	70	74	214	776
06:00	217	315	442	549	1523	78	103	151	189	521	2044
07:00	648	658	634	602	2542	222	311	406	447	1386	3928
08:00	664	671	630	572	2537	356	322	383	333	1394	3931
09:00	495	465	525	480	1965	342	380	380	342	1444	3409
10:00	470	469	422	494	1855	316	379	415	386	1496	3351
11:00	469	474	443	466	1852	409	353	421	353	1536	3388
12:00	423	437	528	484	1872	420	446	377	382	1625	3497
13:00	496	475	449	440	1860	365	460	480	470	1775	3635
14:00	481	498	425	452	1856	419	438	513	492	1862	3718
15:00	460	484	517	489	1950	491	523	489	486	1989	3939
16:00	456	428	465	424	1773	497	466	565	595	2123	3896
17:00	456	509	447	469	1881	589	624	536	632	2381	4262
18:00	403	387	418	413	1621	606	522	549	495	2172	3793
19:00	369	336	349	406	1460	472	434	379	382	1667	3127
20:00	395	332	286	281	1294	292	346	308	273	1219	2513
21:00	325	340	328	314	1307	252	257	254	244	1007	2314
22:00	300	297	254	193	1044	239	208	221	209	877	1921
23:00	192	155	171	139	657	149	180	144	107	580	1237
	24 Hour Total				32493	24 Hour Total				28050	60543

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:30	2571	11:30	1640	07:30	4102
P.M.	12:30	1983	17:15	2398	17:00	4262
Daily	07:30	2571	17:15	2398	17:00	4262

Florida Department of Transportation

February 19, 2010

County 87	Station 2300	Site Description: SW 8TH STREET WEST OF SW 97TH AVENUE]
Start Date February 10, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	106	104	71	83	364	107	97	83	69	356	720
01:00	53	53	65	49	220	50	51	56	33	190	410
02:00	30	44	29	33	136	26	34	25	17	102	238
03:00	38	37	35	46	156	20	13	22	15	70	226
04:00	40	49	52	78	219	23	18	23	31	95	314
05:00	76	89	159	198	522	40	29	56	69	194	716
06:00	216	299	463	522	1500	98	117	159	200	574	2074
07:00	672	646	624	672	2614	236	316	395	416	1363	3977
08:00	674	652	569	551	2446	403	345	398	357	1503	3949
09:00	532	495	454	422	1903	318	328	397	391	1434	3337
10:00	494	461	399	454	1808	332	327	408	378	1445	3253
11:00	480	465	455	414	1814	390	357	420	403	1570	3384
12:00	500	434	501	433	1868	353	393	382	408	1536	3404
13:00	496	446	440	475	1857	402	458	465	443	1768	3625
14:00	491	507	450	468	1916	473	448	526	502	1949	3865
15:00	489	515	444	450	1898	508	505	490	498	2001	3899
16:00	502	497	468	459	1926	523	525	575	528	2151	4077
17:00	476	527	462	453	1918	589	615	532	601	2337	4255
18:00	403	377	441	380	1601	600	605	563	496	2264	3865
19:00	405	372	417	450	1644	517	504	397	403	1821	3465
20:00	447	324	361	303	1435	300	334	291	214	1139	2574
21:00	321	406	314	319	1360	309	280	253	277	1119	2479
22:00	309	318	254	247	1128	264	211	249	194	918	2046
23:00	205	160	137	126	628	157	187	148	123	615	1243
	24 Hour Total				32881	24 Hour Total				28514	61395

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:30	2622	11:00	1570	07:30	4181
P.M.	16:30	1930	17:45	2369	17:00	4255
Daily	07:30	2622	17:45	2369	17:00	4255

Florida Department of Transportation

February 19, 2010

County 87	Station 2300	Site Description: SW 8TH STREET WEST OF SW 97TH AVENUE]
Start Date February 11, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	109	102	81	77	369	115	101	80	71	367	736
01:00	74	56	57	45	232	60	60	50	36	206	438
02:00	42	39	32	36	149	42	39	32	32	145	294
03:00	37	39	40	42	158	33	27	21	24	105	263
04:00	48	46	54	75	223	19	18	24	37	98	321
05:00	65	90	162	202	519	41	36	65	90	232	751
06:00	192	321	428	567	1508	77	125	199	190	591	2099
07:00	620	663	651	619	2553	244	318	366	438	1366	3919
08:00	674	639	610	584	2507	361	325	322	337	1345	3852
09:00	501	479	469	493	1942	279	310	353	339	1281	3223
10:00	476	405	423	443	1747	340	333	447	393	1513	3260
11:00	460	456	454	413	1783	425	308	404	407	1544	3327
12:00	435	447	469	452	1803	410	438	441	401	1690	3493
13:00	455	442	469	493	1859	328	407	429	430	1594	3453
14:00	532	503	420	487	1942	481	415	493	459	1848	3790
15:00	448	460	519	454	1881	480	541	472	529	2022	3903
16:00	493	470	447	454	1864	492	538	562	583	2175	4039
17:00	458	482	474	457	1871	562	623	516	568	2269	4140
18:00	438	411	404	381	1634	551	583	566	535	2235	3869
19:00	390	371	385	413	1559	549	560	486	448	2043	3602
20:00	392	368	354	333	1447	361	361	341	266	1329	2776
21:00	351	368	294	292	1305	293	292	273	278	1136	2441
22:00	303	338	245	235	1121	250	246	239	202	937	2058
23:00	238	180	160	157	735	169	172	174	130	645	1380
	24 Hour Total				32711	24 Hour Total				28716	61427

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	2607	11:45	1696	07:15	4090
P.M.	13:30	1997	16:30	2330	16:30	4171
Daily	07:15	2607	16:30	2330	16:30	4171

Florida Department of Transportation

February 19, 2010

County 87	Station 1000	Site Description: SW 8TH STREET WEST OF SW 87TH AVENUE
Start Date February 09, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	82	68	49	57	256	87	75	66	47	275	531
01:00	39	26	36	34	135	36	30	40	32	138	273
02:00	18	21	22	32	93	19	31	22	23	95	188
03:00	27	22	29	29	107	21	23	19	18	81	188
04:00	21	39	49	56	165	20	28	34	44	126	291
05:00	63	92	160	189	504	41	64	94	93	292	796
06:00	173	320	365	457	1315	141	210	266	310	927	2242
07:00	688	685	654	621	2648	364	370	432	353	1519	4167
08:00	679	621	497	367	2164	427	417	377	340	1561	3725
09:00	307	335	417	447	1506	336	326	325	345	1332	2838
10:00	442	418	389	409	1658	336	345	351	361	1393	3051
11:00	423	380	399	391	1593	390	326	339	398	1453	3046
12:00	410	354	388	408	1560	361	418	391	360	1530	3090
13:00	421	426	401	399	1647	395	421	404	359	1579	3226
14:00	427	413	425	397	1662	387	413	427	402	1629	3291
15:00	395	429	388	415	1627	411	446	412	438	1707	3334
16:00	479	467	451	405	1802	498	538	545	530	2111	3913
17:00	488	520	459	504	1971	615	575	583	558	2331	4302
18:00	344	393	397	338	1472	431	483	454	392	1760	3232
19:00	353	306	331	335	1325	377	387	394	361	1519	2844
20:00	354	286	259	221	1120	342	301	281	261	1185	2305
21:00	301	273	273	236	1083	277	258	269	234	1038	2121
22:00	242	212	214	121	789	238	225	189	149	801	1590
23:00	146	115	126	98	485	149	117	95	108	469	954
	24 Hour Total				28687	24 Hour Total				26851	55538

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	2648	07:30	1629	07:15	4221
P.M.	17:00	1971	17:00	2331	17:00	4302
Daily	07:00	2648	17:00	2331	17:00	4302
Truck %	4.00		3.00		4.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	95	25976	1563	68	235	266	42	72	174	163	1	0	32	0	0	1053	28687
W	107	24214	1626	86	225	185	33	59	156	155	0	0	5	0	0	904	26851

Florida Department of Transportation

February 19, 2010

County 87	Station 1000	Site Description: SW 8TH STREET WEST OF SW 87TH AVENUE
Start Date February 10, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	82	69	50	58	259	71	82	64	42	259	518
01:00	37	38	30	35	140	41	47	47	25	160	300
02:00	20	26	23	26	95	25	18	17	18	78	173
03:00	29	27	30	33	119	23	25	25	19	92	211
04:00	26	30	49	61	166	18	28	39	41	126	292
05:00	66	86	139	139	430	34	66	95	96	291	721
06:00	208	256	395	446	1305	148	185	273	310	916	2221
07:00	652	627	665	689	2633	358	326	397	382	1463	4096
08:00	695	566	406	357	2024	468	373	324	278	1443	3467
09:00	277	318	352	377	1324	256	277	353	294	1180	2504
10:00	422	414	379	346	1561	371	340	335	353	1399	2960
11:00	432	380	394	384	1590	372	360	367	320	1419	3009
12:00	410	412	392	377	1591	371	368	359	350	1448	3039
13:00	401	399	416	398	1614	381	386	407	409	1583	3197
14:00	427	409	462	368	1666	397	386	483	396	1662	3328
15:00	424	450	395	409	1678	403	447	474	471	1795	3473
16:00	586	547	484	382	1999	527	569	497	489	2082	4081
17:00	389	412	439	533	1773	500	421	617	597	2135	3908
18:00	368	339	388	384	1479	458	508	475	441	1882	3361
19:00	345	340	360	416	1461	409	424	403	385	1621	3082
20:00	349	280	288	222	1139	349	294	263	283	1189	2328
21:00	292	306	274	254	1126	276	265	296	229	1066	2192
22:00	240	227	202	166	835	226	241	226	164	857	1692
23:00	171	124	114	84	493	179	122	123	110	534	1027
	24 Hour Total				28500	24 Hour Total				26680	55180

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	2676	07:30	1620	07:15	4249
P.M.	15:45	2026	17:30	2180	15:45	4090
Daily	07:15	2676	17:30	2180	07:15	4249
Truck %	5.00		3.00		4.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	141	25444	1565	95	201	318	59	99	289	273	0	0	16	0	0	1350	28500
W	118	24207	1546	76	201	136	35	49	159	148	0	0	5	0	0	809	26680

Florida Department of Transportation

February 19, 2010

County 87	Station 1000	Site Description: SW 8TH STREET WEST OF SW 87TH AVENUE
Start Date February 11, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	78	81	47	56	262	99	83	60	57	299	561
01:00	53	33	40	33	159	52	41	44	26	163	322
02:00	29	26	22	22	99	31	24	32	33	120	219
03:00	20	26	25	36	107	30	19	24	22	95	202
04:00	21	36	51	63	171	27	27	34	41	129	300
05:00	54	76	151	145	426	38	64	110	102	314	740
06:00	185	283	379	454	1301	129	200	280	267	876	2177
07:00	626	627	600	692	2545	295	314	401	385	1395	3940
08:00	493	506	523	483	2005	419	435	346	389	1589	3594
09:00	434	388	397	428	1647	346	318	310	295	1269	2916
10:00	421	334	378	377	1510	325	337	344	380	1386	2896
11:00	402	384	361	372	1519	343	302	371	362	1378	2897
12:00	363	406	383	418	1570	357	380	358	339	1434	3004
13:00	400	388	411	428	1627	362	364	339	406	1471	3098
14:00	455	420	411	412	1698	389	393	403	375	1560	3258
15:00	418	433	412	413	1676	417	445	435	419	1716	3392
16:00	465	475	520	480	1940	534	565	573	511	2183	4123
17:00	482	499	452	443	1876	571	516	542	541	2170	4046
18:00	348	381	385	381	1495	414	473	467	452	1806	3301
19:00	326	358	376	373	1433	414	456	426	398	1694	3127
20:00	342	284	263	280	1169	348	314	273	281	1216	2385
21:00	286	294	241	221	1042	284	273	254	244	1055	2097
22:00	244	243	207	192	886	211	237	182	196	826	1712
23:00	170	140	124	103	537	192	142	116	123	573	1110
	24 Hour Total				28700	24 Hour Total				26717	55417

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	2545	07:30	1640	07:00	3940
P.M.	16:30	1981	16:15	2220	16:15	4177
Daily	07:00	2545	16:15	2220	16:15	4177
Truck %	3.00		3.00		3.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
E	105	26016	1720	44	209	218	46	68	140	132	1	0	1	0	0	859	28700
W	104	24240	1615	72	220	108	29	54	129	142	0	0	4	0	0	758	26717

Florida Department of Transportation

February 19, 2010

County 87	Station 2000	Site Description: SW 16TH STREET EAST OF SW 87TH AVENUE
Start Date February 08, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total	
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	5	1	2	2	10	0	1	1	1	3	13	
01:00	0	0	0	3	3	3	2	0	1	6	9	
02:00	2	0	1	1	4	3	1	1	1	6	10	
03:00	2	1	0	2	5	0	0	1	0	1	6	
04:00	0	2	4	1	7	0	0	3	1	4	11	
05:00	0	0	7	8	15	4	1	1	3	9	24	
06:00	12	6	23	43	84	9	11	24	43	87	171	
07:00	66	88	126	126	406	54	41	62	67	224	630	
08:00	146	207	120	108	581	113	190	50	62	415	996	
09:00	73	82	69	60	284	50	31	37	48	166	450	
10:00	40	36	33	46	155	40	33	43	38	154	309	
11:00	34	43	55	41	173	42	38	33	41	154	327	
12:00	48	51	55	40	194	43	47	29	45	164	358	
13:00	42	54	42	51	189	49	39	37	45	170	359	
14:00	46	36	74	64	220	69	41	43	47	200	420	
15:00	73	56	46	67	242	122	69	48	72	311	553	
16:00	62	76	59	72	269	74	97	105	94	370	639	
17:00	81	85	71	72	309	88	120	94	110	412	721	
18:00	64	49	49	41	203	86	74	58	48	266	469	
19:00	44	36	41	31	152	49	36	25	34	144	296	
20:00	31	30	23	23	107	24	27	16	21	88	195	
21:00	31	35	9	16	91	29	16	12	23	80	171	
22:00	23	18	11	10	62	11	11	13	12	47	109	
23:00	13	10	8	2	33	8	5	5	6	24	57	
24 Hour Total					3798	24 Hour Total					3505	7303

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:30	605	07:30	432	07:30	1037
P.M.	16:45	309	17:00	412	17:00	721
Daily	07:30	605	07:30	432	07:30	1037

Florida Department of Transportation

February 19, 2010

County 87	Station 2000	Site Description: SW 16TH STREET EAST OF SW 87TH AVENUE
Start Date February 09, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	4	3	2	4	13	2	0	4	1	7	20
01:00	0	1	0	0	1	1	1	0	0	2	3
02:00	4	3	1	2	10	2	0	0	0	2	12
03:00	1	0	0	0	1	1	0	2	0	3	4
04:00	0	2	7	0	9	1	0	1	1	3	12
05:00	4	2	7	8	21	2	0	6	4	12	33
06:00	5	14	22	66	107	3	13	16	29	61	168
07:00	78	87	112	139	416	62	38	43	83	226	642
08:00	172	173	136	131	612	137	189	59	62	447	1059
09:00	111	81	50	48	290	47	38	29	39	153	443
10:00	59	37	33	40	169	36	30	33	36	135	304
11:00	31	34	35	41	141	32	46	41	46	165	306
12:00	40	47	46	52	185	31	26	30	45	132	317
13:00	35	52	58	63	208	35	35	46	39	155	363
14:00	70	43	54	54	221	112	31	52	68	263	484
15:00	55	36	53	52	196	54	66	55	40	215	411
16:00	58	78	62	77	275	58	66	74	84	282	557
17:00	72	81	83	63	299	96	115	127	96	434	733
18:00	60	61	68	62	251	122	83	62	66	333	584
19:00	41	47	44	38	170	37	35	33	29	134	304
20:00	34	29	23	30	116	24	25	18	32	99	215
21:00	41	41	30	17	129	25	24	17	18	84	213
22:00	20	17	14	9	60	19	12	10	6	47	107
23:00	10	9	10	6	35	8	3	5	1	17	52
	24 Hour Total				3935	24 Hour Total				3411	7346

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:45	620	07:45	468	07:45	1088
P.M.	16:45	313	17:15	460	17:15	747
Daily	07:45	620	07:45	468	07:45	1088

Florida Department of Transportation

February 19, 2010

County 87	Station 2000	Site Description: SW 16TH STREET EAST OF SW 87TH AVENUE
Start Date February 10, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total	
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	6	7	3	6	22	3	6	1	4	14	36	
01:00	4	3	7	3	17	0	2	2	0	4	21	
02:00	2	0	2	3	7	4	2	0	0	6	13	
03:00	0	1	2	0	3	0	0	1	2	3	6	
04:00	2	2	1	2	7	0	3	1	2	6	13	
05:00	0	1	6	3	10	1	0	1	5	7	17	
06:00	7	9	20	60	96	4	8	15	40	67	163	
07:00	80	119	132	144	475	67	32	45	88	232	707	
08:00	163	194	148	101	606	97	159	47	45	348	954	
09:00	53	47	53	50	203	45	35	31	28	139	342	
10:00	45	34	46	45	170	36	36	48	46	166	336	
11:00	31	44	37	48	160	31	43	41	46	161	321	
12:00	40	41	36	38	155	38	43	31	23	135	290	
13:00	38	34	38	55	165	31	30	32	37	130	295	
14:00	55	45	80	63	243	64	42	31	43	180	423	
15:00	81	64	50	37	232	148	38	49	46	281	513	
16:00	72	62	63	69	266	62	61	96	94	313	579	
17:00	81	77	80	66	304	73	100	93	102	368	672	
18:00	59	78	59	40	236	83	82	68	58	291	527	
19:00	50	47	39	39	175	53	35	41	40	169	344	
20:00	31	41	25	29	126	21	22	25	15	83	209	
21:00	43	32	23	15	113	25	22	15	15	77	190	
22:00	12	14	14	16	56	11	14	9	10	44	100	
23:00	4	6	14	10	34	3	2	12	7	24	58	
24 Hour Total					3881	24 Hour Total					3248	7129

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:45	649	07:45	391	07:45	1040
P.M.	16:45	307	17:15	378	17:00	672
Daily	07:45	649	07:45	391	07:45	1040

Florida Department of Transportation

February 19, 2010

County 87	Station 1800	Site Description: SW 16TH STREET WEST OF SW 87TH AVENUE
Start Date February 09, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	8	6	1	0	15	14	3	6	5	28	43
01:00	3	2	2	2	9	1	3	0	3	7	16
02:00	0	0	1	3	4	0	4	2	2	8	12
03:00	1	2	0	1	4	0	1	3	1	5	9
04:00	1	2	3	8	14	2	0	0	5	7	21
05:00	3	5	5	5	18	2	3	3	8	16	34
06:00	8	18	63	114	203	14	30	69	166	279	482
07:00	257	274	111	129	771	256	204	80	66	606	1377
08:00	136	157	144	120	557	73	124	107	74	378	935
09:00	91	73	83	87	334	90	69	59	53	271	605
10:00	68	54	42	48	212	45	40	62	43	190	402
11:00	71	64	71	85	291	51	64	83	62	260	551
12:00	51	60	68	68	247	76	62	60	68	266	513
13:00	46	55	54	48	203	49	49	60	57	215	418
14:00	44	41	172	120	377	82	142	136	132	492	869
15:00	88	89	77	89	343	111	95	98	113	417	760
16:00	89	82	97	70	338	137	144	174	158	613	951
17:00	89	119	84	92	384	130	168	174	152	624	1008
18:00	99	79	76	62	316	185	138	124	135	582	898
19:00	71	45	60	46	222	98	81	61	48	288	510
20:00	62	51	31	36	180	51	60	26	41	178	358
21:00	56	88	59	27	230	49	75	34	21	179	409
22:00	24	23	13	17	77	27	27	18	12	84	161
23:00	12	11	5	5	33	14	5	10	3	32	65
	24 Hour Total				5382	24 Hour Total				6025	11407

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	771	06:45	706	06:45	1462
P.M.	14:30	469	17:15	679	17:15	1073
Daily	07:00	771	06:45	706	06:45	1462

Florida Department of Transportation

February 19, 2010

County 87	Station 1800	Site Description: SW 16TH STREET WEST OF SW 87TH AVENUE
Start Date February 10, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Total	Direction:W					Total	Combined Total	
	1st ¼	2nd ¼	3rd ¼	4th ¼			1st ¼	2nd ¼	3rd ¼	4th ¼				
00:00	9	5	5	6		25	10	6	7	1		24		49
01:00	3	2	4	0		9	7	2	1	1		11		20
02:00	3	4	1	3		11	2	2	0	0		4		15
03:00	1	0	0	0		1	0	1	1	2		4		5
04:00	1	1	4	1		7	0	2	1	1		4		11
05:00	3	5	5	7		20	0	4	6	13		23		43
06:00	13	18	41	112		184	12	18	61	152		243		427
07:00	260	297	99	133		789	256	190	66	72		584		1373
08:00	148	130	140	133		551	86	117	113	95		411		962
09:00	111	72	69	65		317	66	63	65	47		241		558
10:00	72	49	51	64		236	57	69	54	43		223		459
11:00	63	49	39	79		230	46	56	72	45		219		449
12:00	54	48	68	54		224	78	58	56	53		245		469
13:00	52	64	60	61		237	55	47	61	65		228		465
14:00	76	71	160	97		404	76	144	146	105		471		875
15:00	103	86	61	72		322	95	96	98	87		376		698
16:00	76	83	80	75		314	103	95	124	153		475		789
17:00	95	92	108	81		376	182	168	204	212		766		1142
18:00	95	83	72	86		336	196	203	155	165		719		1055
19:00	74	68	60	82		284	157	128	104	108		497		781
20:00	53	60	39	41		193	76	64	46	50		236		429
21:00	73	153	98	48		372	84	92	57	41		274		646
22:00	26	20	8	17		71	30	23	12	13		78		149
23:00	9	8	10	10		37	9	8	11	12		40		77
	24 Hour Total					5550	24 Hour Total					6396		11946

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	789	06:45	664	06:45	1432
P.M.	14:30	446	17:30	815	17:30	1182
Daily	07:00	789	17:30	815	06:45	1432

Florida Department of Transportation

February 19, 2010

County 87	Station 1800	Site Description: SW 16TH STREET WEST OF SW 87TH AVENUE
Start Date February 11, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: E					Direction: W					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	7	5	5	6	23	6	5	5	2	18	41
01:00	3	5	2	1	11	4	5	3	3	15	26
02:00	1	2	2	2	7	3	1	3	2	9	16
03:00	1	1	4	0	6	2	2	1	3	8	14
04:00	1	4	2	1	8	2	0	1	4	7	15
05:00	3	5	5	6	19	7	1	4	8	20	39
06:00	9	21	52	110	192	17	32	69	198	316	508
07:00	233	269	130	121	753	252	200	74	55	581	1334
08:00	155	126	176	135	592	82	123	106	69	380	972
09:00	99	77	61	66	303	61	64	57	32	214	517
10:00	52	48	45	43	188	47	46	43	40	176	364
11:00	64	48	49	57	218	50	49	64	56	219	437
12:00	70	63	59	43	235	53	71	68	47	239	474
13:00	61	49	63	48	221	65	59	59	66	249	470
14:00	65	44	157	118	384	79	124	134	120	457	841
15:00	78	84	75	70	307	107	103	87	107	404	711
16:00	79	79	86	74	318	118	104	116	150	488	806
17:00	85	114	89	82	370	132	125	156	135	548	918
18:00	91	78	64	55	288	190	146	141	154	631	919
19:00	73	55	48	64	240	155	96	102	74	427	667
20:00	55	44	39	35	173	68	57	55	43	223	396
21:00	71	97	53	18	239	67	95	43	30	235	474
22:00	21	20	17	15	73	33	18	27	21	99	172
23:00	15	11	13	6	45	12	10	11	10	43	88
	24 Hour Total				5213	24 Hour Total				6006	11219

Peak Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	753	06:45	724	06:45	1466
P.M.	14:30	437	18:00	631	17:15	982
Daily	07:00	753	06:45	724	06:45	1466

Florida Department of Transportation

February 19, 2010

County 87	Station 2500	Site Description: SW 82ND AVENUE SOUTH OF SW 8TH STREET
Start Date February 15, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	4	11	5	4	24	12	8	6	5	31	55
01:00	0	5	2	3	10	2	0	3	2	7	17
02:00	2	2	0	4	8	0	3	3	1	7	15
03:00	1	0	1	3	5	2	1	1	0	4	9
04:00	3	2	3	3	11	1	2	0	4	7	18
05:00	4	8	12	20	44	1	3	8	3	15	59
06:00	17	29	44	68	158	6	7	12	24	49	207
07:00	70	109	140	145	464	32	28	51	31	142	606
08:00	150	148	144	126	568	55	80	47	45	227	795
09:00	125	115	97	91	428	51	45	49	47	192	620
10:00	69	71	84	69	293	30	42	40	47	159	452
11:00	92	88	83	90	353	51	54	43	38	186	539
12:00	99	71	79	87	336	70	55	66	83	274	610
13:00	98	77	73	73	321	57	55	54	64	230	551
14:00	78	80	96	120	374	47	70	64	80	261	635
15:00	89	131	86	104	410	63	74	66	62	265	675
16:00	105	107	86	92	390	67	84	95	77	323	713
17:00	92	105	87	100	384	111	92	98	101	402	786
18:00	79	84	85	65	313	89	95	69	77	330	643
19:00	63	49	44	51	207	59	65	70	36	230	437
20:00	44	35	41	36	156	39	40	40	44	163	319
21:00	26	23	23	19	91	36	20	21	24	101	192
22:00	32	19	18	19	88	23	27	20	19	89	177
23:00	19	12	9	11	51	11	8	17	9	45	96
	24 Hour Total				5487	24 Hour Total				3739	9226

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:45	587	11:45	229	07:30	800
P.M.	14:30	436	17:00	402	17:00	786
Daily	07:45	587	17:00	402	07:30	800

Florida Department of Transportation

February 19, 2010

County 87	Station 2500	Site Description: SW 82ND AVENUE SOUTH OF SW 8TH STREET
Start Date February 16, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total	
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total		
00:00	5	7	3	3	18	10	7	7	7	31	49	
01:00	2	4	4	2	12	5	2	4	2	13	25	
02:00	3	2	2	3	10	2	1	2	2	7	17	
03:00	2	1	2	2	7	3	1	2	0	6	13	
04:00	3	6	3	4	16	2	0	5	0	7	23	
05:00	5	10	8	17	40	1	1	3	7	12	52	
06:00	17	23	40	64	144	3	9	15	19	46	190	
07:00	75	102	129	119	425	31	34	33	44	142	567	
08:00	129	137	122	110	498	47	62	69	36	214	712	
09:00	119	101	91	90	401	44	50	51	48	193	594	
10:00	84	88	79	60	311	44	42	43	51	180	491	
11:00	66	72	75	70	283	50	49	48	39	186	469	
12:00	95	91	81	85	352	59	66	72	71	268	620	
13:00	91	80	88	72	331	68	50	55	59	232	563	
14:00	76	75	89	100	340	62	64	66	69	261	601	
15:00	79	114	95	96	384	59	71	72	69	271	655	
16:00	98	97	100	92	387	69	80	86	76	311	698	
17:00	95	97	88	88	368	102	92	96	106	396	764	
18:00	78	90	81	68	317	90	90	78	80	338	655	
19:00	59	56	50	46	211	64	60	62	40	226	437	
20:00	44	38	38	34	154	41	44	36	40	161	315	
21:00	25	30	28	22	105	34	23	28	26	111	216	
22:00	27	22	18	20	87	26	26	19	16	87	174	
23:00	16	12	12	10	50	14	12	15	12	53	103	
24 Hour Total					5251	24 Hour Total					3752	9003

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:30	514	11:45	236	07:45	729
P.M.	15:15	403	17:00	396	17:00	764
Daily	07:30	514	17:00	396	17:00	764

Florida Department of Transportation

February 19, 2010

County 87	Station 2500	Site Description: SW 82ND AVENUE SOUTH OF SW 8TH STREET
Start Date February 17, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	4	9	4	3	20	10	8	6	6	30	50
01:00	1	4	4	2	11	4	1	4	2	11	22
02:00	2	2	1	3	8	1	2	2	2	7	15
03:00	2	0	2	2	6	2	1	2	0	5	11
04:00	3	4	3	4	14	2	1	3	2	8	22
05:00	4	9	10	18	41	1	2	5	6	14	55
06:00	18	26	42	66	152	4	8	14	22	48	200
07:00	74	106	135	133	448	32	32	41	39	144	592
08:00	132	140	124	114	510	51	70	60	40	221	731
09:00	113	104	94	91	402	48	48	51	48	195	597
10:00	78	82	82	64	306	38	42	42	50	172	478
11:00	78	80	79	79	316	50	52	46	39	187	503
12:00	98	84	81	87	350	64	62	70	77	273	623
13:00	95	80	82	74	331	64	52	55	62	233	564
14:00	78	78	93	71	320	56	68	66	53	243	563
15:00	64	88	105	83	340	53	65	78	77	273	613
16:00	85	82	116	90	373	70	73	73	74	290	663
17:00	96	84	88	70	338	88	88	90	112	378	716
18:00	74	94	73	70	311	88	83	90	82	343	654
19:00	53	64	58	37	212	68	53	50	45	216	428
20:00	43	41	32	30	146	42	47	29	35	153	299
21:00	23	38	34	24	119	32	26	38	28	124	243
22:00	20	24	18	19	81	29	25	17	12	83	164
23:00	11	13	16	9	49	17	17	12	17	63	112
	24 Hour Total				5204	24 Hour Total				3714	8918

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:30	540	11:45	235	07:45	749
P.M.	16:30	386	17:00	378	17:00	716
Daily	07:30	540	17:00	378	07:45	749

Florida Department of Transportation

February 19, 2010

County 87	Station 1100	Site Description: SW 87TH AVENUE NORTH OF FLAGLER STREET
Start Date February 09, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	56	48	35	27	166	103	65	71	58	297	463
01:00	33	31	22	21	107	44	40	36	43	163	270
02:00	17	15	20	15	67	31	30	25	17	103	170
03:00	17	16	28	36	97	13	11	14	15	53	150
04:00	12	46	48	47	153	20	25	27	28	100	253
05:00	63	93	139	156	451	15	29	41	76	161	612
06:00	155	217	299	393	1064	69	94	105	176	444	1508
07:00	335	438	460	504	1737	272	301	282	282	1137	2874
08:00	519	616	521	482	2138	314	264	298	309	1185	3323
09:00	546	491	430	437	1904	278	261	292	281	1112	3016
10:00	389	375	378	383	1525	266	259	273	298	1096	2621
11:00	341	361	348	369	1419	306	334	308	314	1262	2681
12:00	372	319	387	413	1491	338	371	353	374	1436	2927
13:00	371	387	334	328	1420	293	313	343	347	1296	2716
14:00	356	347	354	403	1460	309	386	353	385	1433	2893
15:00	387	357	360	355	1459	343	392	374	407	1516	2975
16:00	361	333	302	288	1284	439	456	453	448	1796	3080
17:00	316	350	309	351	1326	444	465	439	467	1815	3141
18:00	330	363	341	318	1352	476	405	430	397	1708	3060
19:00	283	293	268	260	1104	360	336	239	274	1209	2313
20:00	275	212	199	178	864	268	232	229	228	957	1821
21:00	197	227	205	180	809	221	221	190	180	812	1621
22:00	166	168	157	143	634	169	156	151	143	619	1253
23:00	102	100	90	62	354	134	146	102	77	459	813
	24 Hour Total				24385	24 Hour Total				22169	46554

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	08:15	2165	11:45	1376	08:00	3323
P.M.	12:30	1558	17:15	1847	17:15	3187
Daily	08:15	2165	17:15	1847	08:00	3323
Truck %	8.00		6.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	120	20455	1866	526	345	263	67	608	59	43	12	0	21	26	0	1944	24411
S	104	19418	1303	352	170	154	33	569	38	28	0	0	0	0	0	1344	22169

Florida Department of Transportation

February 19, 2010

County 87	Station 1100	Site Description: SW 87TH AVENUE NORTH OF FLAGLER STREET
Start Date February 10, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	69	56	61	33	219	106	113	74	75	368	587
01:00	16	41	13	27	97	69	62	50	54	235	332
02:00	14	11	17	23	65	39	32	23	20	114	179
03:00	25	28	19	31	103	20	15	23	17	75	178
04:00	37	33	44	58	172	16	17	20	28	81	253
05:00	66	93	149	179	487	15	27	38	41	121	608
06:00	165	244	316	335	1060	86	85	98	184	453	1513
07:00	344	459	483	478	1764	296	323	252	308	1179	2943
08:00	514	530	583	543	2170	312	302	293	272	1179	3349
09:00	488	413	415	400	1716	229	229	242	244	944	2660
10:00	392	381	351	401	1525	223	282	280	293	1078	2603
11:00	397	331	415	399	1542	242	261	299	356	1158	2700
12:00	353	381	393	420	1547	307	328	334	375	1344	2891
13:00	343	379	398	365	1485	338	309	351	378	1376	2861
14:00	363	385	393	422	1563	315	363	337	345	1360	2923
15:00	410	401	368	352	1531	362	346	364	433	1505	3036
16:00	363	372	336	338	1409	392	413	454	451	1710	3119
17:00	362	336	350	354	1402	496	440	441	464	1841	3243
18:00	384	362	358	361	1465	486	485	482	405	1858	3323
19:00	329	333	333	335	1330	406	406	301	308	1421	2751
20:00	286	218	233	245	982	319	232	217	217	985	1967
21:00	217	244	236	186	883	240	215	204	198	857	1740
22:00	176	179	165	123	643	188	200	143	140	671	1314
23:00	128	115	79	69	391	101	109	96	104	410	801
	24 Hour Total				25551	24 Hour Total				22323	47874

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	08:00	2170	11:45	1325	08:00	3349
P.M.	14:30	1626	17:45	1917	17:45	3375
Daily	08:00	2170	17:45	1917	17:45	3375
Truck %	6.00		6.00		6.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	63	21730	2247	461	350	190	51	350	31	25	27	1	25	9	0	1511	25560
S	125	19546	1334	342	174	167	40	534	35	26	0	0	0	0	0	1318	22323

Florida Department of Transportation

February 19, 2010

County 87	Station 1100	Site Description: SW 87TH AVENUE NORTH OF FLAGLER STREET
Start Date February 11, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	67	71	34	32	204	122	102	73	62	359	563
01:00	29	31	33	35	128	64	58	37	41	200	328
02:00	15	17	23	17	72	25	23	20	15	83	155
03:00	26	21	20	31	98	19	5	18	11	53	151
04:00	18	26	51	63	158	24	18	18	29	89	247
05:00	53	85	160	183	481	23	28	24	50	125	606
06:00	160	229	284	361	1034	74	94	119	164	451	1485
07:00	348	451	470	547	1816	289	279	270	270	1108	2924
08:00	469	627	455	457	2008	343	303	311	313	1270	3278
09:00	497	403	373	358	1631	300	378	347	388	1413	3044
10:00	368	361	334	341	1404	390	330	341	368	1429	2833
11:00	327	333	334	315	1309	286	277	312	279	1154	2463
12:00	359	330	294	356	1339	335	325	305	311	1276	2615
13:00	308	318	320	300	1246	313	310	329	307	1259	2505
14:00	302	366	343	331	1342	315	377	365	358	1415	2757
15:00	341	344	324	310	1319	344	380	388	402	1514	2833
16:00	316	298	295	279	1188	438	461	462	478	1839	3027
17:00	319	305	314	328	1266	454	465	429	440	1788	3054
18:00	286	321	296	267	1170	470	437	480	515	1902	3072
19:00	289	284	244	260	1077	457	366	404	379	1606	2683
20:00	210	210	232	205	857	277	310	241	226	1054	1911
21:00	195	210	171	156	732	221	212	199	169	801	1533
22:00	144	141	150	107	542	139	213	185	148	685	1227
23:00	103	84	83	69	339	131	125	99	71	426	765
	24 Hour Total				22760	24 Hour Total				23299	46059

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:30	2113	09:15	1503	07:45	3325
P.M.	14:15	1381	18:00	1902	18:00	3072
Daily	07:30	2113	18:00	1902	07:45	3325
Truck %	8.00		6.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	89	18660	2232	545	374	329	16	433	19	36	15	1	11	24	0	1779	22784
S	108	20310	1375	383	188	246	34	586	37	31	0	1	0	0	0	1506	23299

Florida Department of Transportation

February 19, 2010

County 87	Station 1700	Site Description: SW 87TH AVENUE NORTH OF SW 16TH STREET
Start Date February 09, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	31	19	21	16	87	33	26	20	27	106	193
01:00	19	17	11	11	58	9	10	14	15	48	106
02:00	8	11	4	9	32	11	6	6	5	28	60
03:00	10	9	12	11	42	4	3	7	7	21	63
04:00	9	17	24	20	70	6	15	10	15	46	116
05:00	27	37	56	68	188	8	17	33	50	108	296
06:00	61	104	178	181	524	41	56	106	225	428	952
07:00	247	346	282	347	1222	299	252	207	190	948	2170
08:00	305	266	279	277	1127	241	256	294	260	1051	2178
09:00	271	278	281	246	1076	268	238	203	232	941	2017
10:00	266	280	257	266	1069	221	207	195	216	839	1908
11:00	263	255	284	263	1065	221	213	257	244	935	2000
12:00	229	277	265	267	1038	243	260	232	235	970	2008
13:00	257	233	233	235	958	249	247	244	227	967	1925
14:00	277	227	266	284	1054	275	301	310	340	1226	2280
15:00	268	283	246	270	1067	280	293	287	289	1149	2216
16:00	248	238	260	223	969	294	307	292	318	1211	2180
17:00	264	226	217	249	956	327	365	317	310	1319	2275
18:00	254	249	204	206	913	329	316	257	322	1224	2137
19:00	202	202	204	157	765	240	201	173	192	806	1571
20:00	192	155	142	144	633	170	154	117	143	584	1217
21:00	141	156	155	118	570	145	154	119	107	525	1095
22:00	102	101	82	79	364	111	106	88	61	366	730
23:00	76	55	50	36	217	61	65	43	32	201	418
	24 Hour Total				16064	24 Hour Total				16047	32111

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	1280	08:15	1078	07:45	2178
P.M.	14:30	1101	16:45	1327	14:30	2324
Daily	07:15	1280	16:45	1327	14:30	2324

Florida Department of Transportation

February 19, 2010

County 87	Station 1700	Site Description: SW 87TH AVENUE NORTH OF SW 16TH STREET
Start Date February 10, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	36	31	25	24	116	40	33	31	22	126	242
01:00	18	15	17	7	57	27	17	16	18	78	135
02:00	10	11	7	15	43	14	12	13	7	46	89
03:00	6	9	13	14	42	5	2	4	6	17	59
04:00	10	17	21	21	69	5	7	14	8	34	103
05:00	24	48	64	70	206	7	23	28	51	109	315
06:00	76	107	161	214	558	49	68	111	195	423	981
07:00	242	346	292	309	1189	294	262	215	213	984	2173
08:00	325	282	274	266	1147	232	302	288	296	1118	2265
09:00	280	293	261	241	1075	246	218	207	187	858	1933
10:00	279	244	249	253	1025	195	223	229	171	818	1843
11:00	255	260	280	279	1074	247	222	207	237	913	1987
12:00	253	262	249	267	1031	263	244	245	231	983	2014
13:00	240	250	247	215	952	214	245	247	257	963	1915
14:00	232	225	276	255	988	268	275	312	339	1194	2182
15:00	298	256	267	251	1072	285	280	259	298	1122	2194
16:00	284	259	276	235	1054	294	306	305	327	1232	2286
17:00	229	220	193	251	893	352	394	329	357	1432	2325
18:00	244	233	211	218	906	310	335	303	328	1276	2182
19:00	181	219	201	199	800	296	239	248	220	1003	1803
20:00	145	168	150	145	608	201	147	127	158	633	1241
21:00	168	168	169	121	626	171	140	128	98	537	1163
22:00	118	111	72	75	376	109	105	85	65	364	740
23:00	63	59	42	40	204	64	58	50	41	213	417
	24 Hour Total				16111	24 Hour Total				16476	32587

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	1272	08:15	1132	08:00	2265
P.M.	14:30	1085	17:00	1432	16:30	2338
Daily	07:15	1272	17:00	1432	16:30	2338

Florida Department of Transportation

February 19, 2010

County 87	Station 1700	Site Description: SW 87TH AVENUE NORTH OF SW 16TH STREET
Start Date February 11, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	40	29	28	24	121	40	36	25	14	115	236
01:00	16	13	12	8	49	15	12	14	17	58	107
02:00	9	11	10	11	41	13	7	10	9	39	80
03:00	13	9	12	15	49	9	5	7	9	30	79
04:00	11	14	21	18	64	11	8	8	11	38	102
05:00	23	30	61	58	172	8	19	26	38	91	263
06:00	81	103	159	195	538	53	69	118	197	437	975
07:00	253	312	302	318	1185	303	323	216	240	1082	2267
08:00	308	286	289	296	1179	203	293	275	241	1012	2191
09:00	295	279	245	291	1110	198	229	221	212	860	1970
10:00	262	276	243	261	1042	230	234	212	216	892	1934
11:00	278	231	298	265	1072	216	204	234	260	914	1986
12:00	255	287	280	237	1059	214	214	258	248	934	1993
13:00	259	253	242	245	999	234	242	243	254	973	1972
14:00	222	237	274	286	1019	289	289	330	321	1229	2248
15:00	247	272	263	258	1040	276	288	269	280	1113	2153
16:00	234	255	275	239	1003	318	280	316	351	1265	2268
17:00	251	240	248	259	998	330	372	354	319	1375	2373
18:00	228	251	212	223	914	370	359	269	309	1307	2221
19:00	230	204	194	177	805	303	287	267	254	1111	1916
20:00	190	176	161	134	661	172	189	155	133	649	1310
21:00	166	167	130	126	589	147	132	124	115	518	1107
22:00	106	98	77	71	352	108	111	91	68	378	730
23:00	65	70	48	32	215	81	58	44	36	219	434
	24 Hour Total				16276	24 Hour Total				16639	32915

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	1240	07:00	1082	07:00	2267
P.M.	14:30	1079	17:15	1415	17:15	2390
Daily	07:15	1240	17:15	1415	17:15	2390

Florida Department of Transportation

February 19, 2010

County 87	Station 1600	Site Description: SW 87TH AVENUE NORTH OF SW 8TH STREET
Start Date February 09, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	38	25	26	23	112	53	41	41	41	176	288
01:00	27	16	9	15	67	18	18	25	35	96	163
02:00	12	15	13	13	53	11	18	13	8	50	103
03:00	15	9	16	21	61	8	7	11	5	31	92
04:00	11	20	25	28	84	5	23	18	22	68	152
05:00	40	46	73	98	257	22	24	34	61	141	398
06:00	78	124	168	238	608	73	77	144	218	512	1120
07:00	279	461	482	422	1644	347	212	228	187	974	2618
08:00	463	501	620	540	2124	253	247	217	235	952	3076
09:00	586	686	517	493	2282	238	228	223	287	976	3258
10:00	475	416	417	436	1744	247	229	233	244	953	2697
11:00	379	375	396	398	1548	277	264	306	298	1145	2693
12:00	368	331	355	357	1411	314	336	301	323	1274	2685
13:00	370	337	340	375	1422	318	302	342	262	1224	2646
14:00	393	318	398	371	1480	312	382	352	322	1368	2848
15:00	319	407	331	396	1453	312	335	288	332	1267	2720
16:00	396	344	395	321	1456	347	367	379	352	1445	2901
17:00	418	355	335	338	1446	373	371	344	419	1507	2953
18:00	374	348	305	309	1336	390	365	370	353	1478	2814
19:00	283	288	289	229	1089	308	266	257	246	1077	2166
20:00	274	227	193	198	892	218	198	182	187	785	1677
21:00	162	193	211	179	745	179	194	186	138	697	1442
22:00	163	135	106	102	506	148	156	133	89	526	1032
23:00	85	66	72	53	276	106	103	73	49	331	607
	24 Hour Total				24096	24 Hour Total				19053	43149

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	08:30	2432	11:30	1254	08:30	3350
P.M.	15:45	1531	17:45	1544	16:30	2964
Daily	08:30	2432	17:45	1544	08:30	3350

Florida Department of Transportation

February 19, 2010

County 87	Station 1600	Site Description: SW 87TH AVENUE NORTH OF SW 8TH STREET
Start Date February 10, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	64	31	32	30	157	64	61	50	35	210	367
01:00	24	26	13	14	77	41	35	24	32	132	209
02:00	18	13	14	15	60	26	23	16	13	78	138
03:00	13	11	14	13	51	11	6	13	8	38	89
04:00	16	20	21	26	83	5	11	18	19	53	136
05:00	35	56	85	92	268	19	26	37	52	134	402
06:00	81	139	182	269	671	76	85	144	239	544	1215
07:00	323	405	476	450	1654	350	246	197	223	1016	2670
08:00	509	497	478	441	1925	246	270	239	252	1007	2932
09:00	424	406	440	394	1664	214	205	232	218	869	2533
10:00	379	310	310	385	1384	260	271	268	236	1035	2419
11:00	314	266	292	291	1163	287	266	239	276	1068	2231
12:00	274	282	269	269	1094	302	280	265	325	1172	2266
13:00	267	259	251	278	1055	292	313	314	317	1236	2291
14:00	274	276	280	292	1122	302	373	374	340	1389	2511
15:00	328	337	310	310	1285	299	299	310	378	1286	2571
16:00	319	295	326	394	1334	334	361	385	338	1418	2752
17:00	292	369	380	369	1410	368	401	338	409	1516	2926
18:00	382	286	270	256	1194	374	398	356	394	1522	2716
19:00	235	263	220	256	974	376	364	258	253	1251	2225
20:00	186	183	179	158	706	233	214	199	205	851	1557
21:00	158	207	157	138	660	194	200	178	142	714	1374
22:00	130	112	76	87	405	133	140	132	110	515	920
23:00	84	79	67	51	281	98	67	77	61	303	584
	24 Hour Total				20677	24 Hour Total				19357	40034

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:45	1934	11:45	1123	08:00	2932
P.M.	17:15	1500	17:45	1537	17:15	3022
Daily	07:45	1934	17:45	1537	17:15	3022

Florida Department of Transportation

February 19, 2010

County 87	Station 1600	Site Description: SW 87TH AVENUE NORTH OF SW 8TH STREET
Start Date February 11, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	50	48	25	30	153	73	44	32	40	189	342
01:00	24	21	24	16	85	32	25	25	25	107	192
02:00	13	12	14	10	49	20	19	13	12	64	113
03:00	15	8	11	19	53	12	5	12	8	37	90
04:00	15	17	20	30	82	13	11	12	11	47	129
05:00	31	36	81	80	228	22	29	36	47	134	362
06:00	75	112	173	218	578	67	96	163	215	541	1119
07:00	269	371	447	441	1528	334	230	218	203	985	2513
08:00	448	451	505	489	1893	229	262	239	260	990	2883
09:00	469	394	400	424	1687	236	282	283	299	1100	2787
10:00	456	400	356	356	1568	287	292	276	298	1153	2721
11:00	310	330	317	298	1255	271	256	278	272	1077	2332
12:00	281	269	280	280	1110	307	296	302	292	1197	2307
13:00	284	292	282	286	1144	306	278	332	298	1214	2358
14:00	275	264	304	311	1154	326	364	372	325	1387	2541
15:00	311	329	266	347	1253	299	324	295	326	1244	2497
16:00	373	332	408	413	1526	316	326	364	330	1336	2862
17:00	441	460	376	345	1622	358	325	358	378	1419	3041
18:00	336	316	268	252	1172	362	353	353	331	1399	2571
19:00	235	222	213	233	903	376	385	354	324	1439	2342
20:00	195	195	179	186	755	253	248	224	193	918	1673
21:00	157	211	150	123	641	210	197	172	158	737	1378
22:00	128	128	116	90	462	142	172	150	110	574	1036
23:00	92	81	68	40	281	103	84	66	56	309	590
	24 Hour Total				21182	24 Hour Total				19597	40779

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	08:15	1914	11:45	1177	08:15	2911
P.M.	16:30	1722	17:30	1451	16:30	3099
Daily	08:15	1914	17:30	1451	16:30	3099

Florida Department of Transportation

February 19, 2010

County 87	Station 2400	Site Description: SW 92ND AVENUE SOUTH OF SW 8TH STREET
Start Date February 09, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	3	4	1	4	12	6	3	3	3	15	27
01:00	10	1	0	1	12	4	2	1	2	9	21
02:00	2	2	1	1	6	2	2	1	0	5	11
03:00	0	0	0	1	1	2	0	0	1	3	4
04:00	1	4	0	5	10	0	3	0	4	7	17
05:00	2	10	12	15	39	4	1	4	4	13	52
06:00	17	31	47	71	166	7	13	30	65	115	281
07:00	121	186	141	146	594	107	94	100	75	376	970
08:00	149	154	156	93	552	78	95	97	73	343	895
09:00	71	43	85	72	271	44	46	42	38	170	441
10:00	51	38	39	64	192	36	29	26	39	130	322
11:00	58	54	57	66	235	34	50	31	47	162	397
12:00	67	47	63	61	238	50	49	54	49	202	440
13:00	57	53	67	74	251	49	55	52	53	209	460
14:00	78	78	121	103	380	59	94	96	80	329	709
15:00	101	100	87	108	396	82	77	99	77	335	731
16:00	91	85	76	78	330	120	78	90	111	399	729
17:00	93	105	76	74	348	128	136	108	110	482	830
18:00	87	75	71	50	283	105	111	92	90	398	681
19:00	49	41	35	35	160	49	44	38	54	185	345
20:00	44	33	31	22	130	34	30	23	30	117	247
21:00	34	44	25	23	126	21	31	20	17	89	215
22:00	21	16	21	12	70	14	10	21	10	55	125
23:00	11	12	10	8	41	8	10	8	9	35	76
	24 Hour Total				4843	24 Hour Total				4183	9026

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	622	07:00	376	07:00	970
P.M.	14:30	425	16:45	483	16:45	835
Daily	07:15	622	16:45	483	07:00	970

Florida Department of Transportation

February 19, 2010

County 87	Station 2400	Site Description: SW 92ND AVENUE SOUTH OF SW 8TH STREET
Start Date February 10, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	5	6	5	2	18	6	3	6	5	20	38
01:00	1	1	0	0	2	3	2	2	2	9	11
02:00	2	0	1	4	7	1	1	1	2	5	12
03:00	0	3	1	1	5	1	1	1	0	3	8
04:00	2	1	1	4	8	0	1	0	1	2	10
05:00	4	7	9	13	33	5	1	2	6	14	47
06:00	18	26	38	77	159	3	14	21	74	112	271
07:00	127	163	121	156	567	107	103	82	81	373	940
08:00	141	139	138	137	555	78	91	96	78	343	898
09:00	119	73	58	70	320	49	46	38	48	181	501
10:00	50	67	63	46	226	31	44	33	36	144	370
11:00	59	67	58	77	261	36	44	40	50	170	431
12:00	73	76	52	57	258	38	45	58	59	200	458
13:00	72	62	64	81	279	43	53	58	72	226	505
14:00	94	110	121	96	421	72	83	97	81	333	754
15:00	68	85	89	108	350	85	54	89	110	338	688
16:00	76	77	82	81	316	79	91	94	102	366	682
17:00	96	86	112	114	408	86	104	118	103	411	819
18:00	103	79	76	57	315	106	114	94	90	404	719
19:00	58	59	51	44	212	64	67	50	54	235	447
20:00	39	21	22	32	114	41	44	43	35	163	277
21:00	37	44	42	29	152	40	34	34	26	134	286
22:00	19	15	15	13	62	15	20	23	12	70	132
23:00	13	6	9	2	30	18	11	6	10	45	75
	24 Hour Total				5078	24 Hour Total				4301	9379

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	581	07:00	373	07:00	940
P.M.	14:00	421	17:30	441	17:30	849
Daily	07:15	581	17:30	441	07:00	940

Florida Department of Transportation

February 19, 2010

County 87	Station 2400	Site Description: SW 92ND AVENUE SOUTH OF SW 8TH STREET
Start Date February 11, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	10	5	4	4	23	5	3	6	5	19	42
01:00	6	1	2	2	11	6	1	2	2	11	22
02:00	1	2	0	1	4	1	0	2	1	4	8
03:00	1	2	0	0	3	2	1	0	1	4	7
04:00	1	0	3	2	6	1	2	1	2	6	12
05:00	4	10	9	14	37	1	4	0	6	11	48
06:00	17	22	49	78	166	10	14	22	66	112	278
07:00	126	161	116	130	533	127	99	96	73	395	928
08:00	155	153	141	139	588	83	113	95	76	367	955
09:00	101	82	77	72	332	35	37	41	50	163	495
10:00	63	56	39	40	198	32	39	33	42	146	344
11:00	55	52	52	70	229	30	38	30	46	144	373
12:00	55	51	56	44	206	50	52	60	40	202	408
13:00	65	63	66	64	258	49	46	71	67	233	491
14:00	72	66	120	99	357	62	94	89	76	321	678
15:00	94	96	93	110	393	94	96	95	94	379	772
16:00	89	98	67	94	348	115	99	93	129	436	784
17:00	93	84	94	81	352	122	111	109	112	454	806
18:00	112	94	65	67	338	162	130	110	118	520	858
19:00	56	45	46	34	181	94	79	62	54	289	470
20:00	37	35	30	22	124	27	23	34	30	114	238
21:00	45	58	34	31	168	39	26	17	16	98	266
22:00	20	14	12	15	61	24	15	12	10	61	122
23:00	13	12	11	7	43	10	9	9	6	34	77
	24 Hour Total				4959	24 Hour Total				4523	9482

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	08:00	588	07:00	395	08:00	955
P.M.	14:30	409	18:00	520	17:30	894
Daily	08:00	588	18:00	520	08:00	955

Florida Department of Transportation

February 19, 2010

County 87	Station 2200	Site Description: SW 97TH AVENUE NORTH OF SW 8TH STREET
Start Date February 09, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	19	22	10	13	64	22	30	18	22	92	156
01:00	12	13	18	7	50	14	9	10	12	45	95
02:00	3	2	6	7	18	4	1	2	2	9	27
03:00	2	3	5	4	14	2	2	2	2	8	22
04:00	5	8	9	10	32	3	5	11	6	25	57
05:00	9	9	21	49	88	10	10	17	18	55	143
06:00	47	61	103	132	343	25	37	62	94	218	561
07:00	156	185	244	219	804	139	196	175	222	732	1536
08:00	208	210	188	203	809	176	229	213	220	838	1647
09:00	191	203	197	162	753	155	167	149	160	631	1384
10:00	174	145	161	165	645	132	142	128	173	575	1220
11:00	179	176	156	158	669	139	153	140	144	576	1245
12:00	162	133	160	168	623	159	190	173	159	681	1304
13:00	170	147	146	157	620	137	178	164	172	651	1271
14:00	155	178	122	201	656	159	223	200	221	803	1459
15:00	174	190	175	174	713	173	199	225	191	788	1501
16:00	207	160	198	188	753	215	253	254	286	1008	1761
17:00	186	200	216	225	827	255	312	302	285	1154	1981
18:00	201	202	199	202	804	281	249	294	248	1072	1876
19:00	172	184	144	175	675	180	161	145	141	627	1302
20:00	149	120	114	106	489	153	146	105	118	522	1011
21:00	112	106	114	110	442	104	121	90	105	420	862
22:00	96	74	63	74	307	82	45	61	60	248	555
23:00	44	38	39	42	163	35	42	33	29	139	302
	24 Hour Total				11361	24 Hour Total				11917	23278

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:30	881	07:45	840	07:30	1683
P.M.	17:30	844	17:15	1180	17:15	2022
Daily	07:30	881	17:15	1180	17:15	2022

Florida Department of Transportation

February 19, 2010

County 87	Station 2200	Site Description: SW 97TH AVENUE NORTH OF SW 8TH STREET
Start Date February 10, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	28	20	14	9	71	23	29	12	18	82	153
01:00	16	16	14	7	53	20	11	8	5	44	97
02:00	10	7	3	7	27	4	3	3	3	13	40
03:00	3	6	5	6	20	3	5	5	3	16	36
04:00	3	6	5	11	25	4	4	4	5	17	42
05:00	7	11	23	41	82	9	7	15	22	53	135
06:00	37	60	92	138	327	26	47	60	78	211	538
07:00	158	198	194	198	748	143	209	155	220	727	1475
08:00	208	208	186	186	788	176	197	239	209	821	1609
09:00	188	164	159	155	666	174	148	124	149	595	1261
10:00	185	127	138	122	572	120	138	147	131	536	1108
11:00	174	131	154	152	611	124	146	144	163	577	1188
12:00	164	195	141	156	656	145	149	168	138	600	1256
13:00	156	161	182	157	656	156	142	166	174	638	1294
14:00	169	166	171	216	722	173	222	241	194	830	1552
15:00	159	185	160	167	671	200	190	207	209	806	1477
16:00	172	165	200	187	724	223	262	237	278	1000	1724
17:00	201	199	202	209	811	248	325	274	301	1148	1959
18:00	223	228	223	206	880	310	268	271	274	1123	2003
19:00	159	153	158	195	665	256	212	192	163	823	1488
20:00	144	136	126	115	521	166	139	117	112	534	1055
21:00	129	118	144	109	500	103	116	113	85	417	917
22:00	107	92	78	77	354	77	88	74	49	288	642
23:00	57	56	46	48	207	41	50	28	26	145	352
	24 Hour Total				11357	24 Hour Total				12044	23401

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:30	808	07:45	832	07:45	1632
P.M.	17:45	883	17:15	1210	17:15	2043
Daily	17:45	883	17:15	1210	17:15	2043

Florida Department of Transportation

February 19, 2010

County 87	Station 2200	Site Description: SW 97TH AVENUE NORTH OF SW 8TH STREET
Start Date February 11, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	25	25	17	21	88	22	25	20	15	82	170
01:00	19	14	10	8	51	15	12	2	10	39	90
02:00	4	7	9	9	29	2	8	4	2	16	45
03:00	5	3	1	6	15	3	5	4	2	14	29
04:00	6	4	6	5	21	7	3	4	6	20	41
05:00	7	9	28	36	80	10	9	13	23	55	135
06:00	34	63	83	137	317	27	45	59	99	230	547
07:00	161	183	226	197	767	159	184	141	216	700	1467
08:00	212	212	158	212	794	184	202	212	167	765	1559
09:00	173	169	168	139	649	171	149	146	143	609	1258
10:00	156	166	172	157	651	140	139	120	142	541	1192
11:00	144	161	157	146	608	125	144	122	120	511	1119
12:00	143	185	146	152	626	169	151	168	172	660	1286
13:00	140	144	160	128	572	155	156	147	181	639	1211
14:00	165	189	164	196	714	188	216	219	158	781	1495
15:00	174	184	175	194	727	188	187	203	188	766	1493
16:00	168	197	203	171	739	233	246	258	282	1019	1758
17:00	182	172	202	206	762	307	313	268	318	1206	1968
18:00	203	183	181	189	756	313	272	317	243	1145	1901
19:00	178	155	148	150	631	260	216	275	253	1004	1635
20:00	168	153	152	148	621	190	146	133	108	577	1198
21:00	126	125	139	106	496	119	100	125	100	444	940
22:00	103	79	85	53	320	81	73	64	57	275	595
23:00	55	55	50	38	198	49	44	34	33	160	358
	24 Hour Total				11232	24 Hour Total				12258	23490

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:30	847	07:45	814	07:45	1593
P.M.	17:30	794	17:45	1220	17:15	1995
Daily	07:30	847	17:45	1220	17:15	1995

Florida Department of Transportation

February 19, 2010

County 87	Station 1900	Site Description: SW 97TH AVENUE NORTH OF SW 16TH STREET
Start Date February 09, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	15	11	7	8	41	21	12	5	4	42	83
01:00	11	13	4	5	33	11	9	10	7	37	70
02:00	3	3	0	2	8	6	2	4	1	13	21
03:00	2	5	4	3	14	0	3	1	1	5	19
04:00	8	5	13	6	32	6	5	6	5	22	54
05:00	11	10	30	39	90	4	3	6	16	29	119
06:00	53	76	115	151	395	17	27	32	89	165	560
07:00	174	186	177	202	739	123	133	108	118	482	1221
08:00	213	153	159	174	699	142	151	199	167	659	1358
09:00	184	179	149	120	632	117	139	110	137	503	1135
10:00	142	129	133	129	533	115	144	144	141	544	1077
11:00	151	122	127	143	543	107	130	129	139	505	1048
12:00	123	148	144	125	540	151	138	150	126	565	1105
13:00	126	135	128	123	512	138	158	129	115	540	1052
14:00	131	104	119	149	503	164	140	134	153	591	1094
15:00	147	142	124	167	580	169	206	185	143	703	1283
16:00	136	170	147	157	610	223	206	214	217	860	1470
17:00	178	196	201	190	765	212	211	224	216	863	1628
18:00	189	155	144	127	615	219	225	229	182	855	1470
19:00	122	111	108	88	429	131	160	137	119	547	976
20:00	101	92	74	53	320	100	101	85	76	362	682
21:00	64	75	80	78	297	98	90	91	72	351	648
22:00	55	38	38	28	159	51	54	50	35	190	349
23:00	25	27	29	13	94	32	35	21	13	101	195
	24 Hour Total				9183	24 Hour Total				9534	18717

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	778	08:00	659	08:00	1358
P.M.	17:15	776	17:45	889	17:15	1646
Daily	07:15	778	17:45	889	17:15	1646

Florida Department of Transportation

February 19, 2010

County 87	Station 1900	Site Description: SW 97TH AVENUE NORTH OF SW 16TH STREET
Start Date February 10, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	15	10	10	13	48	24	13	11	12	60	108
01:00	10	11	8	5	34	5	7	6	13	31	65
02:00	10	3	3	1	17	0	3	2	3	8	25
03:00	3	2	2	3	10	2	7	5	6	20	30
04:00	6	6	5	9	26	2	7	6	6	21	47
05:00	12	19	33	40	104	4	3	15	15	37	141
06:00	50	75	110	144	379	23	34	44	86	187	566
07:00	198	164	151	230	743	133	122	126	150	531	1274
08:00	205	177	133	149	664	135	175	220	154	684	1348
09:00	153	128	146	133	560	120	123	112	122	477	1037
10:00	111	137	110	132	490	96	116	105	127	444	934
11:00	125	123	124	125	497	112	120	137	122	491	988
12:00	147	109	117	146	519	135	131	121	139	526	1045
13:00	150	154	153	164	621	138	126	123	106	493	1114
14:00	68	113	135	130	446	161	170	165	154	650	1096
15:00	137	122	122	138	519	158	168	180	176	682	1201
16:00	153	145	165	169	632	212	215	178	237	842	1474
17:00	210	190	215	188	803	238	225	218	228	909	1712
18:00	178	144	150	141	613	258	235	235	182	910	1523
19:00	115	99	125	103	442	169	197	153	174	693	1135
20:00	82	104	92	82	360	145	113	107	92	457	817
21:00	87	101	100	68	356	102	94	105	58	359	715
22:00	74	47	50	49	220	65	69	46	38	218	438
23:00	40	37	31	19	127	41	32	13	20	106	233
	24 Hour Total				9230	24 Hour Total				9836	19066

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:30	763	08:00	684	07:45	1425
P.M.	17:00	803	17:45	956	17:00	1712
Daily	17:00	803	17:45	956	17:00	1712

Florida Department of Transportation

February 19, 2010

County 87	Station 1900	Site Description: SW 97TH AVENUE NORTH OF SW 16TH STREET
Start Date February 11, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	16	16	9	16	57	14	19	7	9	49	106
01:00	10	9	3	5	27	9	6	8	3	26	53
02:00	2	3	6	2	13	8	6	3	3	20	33
03:00	4	6	3	2	15	4	4	4	2	14	29
04:00	5	10	8	7	30	1	2	3	4	10	40
05:00	10	13	31	41	95	4	6	5	17	32	127
06:00	51	69	103	153	376	23	32	42	88	185	561
07:00	193	188	232	247	860	144	130	138	131	543	1403
08:00	249	172	158	158	737	146	176	221	159	702	1439
09:00	161	130	136	149	576	125	114	137	125	501	1077
10:00	144	135	135	120	534	125	113	101	132	471	1005
11:00	119	116	108	137	480	113	112	115	146	486	966
12:00	148	121	116	117	502	125	132	127	124	508	1010
13:00	114	131	130	100	475	122	129	110	127	488	963
14:00	102	113	124	153	492	164	138	133	119	554	1046
15:00	146	134	154	175	609	170	159	184	172	685	1294
16:00	199	189	171	179	738	207	247	219	215	888	1626
17:00	196	187	172	181	736	254	230	253	246	983	1719
18:00	167	145	120	143	575	252	261	276	227	1016	1591
19:00	118	111	120	111	460	232	195	249	154	830	1290
20:00	100	91	88	91	370	120	147	110	81	458	828
21:00	98	116	71	73	358	94	124	84	72	374	732
22:00	60	56	36	24	176	57	67	46	40	210	386
23:00	32	36	27	21	116	33	32	32	25	122	238
	24 Hour Total				9407	24 Hour Total				10155	19562

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:15	916	08:00	702	07:45	1500
P.M.	16:00	738	17:45	1035	17:00	1719
Daily	07:15	916	17:45	1035	17:00	1719

Florida Department of Transportation

February 19, 2010

County 87	Station 1300	Site Description: SW 97TH AVENUE NORTH OF FLAGLER STREET
Start Date February 09, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Total	Direction: S					Total	Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼			1st ¼	2nd ¼	3rd ¼	4th ¼			
00:00	25	15	15	16	71	28	22	19	14	83	154		
01:00	19	13	11	6	49	7	9	4	11	31	80		
02:00	5	9	2	7	23	10	8	5	5	28	51		
03:00	5	3	6	5	19	2	5	2	10	19	38		
04:00	6	10	14	17	47	8	5	10	3	26	73		
05:00	21	26	68	61	176	10	4	17	23	54	230		
06:00	56	122	138	186	502	22	41	64	98	225	727		
07:00	219	217	218	222	876	132	167	165	181	645	1521		
08:00	219	194	238	223	874	180	222	144	171	717	1591		
09:00	214	174	189	170	747	141	134	131	127	533	1280		
10:00	183	140	183	156	662	126	131	122	112	491	1153		
11:00	160	152	162	146	620	122	118	116	156	512	1132		
12:00	182	146	199	185	712	154	155	135	163	607	1319		
13:00	186	170	153	144	653	143	163	155	160	621	1274		
14:00	197	141	170	145	653	144	153	153	156	606	1259		
15:00	170	191	171	215	747	189	166	198	175	728	1475		
16:00	202	205	232	208	847	225	280	265	303	1073	1920		
17:00	239	248	265	234	986	288	295	268	313	1164	2150		
18:00	211	241	214	213	879	328	324	266	281	1199	2078		
19:00	220	188	179	175	762	236	192	162	155	745	1507		
20:00	167	148	105	134	554	129	136	120	110	495	1049		
21:00	148	144	111	113	516	91	107	107	95	400	916		
22:00	101	72	71	54	298	74	65	63	53	255	553		
23:00	41	42	35	31	149	60	52	40	40	192	341		
	24 Hour Total				12422	24 Hour Total				11449	23871		

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:00	876	07:30	748	07:30	1601
P.M.	17:00	986	17:30	1233	17:30	2184
Daily	17:00	986	17:30	1233	17:30	2184
Truck %	6.00		8.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	97	10047	1373	83	322	156	42	34	79	59	0	0	19	0	111	794	12422
S	55	9494	918	74	153	568	44	15	63	29	0	0	15	0	21	961	11449

Florida Department of Transportation

February 19, 2010

County 87	Station 1300	Site Description: SW 97TH AVENUE NORTH OF FLAGLER STREET
Start Date February 10, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Total	Direction: S					Total	Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼			1st ¼	2nd ¼	3rd ¼	4th ¼			
00:00	29	9	12	17	67	45	34	25	8	112	179		
01:00	16	12	12	7	47	14	10	8	7	39	86		
02:00	8	4	8	9	29	3	7	3	5	18	47		
03:00	8	7	7	4	26	8	8	2	3	21	47		
04:00	12	7	18	11	48	6	13	11	8	38	86		
05:00	23	21	61	41	146	6	10	25	13	54	200		
06:00	67	107	147	177	498	22	31	62	85	200	698		
07:00	226	189	209	215	839	153	142	146	158	599	1438		
08:00	212	188	237	240	877	143	191	142	145	621	1498		
09:00	181	177	151	153	662	149	123	118	116	506	1168		
10:00	135	150	131	156	572	122	138	110	104	474	1046		
11:00	151	145	132	153	581	99	126	114	132	471	1052		
12:00	191	169	166	174	700	125	145	144	150	564	1264		
13:00	160	144	163	161	628	134	140	168	161	603	1231		
14:00	178	179	177	177	711	159	123	157	154	593	1304		
15:00	174	147	188	173	682	172	152	168	152	644	1326		
16:00	199	173	177	220	769	206	219	221	291	937	1706		
17:00	253	249	263	249	1014	242	218	219	265	944	1958		
18:00	256	241	220	192	909	260	266	242	233	1001	1910		
19:00	185	178	182	156	701	222	165	155	125	667	1368		
20:00	151	143	140	123	557	124	119	113	93	449	1006		
21:00	131	183	157	102	573	117	84	80	65	346	919		
22:00	92	84	69	60	305	58	67	58	58	241	546		
23:00	63	51	48	23	185	50	33	33	22	138	323		
	24 Hour Total					12126	24 Hour Total					10280	22406

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	08:00	877	07:30	638	08:00	1498
P.M.	17:15	1017	17:45	1033	17:30	2019
Daily	17:15	1017	17:45	1033	17:30	2019
Truck %	7.00		8.00		7.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	130	9650	1402	49	285	231	26	31	80	77	0	0	28	0	137	807	12126
S	93	8085	1192	63	297	266	26	23	69	52	0	0	22	0	92	818	10280

Florida Department of Transportation

February 19, 2010

County 87	Station 1300	Site Description: SW 97TH AVENUE NORTH OF FLAGLER STREET
Start Date February 11, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	24	16	17	17	74	23	22	21	14	80	154
01:00	22	8	7	6	43	12	5	18	5	40	83
02:00	6	6	7	8	27	1	1	2	3	7	34
03:00	11	2	4	6	23	4	2	4	2	12	35
04:00	7	10	12	13	42	5	7	9	6	27	69
05:00	15	27	58	45	145	9	7	22	16	54	199
06:00	68	94	134	185	481	22	33	61	89	205	686
07:00	204	197	220	205	826	144	151	154	166	615	1441
08:00	215	180	238	216	849	161	204	141	158	664	1513
09:00	171	151	146	148	616	144	124	119	120	507	1123
10:00	144	167	167	137	615	125	136	113	106	480	1095
11:00	156	158	141	167	622	107	122	114	139	482	1104
12:00	169	147	156	168	640	138	148	139	153	578	1218
13:00	163	154	164	144	625	133	148	161	158	600	1225
14:00	180	161	139	159	639	152	134	135	163	584	1223
15:00	183	165	207	200	755	151	177	189	148	665	1420
16:00	204	216	230	220	870	192	247	268	321	1028	1898
17:00	225	220	235	236	916	308	331	336	330	1305	2221
18:00	211	198	219	230	858	354	361	299	329	1343	2201
19:00	222	189	218	179	808	268	225	170	179	842	1650
20:00	175	140	171	153	639	134	122	134	100	490	1129
21:00	126	157	141	109	533	119	117	79	78	393	926
22:00	90	109	83	59	341	74	69	72	45	260	601
23:00	73	47	37	25	182	46	53	25	39	163	345
	24 Hour Total				12169	24 Hour Total				11424	23593

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	08:00	849	07:30	685	08:00	1513
P.M.	17:00	916	17:30	1381	17:30	2261
Daily	17:00	916	17:30	1381	17:30	2261
Truck %	7.00		9.00		8.00	

Classification Summary Database																	
Direction	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot Trk	Total Vol
N	130	9624	1423	59	295	214	31	23	83	88	0	0	31	0	168	824	12169
S	66	9345	957	82	219	557	32	12	57	29	0	0	20	0	48	1008	11424

Florida Department of Transportation

February 19, 2010

County 87	Station 2100	Site Description: SW 92ND AVENUE NORTH OF SW 8TH STREET
Start Date February 08, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	5	10	7	5	27	5	1	4	5	15	42
01:00	6	1	2	4	13	9	4	1	1	15	28
02:00	1	2	2	1	6	4	0	1	0	5	11
03:00	3	1	2	0	6	1	0	0	2	3	9
04:00	4	3	1	7	15	2	1	4	2	9	24
05:00	6	9	14	30	59	2	5	6	18	31	90
06:00	32	34	57	93	216	12	11	33	54	110	326
07:00	116	163	189	195	663	71	86	49	56	262	925
08:00	196	202	227	222	847	56	81	60	63	260	1107
09:00	153	131	114	113	511	42	56	45	38	181	692
10:00	80	65	58	57	260	49	42	38	42	171	431
11:00	87	57	74	89	307	50	39	49	34	172	479
12:00	81	74	73	83	311	55	49	50	44	198	509
13:00	76	86	73	65	300	59	52	55	45	211	511
14:00	70	67	85	103	325	57	71	76	78	282	607
15:00	91	107	105	96	399	74	74	69	75	292	691
16:00	104	86	97	97	384	76	85	95	98	354	738
17:00	85	90	107	85	367	115	134	109	143	501	868
18:00	75	70	74	69	288	107	92	79	88	366	654
19:00	71	58	64	45	238	60	65	53	48	226	464
20:00	41	57	46	41	185	45	34	30	25	134	319
21:00	29	40	37	33	139	26	37	25	26	114	253
22:00	37	40	27	19	123	18	25	20	21	84	207
23:00	22	17	16	7	62	5	19	17	11	52	114
	24 Hour Total				6051	24 Hour Total				4048	10099

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	08:00	847	07:00	262	08:00	1107
P.M.	15:15	412	17:00	501	17:00	868
Daily	08:00	847	17:00	501	08:00	1107

Florida Department of Transportation

February 19, 2010

County 87	Station 2100	Site Description: SW 92ND AVENUE NORTH OF SW 8TH STREET
Start Date February 09, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	18	8	6	2	34	4	8	6	9	27	61
01:00	3	1	4	8	16	2	3	3	1	9	25
02:00	1	3	1	5	10	0	1	2	4	7	17
03:00	2	2	2	5	11	4	1	0	1	6	17
04:00	4	3	1	6	14	1	1	3	2	7	21
05:00	6	10	17	23	56	3	5	2	13	23	79
06:00	28	29	53	84	194	14	11	22	44	91	285
07:00	133	155	180	198	666	87	90	45	60	282	948
08:00	202	223	231	198	854	72	90	80	96	338	1192
09:00	194	148	121	88	551	49	72	55	70	246	797
10:00	79	88	71	59	297	49	42	57	56	204	501
11:00	62	72	68	54	256	51	69	61	73	254	510
12:00	77	68	74	77	296	74	89	77	76	316	612
13:00	70	79	74	73	296	71	77	78	81	307	603
14:00	82	99	92	114	387	105	119	114	108	446	833
15:00	106	86	87	74	353	93	84	97	118	392	745
16:00	83	77	88	89	337	115	139	131	127	512	849
17:00	98	120	111	91	420	145	179	155	147	626	1046
18:00	108	83	73	87	351	163	143	117	138	561	912
19:00	71	71	56	54	252	95	82	75	83	335	587
20:00	54	35	36	44	169	65	62	49	41	217	386
21:00	33	40	45	50	168	50	53	32	39	174	342
22:00	41	35	29	28	133	36	31	19	20	106	239
23:00	19	9	13	11	52	14	17	15	8	54	106
	24 Hour Total				6173	24 Hour Total				5540	11713

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	07:45	854	08:00	338	08:00	1192
P.M.	17:15	430	17:15	644	17:15	1074
Daily	07:45	854	17:15	644	08:00	1192

Florida Department of Transportation

February 19, 2010

County 87	Station 2100	Site Description: SW 92ND AVENUE NORTH OF SW 8TH STREET
Start Date February 10, 2010	Start Time 00:00	Roadway ID: 87000000

Time	Direction: N					Direction: S					Combined Total
	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	1st ¼	2nd ¼	3rd ¼	4th ¼	Total	
00:00	11	8	2	2	23	16	6	4	7	33	56
01:00	2	3	2	3	10	5	5	1	3	14	24
02:00	0	2	0	3	5	2	2	3	0	7	12
03:00	2	3	4	2	11	3	3	1	3	10	21
04:00	5	3	1	7	16	2	0	5	4	11	27
05:00	7	7	14	35	63	4	3	5	7	19	82
06:00	25	31	48	100	204	18	14	35	60	127	331
07:00	135	151	186	195	667	91	118	78	86	373	1040
08:00	199	209	222	216	846	76	123	83	93	375	1221
09:00	179	127	95	113	514	64	58	58	73	253	767
10:00	89	77	70	64	300	58	62	41	55	216	516
11:00	62	58	64	88	272	58	57	77	77	269	541
12:00	75	60	69	72	276	69	96	76	59	300	576
13:00	62	72	79	77	290	69	81	74	87	311	601
14:00	70	73	95	106	344	87	111	125	108	431	775
15:00	93	99	85	104	381	108	108	105	116	437	818
16:00	99	97	104	95	395	115	146	120	145	526	921
17:00	82	95	108	99	384	164	183	183	175	705	1089
18:00	90	93	83	75	341	202	171	154	161	688	1029
19:00	94	56	73	62	285	175	137	115	77	504	789
20:00	49	42	54	44	189	75	58	31	55	219	408
21:00	29	45	38	36	148	48	43	38	37	166	314
22:00	34	31	21	32	118	40	33	22	19	114	232
23:00	19	20	11	14	64	18	21	17	13	69	133
	24 Hour Total				6146	24 Hour Total				6177	12323

Peak Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	08:00	846	08:00	375	08:00	1221
P.M.	15:45	404	17:15	743	17:15	1135
Daily	08:00	846	17:15	743	08:00	1221

Turning Movement Counts

Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8 ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

File Name : SW 8TH @ SB 826

Site Code : 00000000

Start Date : 2/10/2010

Page No : 1

Groups Printed- AUTOS - HEAVY VEHICLES

Start Time	SB 826 ON RAMP From North				SW 8TH STREET From East				SB 826 ON RAMP From South				SW 8TH STREET From West				Int. Total
	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	
07:00	0	0	0	0	0	310	42	0	0	0	0	0	91	635	0	0	1078
07:15	0	0	0	0	0	416	65	0	0	0	0	0	117	636	0	0	1234
07:30	0	0	0	0	0	479	63	0	0	0	0	0	125	594	0	0	1261
07:45	0	0	0	0	0	440	49	0	0	0	0	0	156	426	0	0	1071
Total	0	0	0	0	0	1645	219	0	0	0	0	0	489	2291	0	0	4644
08:00	0	0	0	0	0	448	43	0	0	0	0	0	111	331	0	0	933
08:15	0	0	0	0	0	453	40	0	0	0	0	0	86	265	0	0	844
08:30	0	0	0	0	0	472	63	0	0	0	0	0	119	200	0	0	854
08:45	0	0	0	0	0	462	63	0	0	0	0	0	93	197	0	0	815
Total	0	0	0	0	0	1835	209	0	0	0	0	0	409	993	0	0	3446
*** BREAK ***																	
16:00	0	0	0	0	0	588	95	0	0	0	0	0	82	446	0	0	1211
16:15	0	0	0	0	0	473	100	0	0	0	0	0	145	401	0	0	1119
16:30	0	0	0	0	0	553	115	0	0	0	0	0	150	345	0	0	1163
16:45	0	0	0	0	0	575	110	0	0	0	0	0	112	294	0	0	1091
Total	0	0	0	0	0	2189	420	0	0	0	0	0	489	1486	0	0	4584
17:00	0	0	0	0	0	652	121	0	0	0	0	0	129	381	0	0	1283
17:15	0	0	0	0	0	593	149	0	0	0	0	0	133	415	0	0	1290
17:30	0	0	0	0	0	673	104	0	0	0	0	0	129	370	0	0	1276
17:45	0	0	0	0	0	619	112	0	0	0	0	0	110	361	0	0	1202
Total	0	0	0	0	0	2537	486	0	0	0	0	0	501	1527	0	0	5051
Grand Total	0	0	0	0	0	8206	1334	0	0	0	0	0	1888	6297	0	0	17725
Apprch %	0	0	0	0	0	86	14	0	0	0	0	0	23.1	76.9	0	0	
Total %	0	0	0	0	0	46.3	7.5	0	0	0	0	0	10.7	35.5	0	0	
AUTOS	0	0	0	0	0	8206	1334	0	0	0	0	0	1888	6297	0	0	17725
% AUTOS	0	0	0	0	0	100	100	0	0	0	0	0	100	100	0	0	100
HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8 ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

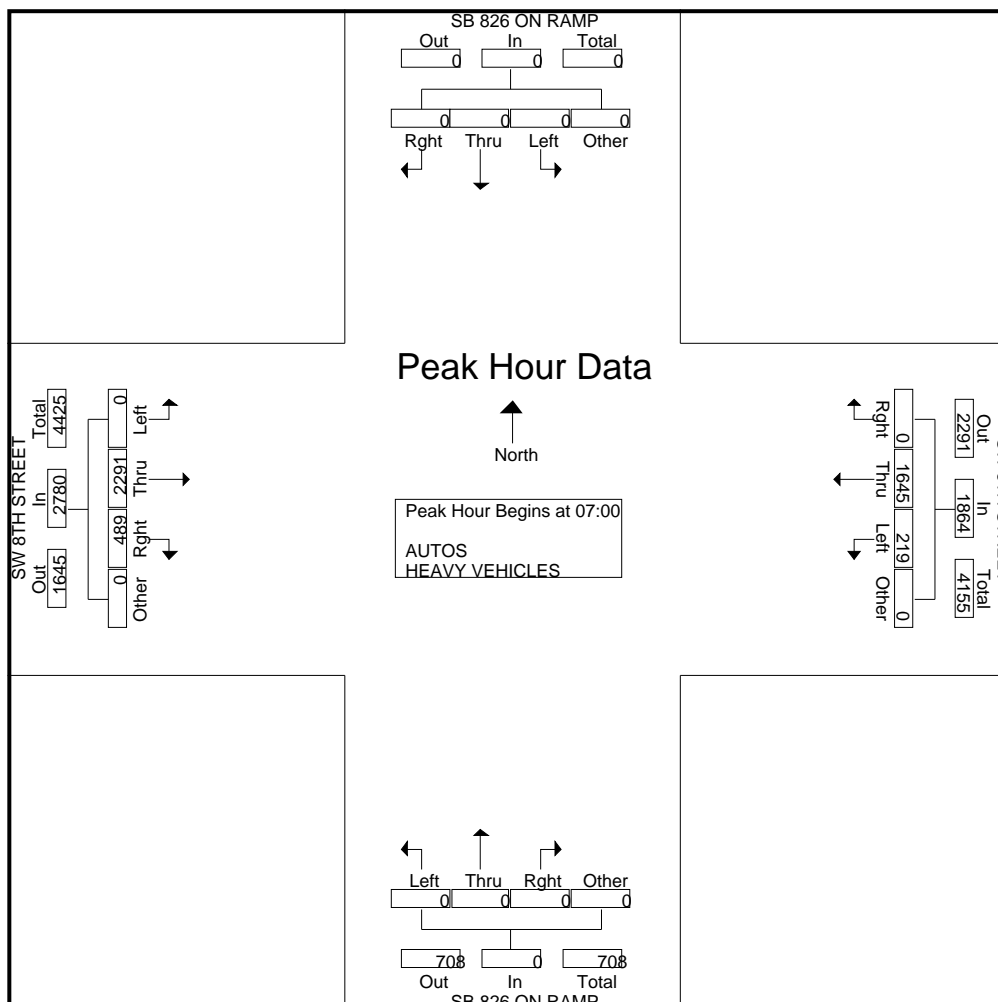
File Name : SW 8TH @ SB 826

Site Code : 00000000

Start Date : 2/10/2010

Page No : 2

Start Time	SB 826 ON RAMP From North					SW 8TH STREET From East					SB 826 ON RAMP From South					SW 8TH STREET From West					Int. Total
	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	0	310	42	0	352	0	0	0	0	0	91	635	0	0	726	1078
07:15	0	0	0	0	0	0	416	65	0	481	0	0	0	0	0	117	636	0	0	753	1234
07:30	0	0	0	0	0	0	479	63	0	542	0	0	0	0	0	125	594	0	0	719	1261
07:45	0	0	0	0	0	0	440	49	0	489	0	0	0	0	0	156	426	0	0	582	1071
Total Volume	0	0	0	0	0	0	1645	219	0	1864	0	0	0	0	0	489	2291	0	0	2780	4644
% App. Total	0	0	0	0	0	0	88.3	11.7	0		0	0	0	0	0	17.6	82.4	0	0		
PHF	.000	.000	.000	.000	.000	.000	.859	.842	.000	.860	.000	.000	.000	.000	.000	.784	.901	.000	.000	.923	.921



Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8 ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

File Name : SW 8TH @ SB 826

Site Code : 00000000

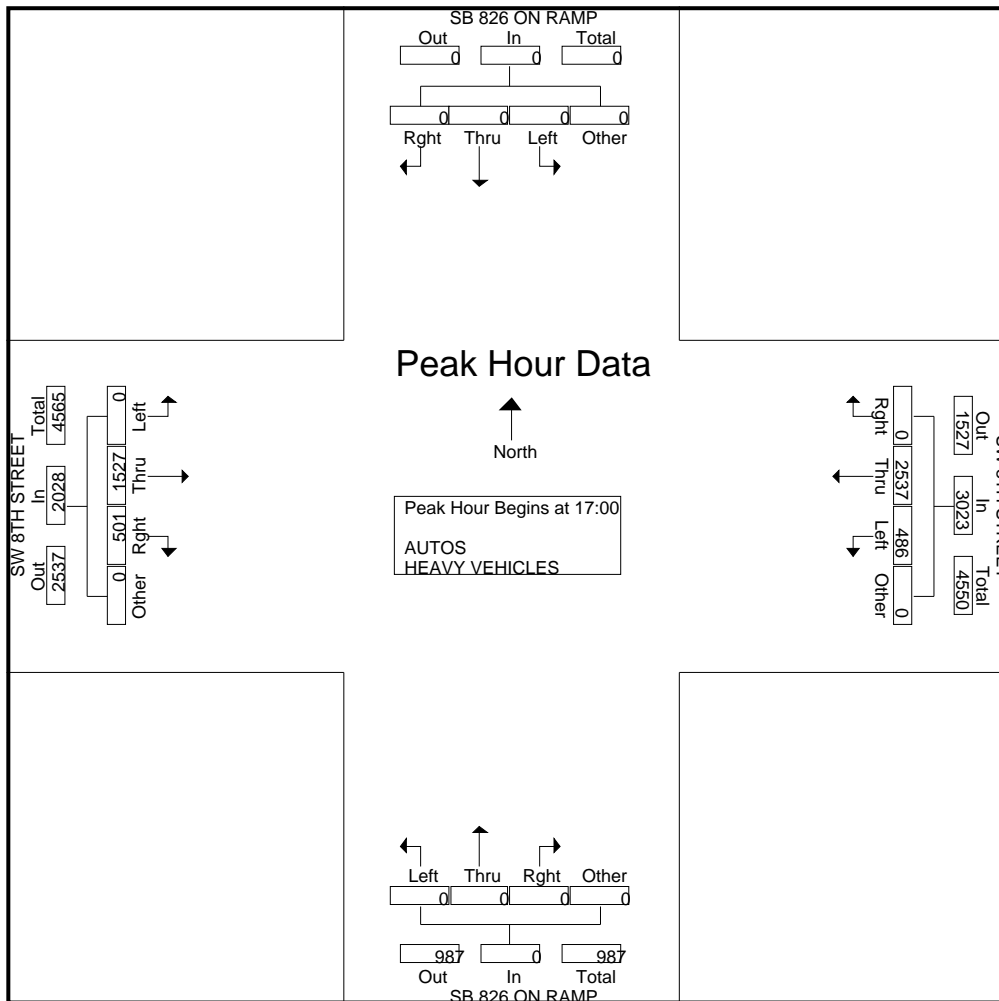
Start Date : 2/10/2010

Page No : 3

Start Time	SB 826 ON RAMP From North					SW 8TH STREET From East					SB 826 ON RAMP From South					SW 8TH STREET From West					Int. Total
	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	
17:00	0	0	0	0	0	0	652	121	0	773	0	0	0	0	0	129	381	0	0	510	1283
17:15	0	0	0	0	0	0	593	149	0	742	0	0	0	0	0	133	415	0	0	548	1290
17:30	0	0	0	0	0	0	673	104	0	777	0	0	0	0	0	129	370	0	0	499	1276
17:45	0	0	0	0	0	0	619	112	0	731	0	0	0	0	0	110	361	0	0	471	1202
Total Volume	0	0	0	0	0	0	2537	486	0	3023	0	0	0	0	0	501	1527	0	0	2028	5051
% App. Total	0	0	0	0	0	0	83.9	16.1	0		0	0	0	0	0	24.7	75.3	0	0		
PHF	.000	.000	.000	.000	.000	.000	.942	.815	.000	.973	.000	.000	.000	.000	.000	.942	.920	.000	.000	.925	.979

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00



Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

CLIENT : BCC

Tel: 305-233-3997 Fax: 305-233-7720

File Name : SW 8TH @ SW 82ND AVE

JOB NO : 2010-07

Site Code : 00000000

PROJECT: SW 8ST/87TH AVE GRADE-SEP

Start Date : 2/10/2010

COUNT : MIAMI-DADE

Page No : 1

Groups Printed- AUTOS - HEAVY VEHICLES

Start Time	SW 82ND AVE From North				SW 8TH ST From East				SW 82ND AVE From South				SW 8TH ST From West				Int. Total
	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	
07:00	0	0	0	0	0	293	16	0	44	0	19	0	5	539	0	0	916
07:15	0	0	0	0	0	295	37	0	71	0	43	0	5	680	0	0	1131
07:30	0	0	0	0	0	409	37	0	94	0	51	0	1	673	0	0	1265
07:45	0	0	0	1	0	534	38	0	38	0	74	0	0	519	0	0	1204
Total	0	0	0	1	0	1531	128	0	247	0	187	0	11	2411	0	0	4516
08:00	0	0	0	0	0	428	49	0	45	0	75	0	1	526	0	0	1124
08:15	0	0	0	0	0	362	48	0	40	0	69	0	0	355	0	0	874
08:30	0	0	0	0	0	403	32	0	55	0	79	0	0	201	0	0	770
08:45	0	0	0	0	0	396	49	0	43	0	61	0	0	179	0	0	728
Total	0	0	0	0	0	1589	178	0	183	0	284	0	1	1261	0	0	3496
*** BREAK ***																	
16:00	0	0	0	0	0	472	65	0	24	0	50	1	17	319	0	1	949
16:15	0	0	0	0	0	460	67	0	51	0	49	2	23	515	0	3	1170
16:30	0	0	0	0	0	462	42	0	45	0	49	3	12	495	0	0	1108
16:45	0	0	0	1	0	510	65	0	16	0	38	0	10	415	0	1	1056
Total	0	0	0	1	0	1904	239	0	136	0	186	6	62	1744	0	5	4283
17:00	0	0	0	0	0	522	85	0	25	0	55	0	26	452	0	1	1166
17:15	0	0	0	0	0	562	60	0	18	0	40	0	26	507	0	0	1213
17:30	0	0	0	0	0	515	77	0	25	0	32	0	23	429	0	0	1101
17:45	0	0	0	0	0	601	68	0	10	0	58	0	14	511	0	0	1262
Total	0	0	0	0	0	2200	290	0	78	0	185	0	89	1899	0	1	4742
Grand Total	0	0	0	2	0	7224	835	0	644	0	842	6	163	7315	0	6	17037
Apprch %	0	0	0	100	0	89.6	10.4	0	43.2	0	56.4	0.4	2.2	97.7	0	0.1	
Total %	0	0	0	0	0	42.4	4.9	0	3.8	0	4.9	0	1	42.9	0	0	
AUTOS	0	0	0	2	0	7224	835	0	644	0	842	6	163	7315	0	6	17037
% AUTOS	0	0	0	100	0	100	100	0	100	0	100	100	100	100	0	100	100
HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HEAVY VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

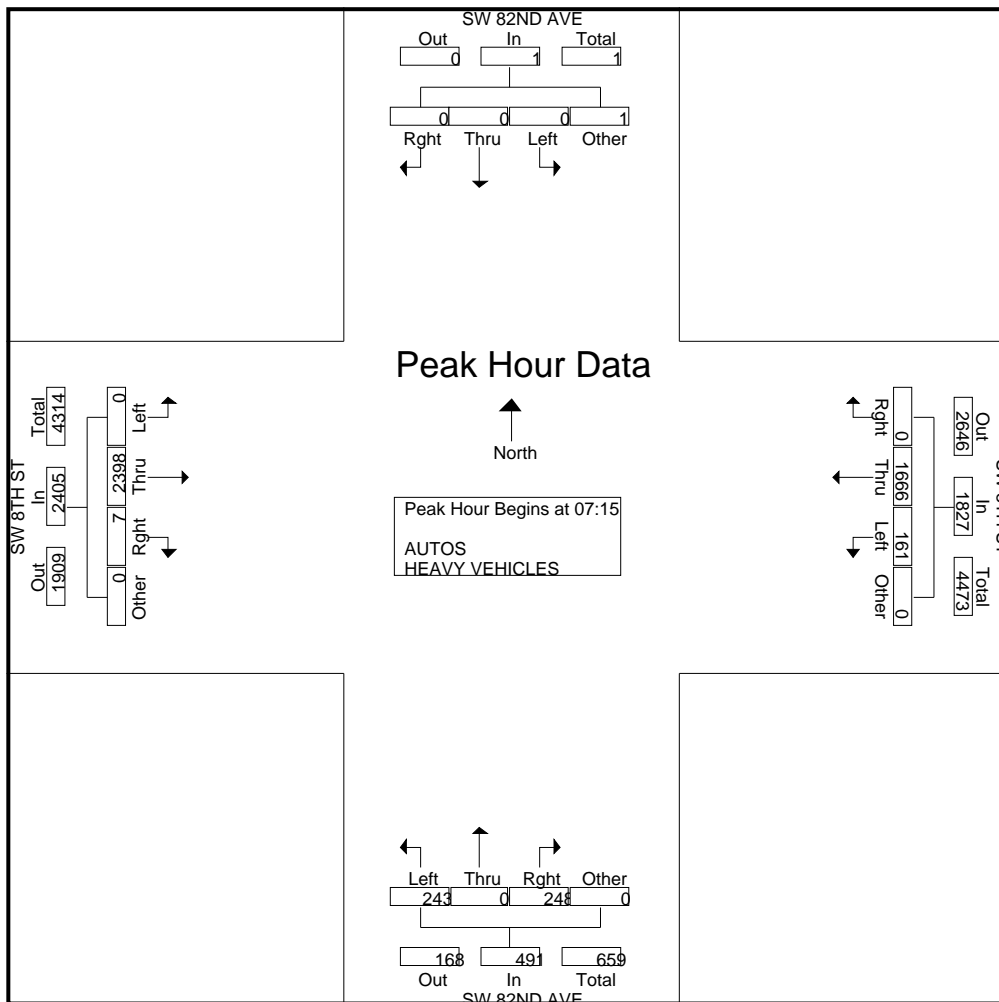
File Name : SW 8TH @ SW 82ND AVE

Site Code : 00000000

Start Date : 2/10/2010

Page No : 2

Start Time	SW 82ND AVE From North					SW 8TH ST From East					SW 82ND AVE From South					SW 8TH ST From West					Int. Total
	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	0	0	0	0	295	37	0	332	71	0	43	0	114	5	680	0	0	685	1131
07:30	0	0	0	0	0	0	409	37	0	446	94	0	51	0	145	1	673	0	0	674	1265
07:45	0	0	0	1	1	0	534	38	0	572	38	0	74	0	112	0	519	0	0	519	1204
08:00	0	0	0	0	0	0	428	49	0	477	45	0	75	0	120	1	526	0	0	527	1124
Total Volume	0	0	0	1	1	0	1666	161	0	1827	248	0	243	0	491	7	2398	0	0	2405	4724
% App. Total	0	0	0	100		0	91.2	8.8	0		50.5	0	49.5	0		0.3	99.7	0	0		
PHF	.000	.000	.000	.250	.250	.000	.780	.821	.000	.799	.660	.000	.810	.000	.847	.350	.882	.000	.000	.878	.934



Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

File Name : SW 8TH @ SW 82ND AVE

Site Code : 00000000

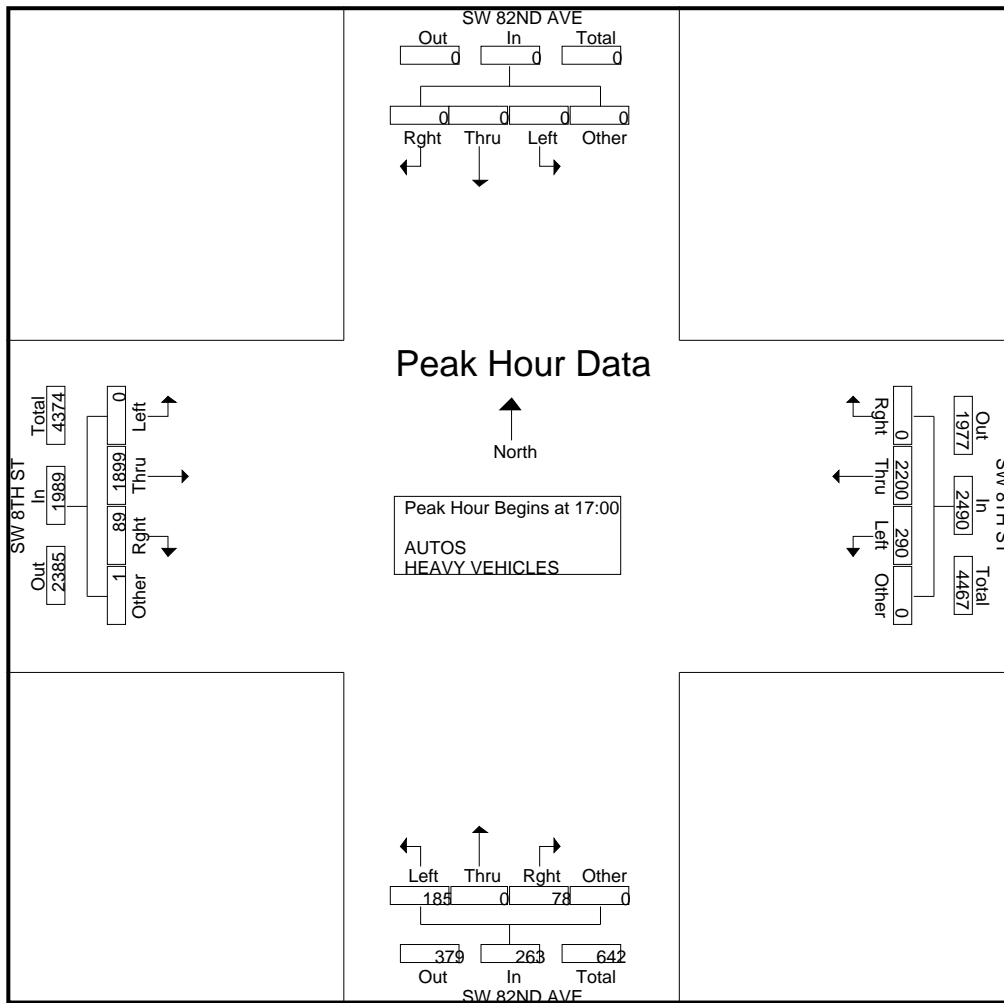
Start Date : 2/10/2010

Page No : 3

Start Time	SW 82ND AVE From North					SW 8TH ST From East					SW 82ND AVE From South					SW 8TH ST From West					Int. Total
	Rgh t	Thr u	Left	Oth er	App. Total	Rgh t	Thr u	Left	Oth er	App. Total	Rgh t	Thr u	Left	Oth er	App. Total	Rgh t	Thr u	Left	Oth er	App. Total	
17:00	0	0	0	0	0	0	522	85	0	607	25	0	55	0	80	26	452	0	1	479	1166
17:15	0	0	0	0	0	0	562	60	0	622	18	0	40	0	58	26	507	0	0	533	1213
17:30	0	0	0	0	0	0	515	77	0	592	25	0	32	0	57	23	429	0	0	452	1101
17:45	0	0	0	0	0	0	601	68	0	669	10	0	58	0	68	14	511	0	0	525	1262
Total Volume	0	0	0	0	0	0	2200	290	0	2490	78	0	185	0	263	89	1899	0	1	1989	4742
% App. Total	0	0	0	0	0	0	88.4	11.6	0		29.7	0	70.3	0		4.5	95.5	0	0.1		
PHF	.000	.000	.000	.000	.000	.000	.915	.853	.000	.930	.780	.000	.797	.000	.822	.856	.929	.000	.250	.933	.939

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00



Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

File Name : FLAGLER @ SW 82ND AVE

Site Code : 00000000

Start Date : 2/23/2010

Page No : 1

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

Groups Printed- AUTOS - HEAVY VEHICLES - UTRNS

Start Time	SW 82ND AVENUE From North				FLAGLER STREET From East				SW 82ND AVENUE From South				FLAGLER STREET From West				Int. Total
	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	
07:00	23	3	59	0	23	144	1	0	1	2	6	1	4	361	7	1	636
07:15	9	7	84	1	25	172	6	0	1	5	10	0	0	411	29	2	762
07:30	21	19	87	2	32	181	5	0	3	5	6	0	2	481	14	0	858
07:45	14	11	84	1	37	201	18	1	2	7	9	0	1	502	21	0	909
Total	67	40	314	4	117	698	30	1	7	19	31	1	7	1755	71	3	3165
08:00	19	12	88	0	16	246	21	0	4	8	12	0	2	488	15	0	931
08:15	23	15	82	0	31	259	21	0	2	4	8	0	5	516	17	0	983
08:30	17	12	89	9	38	291	20	1	0	9	10	0	3	522	22	4	1047
08:45	12	6	89	0	41	200	18	1	3	10	16	0	6	502	25	0	929
Total	71	45	348	9	126	996	80	2	9	31	46	0	16	2028	79	4	3890
*** BREAK ***																	
16:00	10	11	119	0	75	387	19	0	2	4	17	0	3	374	24	0	1045
16:15	19	5	99	0	72	391	12	0	5	4	18	0	6	318	31	0	980
16:30	19	11	96	0	66	400	18	1	5	9	12	0	10	300	29	1	977
16:45	24	12	88	0	80	429	20	0	3	11	17	0	15	291	39	0	1029
Total	72	39	402	0	293	1607	69	1	15	28	64	0	34	1283	123	1	4031
17:00	16	19	90	0	81	468	22	1	8	16	14	2	16	272	29	0	1054
17:15	15	10	107	0	78	481	16	0	6	6	10	0	12	284	37	0	1062
17:30	12	13	71	0	79	472	30	2	7	12	13	1	6	270	30	0	1018
17:45	8	19	90	0	80	400	32	1	12	15	16	0	10	270	32	0	985
Total	51	61	358	0	318	1821	100	4	33	49	53	3	44	1096	128	0	4119
Grand Total	261	185	1422	13	854	5122	279	8	64	127	194	4	101	6162	401	8	15205
Apprch %	13.9	9.8	75.6	0.7	13.6	81.8	4.5	0.1	16.5	32.6	49.9	1	1.5	92.4	6	0.1	
Total %	1.7	1.2	9.4	0.1	5.6	33.7	1.8	0.1	0.4	0.8	1.3	0	0.7	40.5	2.6	0.1	
AUTOS	260	185	1413	13	851	5122	254	8	64	127	194	4	101	6162	365	8	15131
% AUTOS	99.6	100	99.4	100	99.6	100	91	100	100	100	100	100	100	100	91	100	99.5
HEAVY VEHICLES	1	0	9	0	3	0	0	0	0	0	0	0	0	0	0	0	13
% HEAVY VEHICLES	0.4	0	0.6	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0.1
UTURNS	0	0	0	0	0	0	25	0	0	0	0	0	0	0	36	0	61
% UTRNS	0	0	0	0	0	0	9	0	0	0	0	0	0	0	9	0	0.4

Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

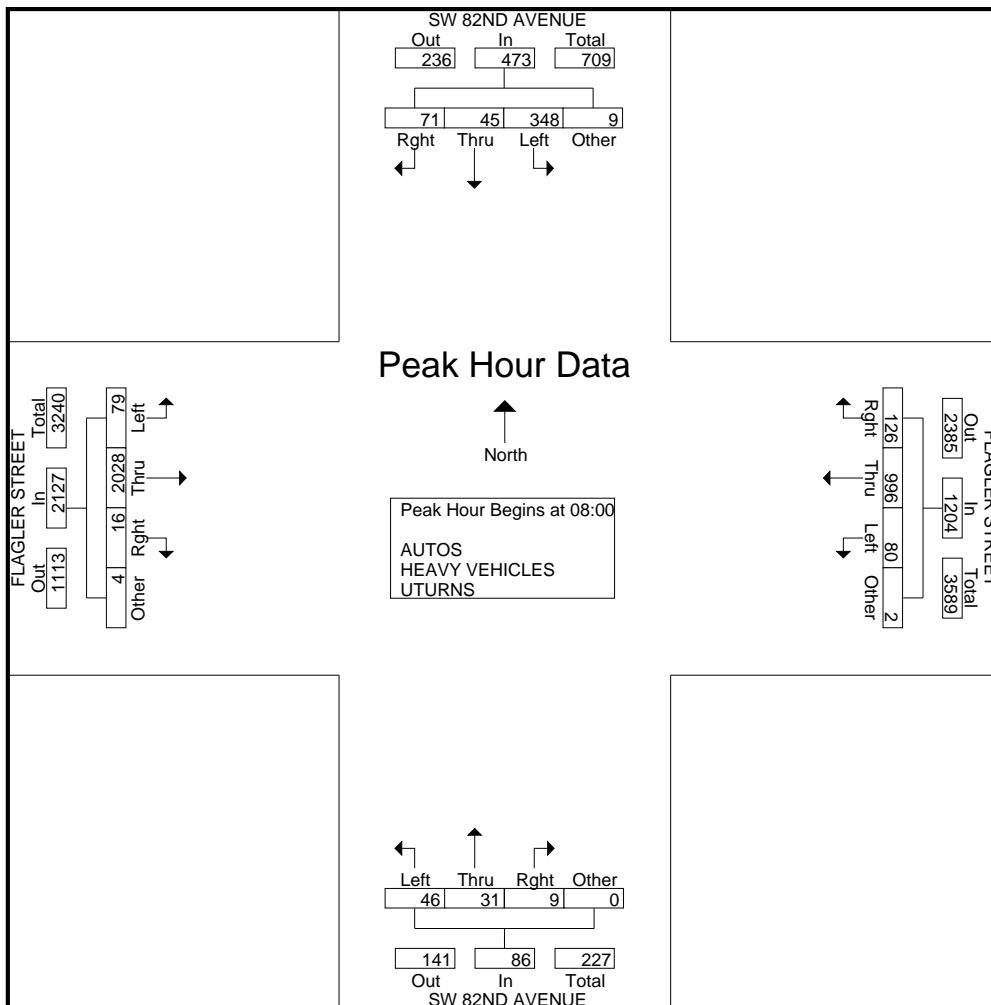
File Name : FLAGLER @ SW 82ND AVE

Site Code : 00000000

Start Date : 2/23/2010

Page No : 2

Start Time	SW 82ND AVENUE From North					FLAGLER STREET From East					SW 82ND AVENUE From South					FLAGLER STREET From West					Int. Total
	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	19	12	88	0	119	16	246	21	0	283	4	8	12	0	24	2	488	15	0	505	931
08:15	23	15	82	0	120	31	259	21	0	311	2	4	8	0	14	5	516	17	0	538	983
08:30	17	12	89	9	127	38	291	20	1	350	0	9	10	0	19	3	522	22	4	551	1047
08:45	12	6	89	0	107	41	200	18	1	260	3	10	16	0	29	6	502	25	0	533	929
Total Volume	71	45	348	9	473	126	996	80	2	1204	9	31	46	0	86	16	2028	79	4	2127	3890
% App. Total	15	9.5	73.6	1.9		10.5	82.7	6.6	0.2		10.5	36	53.5	0		0.8	95.3	3.7	0.2		
PHF	.772	.750	.978	.250	.931	.768	.856	.952	.500	.860	.563	.775	.719	.000	.741	.667	.971	.790	.250	.965	.929



Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

File Name : FLAGLER @ SW 82ND AVE

Site Code : 00000000

Start Date : 2/23/2010

Page No : 3

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

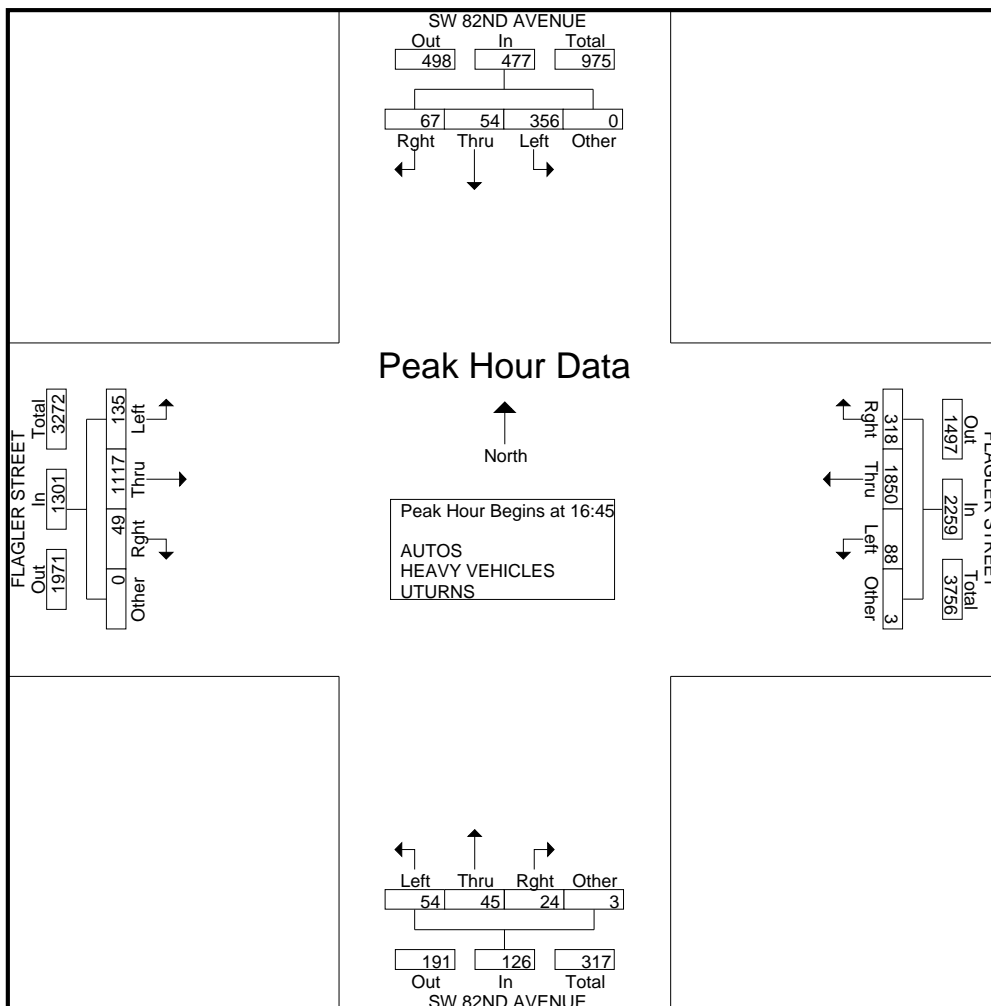
COUNT : MIAMI-DADE

Start Time	SW 82ND AVENUE From North					FLAGLER STREET From East					SW 82ND AVENUE From South					FLAGLER STREET From West					Int. Total
	Rgh t	Thr u	Left	Other	App. Total	Rgh t	Thr u	Left	Other	App. Total	Rgh t	Thr u	Left	Other	App. Total	Rgh t	Thr u	Left	Other	App. Total	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:45

16:45	24	12	88	0	124	80	429	20	0	529	3	11	17	0	31	15	291	39	0	345	1029
17:00	16	19	90	0	125	81	468	22	1	572	8	16	14	2	40	16	272	29	0	317	1054
17:15	15	10	107	0	132	78	481	16	0	575	6	6	10	0	22	12	284	37	0	333	1062
17:30	12	13	71	0	96	79	472	30	2	583	7	12	13	1	33	6	270	30	0	306	1018
Total Volume	67	54	356	0	477	318	1850	88	3	2259	24	45	54	3	126	49	1117	135	0	1301	4163
% App. Total	14	11.3	74.6	0		14.1	81.9	3.9	0.1		19	35.7	42.9	2.4		3.8	85.9	10.4	0		
PHF	.698	.711	.832	.000	.903	.981	.962	.733	.375	.969	.750	.703	.794	.375	.788	.766	.960	.865	.000	.943	.980



Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

File Name : FLAGLER @ SW 82ND AVE

Site Code : 00000000

Start Date : 2/23/2010

Page No : 1

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

Groups Printed- UURNS

Start Time	SW 82ND AVENUE From North				FLAGLER STREET From East				SW 82ND AVENUE From South				FLAGLER STREET From West				Int. Total
	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	
*** BREAK ***																	
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
*** BREAK ***																	
16:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3
16:15	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	6
16:30	0	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	7
16:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	8	0	9
Total	0	0	0	0	0	0	10	0	0	0	0	0	0	0	15	0	25
17:00	0	0	0	0	0	0	6	0	0	0	0	0	0	0	3	0	9
17:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	6
17:30	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6	0	9
17:45	0	0	0	0	0	0	4	0	0	0	0	0	0	0	6	0	10
Total	0	0	0	0	0	0	15	0	0	0	0	0	0	0	19	0	34
Grand Total	0	0	0	0	0	0	25	0	0	0	0	0	0	0	36	0	61
Apprch %	0	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	
Total %	0	0	0	0	0	0	41	0	0	0	0	0	0	0	59	0	

Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

File Name : FLAGLER @ SW 84TH AVE

Site Code : 00000000

Start Date : 2/23/2010

Page No : 1

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

Groups Printed- AUTOS - HEAVY VEHICLES - UTRNS

Start Time	SW 84TH AVENUE From North				FLAGLER STREET From East				SW 84TH AVENUE From South				FLAGLER STREET From West				Int. Total
	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	
07:00	20	3	25	0	11	166	4	0	6	2	6	1	11	329	25	0	609
07:15	21	4	39	0	14	172	11	0	8	10	6	0	8	388	60	0	741
07:30	23	9	26	0	14	189	5	0	13	5	4	0	11	481	42	0	822
07:45	31	14	29	0	11	200	7	0	20	10	8	0	15	522	70	0	937
Total	95	30	119	0	50	727	27	0	47	27	24	1	45	1720	197	0	3109
08:00	20	12	28	0	11	239	16	0	5	13	16	0	17	500	64	0	941
08:15	21	8	25	0	7	266	15	0	16	16	7	0	11	476	79	0	947
08:30	19	7	23	0	14	281	19	1	18	5	14	0	11	521	42	0	975
08:45	12	5	25	0	8	294	13	0	19	6	8	0	2	480	59	0	931
Total	72	32	101	0	40	1080	63	1	58	40	45	0	41	1977	244	0	3794
*** BREAK ***																	
16:00	49	3	16	1	43	371	29	3	9	8	5	1	11	366	46	0	961
16:15	34	11	22	0	37	410	26	2	12	10	13	0	4	341	45	0	967
16:30	37	12	26	0	36	410	18	2	19	13	21	1	7	284	45	0	931
16:45	41	8	19	0	35	441	15	1	10	14	6	1	5	299	40	0	935
Total	161	34	83	1	151	1632	88	8	50	45	45	3	27	1290	176	0	3794
17:00	43	10	16	0	39	472	12	1	13	10	9	3	3	279	48	0	958
17:15	49	7	13	0	35	460	17	1	17	10	12	0	4	300	45	0	970
17:30	42	10	12	1	43	455	20	1	6	17	11	0	5	289	41	0	953
17:45	48	9	18	1	44	400	16	0	5	14	15	0	2	266	44	0	882
Total	182	36	59	2	161	1787	65	3	41	51	47	3	14	1134	178	0	3763
Grand Total	510	132	362	3	402	5226	243	12	196	163	161	7	127	6121	795	0	14460
Apprch %	50.6	13.1	35.9	0.3	6.8	88.8	4.1	0.2	37.2	30.9	30.6	1.3	1.8	86.9	11.3	0	
Total %	3.5	0.9	2.5	0	2.8	36.1	1.7	0.1	1.4	1.1	1.1	0	0.9	42.3	5.5	0	
AUTOS	510	132	362	3	402	5226	146	12	195	163	161	7	125	6121	758	0	14323
% AUTOS	100	100	100	100	100	100	60.1	100	99.5	100	100	100	98.4	100	95.3	0	99.1
HEAVY VEHICLES	0	0	0	0	0	0	1	0	1	0	0	0	2	0	2	0	6
% HEAVY VEHICLES	0	0	0	0	0	0	0.4	0	0.5	0	0	0	1.6	0	0.3	0	0
UTURNS	0	0	0	0	0	0	96	0	0	0	0	0	0	0	35	0	131
% UTRNS	0	0	0	0	0	0	39.5	0	0	0	0	0	0	0	4.4	0	0.9

Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

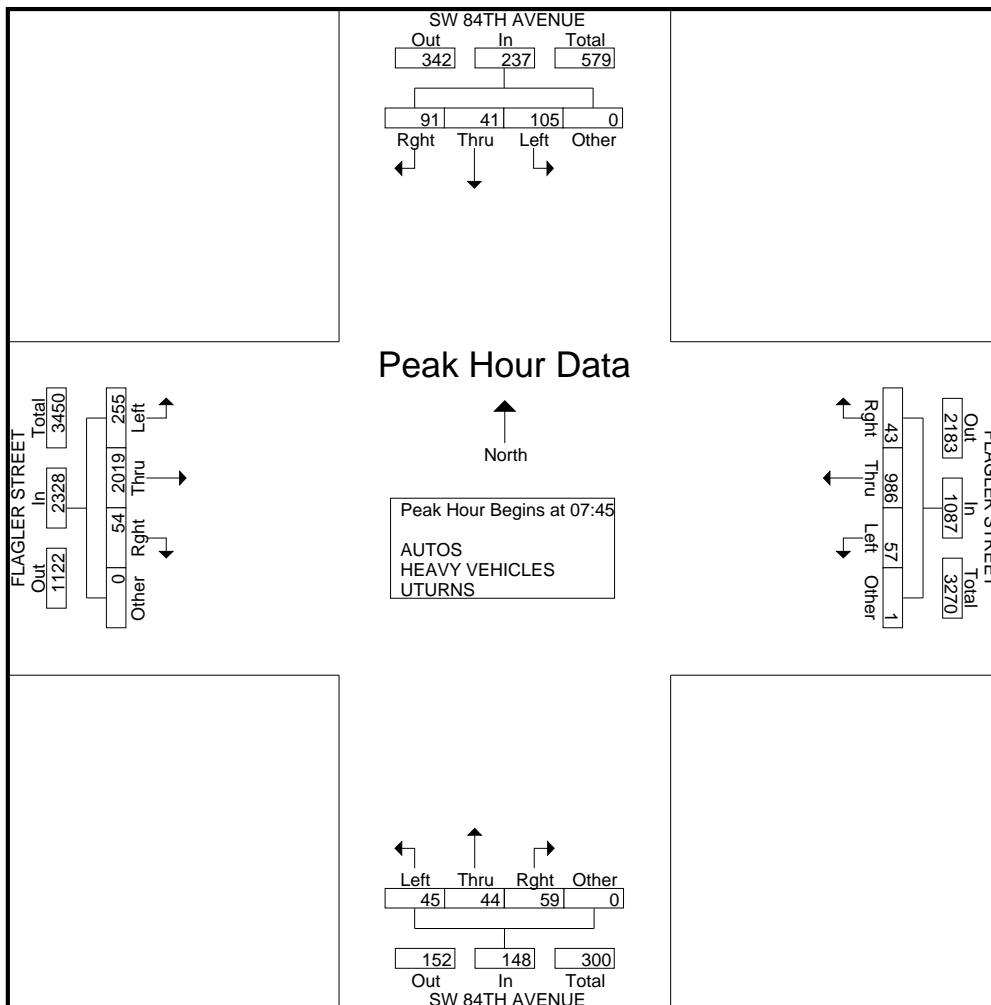
File Name : FLAGLER @ SW 84TH AVE

Site Code : 00000000

Start Date : 2/23/2010

Page No : 2

Start Time	SW 84TH AVENUE From North					FLAGLER STREET From East					SW 84TH AVENUE From South					FLAGLER STREET From West					Int. Total
	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	31	14	29	0	74	11	200	7	0	218	20	10	8	0	38	15	522	70	0	607	937
08:00	20	12	28	0	60	11	239	16	0	266	5	13	16	0	34	17	500	64	0	581	941
08:15	21	8	25	0	54	7	266	15	0	288	16	16	7	0	39	11	476	79	0	566	947
08:30	19	7	23	0	49	14	281	19	1	315	18	5	14	0	37	11	521	42	0	574	975
Total Volume	91	41	105	0	237	43	986	57	1	1087	59	44	45	0	148	54	2019	255	0	2328	3800
% App. Total	38.4	17.3	44.3	0		4	90.7	5.2	0.1		39.9	29.7	30.4	0		2.3	86.7	11	0		
PHF	.734	.732	.905	.000	.801	.768	.877	.750	.250	.863	.738	.688	.703	.000	.949	.794	.967	.807	.000	.959	.974



Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

File Name : FLAGLER @ SW 84TH AVE

Site Code : 00000000

Start Date : 2/23/2010

Page No : 3

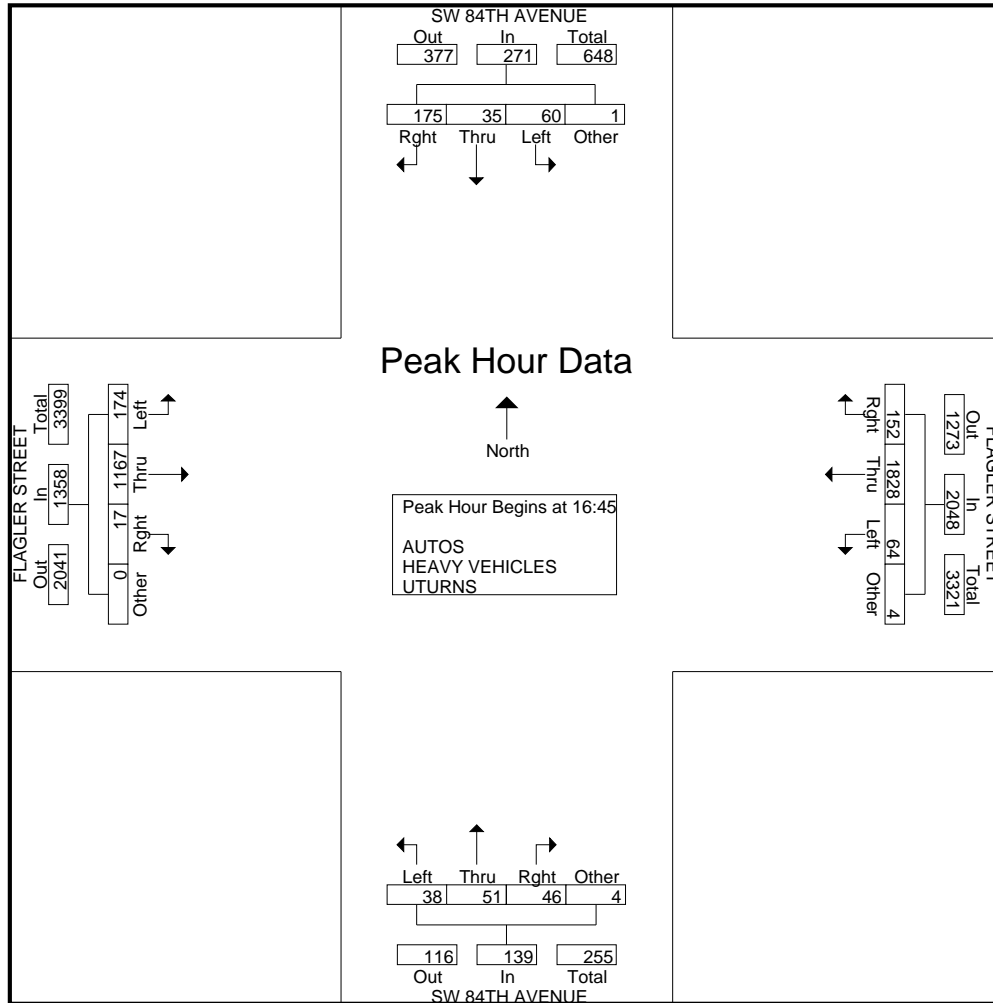
CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

Start Time	SW 84TH AVENUE From North					FLAGLER STREET From East					SW 84TH AVENUE From South					FLAGLER STREET From West					Int. Total
	Rgh t	Thr u	Left	Other	App. Total	Rgh t	Thr u	Left	Other	App. Total	Rgh t	Thr u	Left	Other	App. Total	Rgh t	Thr u	Left	Other	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	41	8	19	0	68	35	441	15	1	492	10	14	6	1	31	5	299	40	0	344	935
17:00	43	10	16	0	69	39	472	12	1	524	13	10	9	3	35	3	279	48	0	330	958
17:15	49	7	13	0	69	35	460	17	1	513	17	10	12	0	39	4	300	45	0	349	970
17:30	42	10	12	1	65	43	455	20	1	519	6	17	11	0	34	5	289	41	0	335	953
Total Volume	175	35	60	1	271	152	1828	64	4	2048	46	51	38	4	139	17	1167	174	0	1358	3816
% App. Total	64.6	12.9	22.1	0.4		7.4	89.3	3.1	0.2		33.1	36.7	27.3	2.9		1.3	85.9	12.8	0		
PHF	.893	.875	.789	.250	.982	.884	.968	.800	1.000												



Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

File Name : FLAGLER @ SW 84TH AVE

Site Code : 00000000

Start Date : 2/23/2010

Page No : 1

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

Groups Printed- UTRNS

Start Time	SW 84TH AVENUE From North				FLAGLER STREET From East				SW 84TH AVENUE From South				FLAGLER STREET From West				Int. Total
	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	
07:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	7
08:00	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6
08:15	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8
08:30	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8
08:45	0	0	0	0	0	0	7	0	0	0	0	0	0	0	1	0	8
Total	0	0	0	0	0	0	29	0	0	0	0	0	0	0	1	0	30
*** BREAK ***																	
16:00	0	0	0	0	0	0	9	0	0	0	0	0	0	0	10	0	19
16:15	0	0	0	0	0	0	10	0	0	0	0	0	0	0	3	0	13
16:30	0	0	0	0	0	0	6	0	0	0	0	0	0	0	1	0	7
16:45	0	0	0	0	0	0	9	0	0	0	0	0	0	0	9	0	18
Total	0	0	0	0	0	0	34	0	0	0	0	0	0	0	23	0	57
17:00	0	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	9
17:15	0	0	0	0	0	0	8	0	0	0	0	0	0	0	3	0	11
17:30	0	0	0	0	0	0	9	0	0	0	0	0	0	0	3	0	12
17:45	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	5
Total	0	0	0	0	0	0	26	0	0	0	0	0	0	0	11	0	37
Grand Total	0	0	0	0	0	0	96	0	0	0	0	0	0	0	35	0	131
Apprch %	0	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	
Total %	0	0	0	0	0	0	73.3	0	0	0	0	0	0	0	26.7	0	

Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

CLIENT : BCC

Tel: 305-233-3997 Fax: 305-233-7720

File Name : FLAGLER @ SW 87TH AVE

JOB NO : 2010-07

Site Code : 00000000

PROJECT: SW 8ST/87TH AVE GRADE-SEP

Start Date : 2/10/2010

COUNT : MIAMI-DADE

Page No : 1

Groups Printed- AUTOS - HEAVY VEHICLES

Start Time	SW 87TH AVE From North				FLAGLER ST From East				SW 87TH AVE From South				FLAGLER ST From West				Int. Total
	Right	Thru	Left	Other	Right	Thru	Left	Other	Right	Thru	Left	Other	Right	Thru	Left	Other	
07:00	68	116	34	0	17	112	59	0	71	300	22	0	39	299	92	0	1229
07:15	63	117	34	0	23	124	59	0	85	289	30	0	32	391	108	0	1355
07:30	86	152	43	0	16	126	67	0	99	330	46	0	36	469	119	0	1589
07:45	67	162	53	0	19	178	75	0	98	303	21	0	37	468	116	0	1597
Total	284	547	164	0	75	540	260	0	353	1222	119	0	144	1627	435	0	5770
08:00	83	172	28	0	17	195	89	0	105	348	40	0	29	416	161	0	1683
08:15	97	160	34	0	14	215	52	0	114	362	27	0	28	453	148	0	1704
08:30	88	152	37	0	24	241	55	0	83	361	35	0	29	479	146	0	1730
08:45	63	134	31	0	18	244	66	0	67	305	39	0	29	440	114	0	1550
Total	331	618	130	0	73	895	262	0	369	1376	141	0	115	1788	569	0	6667
*** BREAK ***																	
16:00	148	193	60	0	39	323	107	0	58	200	85	0	43	276	71	0	1603
16:15	160	220	62	0	26	303	121	0	36	207	88	0	53	230	94	0	1600
16:30	137	204	66	0	29	314	104	0	23	204	93	0	56	236	89	0	1555
16:45	123	197	60	0	29	405	92	0	33	202	56	0	30	291	84	0	1602
Total	568	814	248	0	123	1345	424	0	150	813	322	0	182	1033	338	0	6360
17:00	121	225	53	0	61	379	72	1	34	253	75	0	28	251	87	0	1640
17:15	115	241	33	0	26	378	104	1	42	227	48	0	26	274	93	0	1608
17:30	92	192	49	0	58	307	93	0	27	205	74	0	30	267	68	0	1462
17:45	118	208	73	0	22	347	72	0	22	210	52	0	33	267	71	0	1495
Total	446	866	208	0	167	1411	341	2	125	895	249	0	117	1059	319	0	6205
Grand Total	1629	2845	750	0	438	4191	1287	2	997	4306	831	0	558	5507	1661	0	25002
Apprch %	31.2	54.5	14.4	0	7.4	70.8	21.7	0	16.3	70.2	13.5	0	7.2	71.3	21.5	0	
Total %	6.5	11.4	3	0	1.8	16.8	5.1	0	4	17.2	3.3	0	2.2	22	6.6	0	
AUTOS	1622	2831	749	0	433	4132	1272	2	982	4258	827	0	554	5418	1653	0	24733
% AUTOS	99.6	99.5	99.9	0	98.9	98.6	98.8	100	98.5	98.9	99.5	0	99.3	98.4	99.5	0	98.9
HEAVY VEHICLES	7	14	1	0	5	59	15	0	15	48	4	0	4	89	8	0	269
% HEAVY VEHICLES	0.4	0.5	0.1	0	1.1	1.4	1.2	0	1.5	1.1	0.5	0	0.7	1.6	0.5	0	1.1

Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

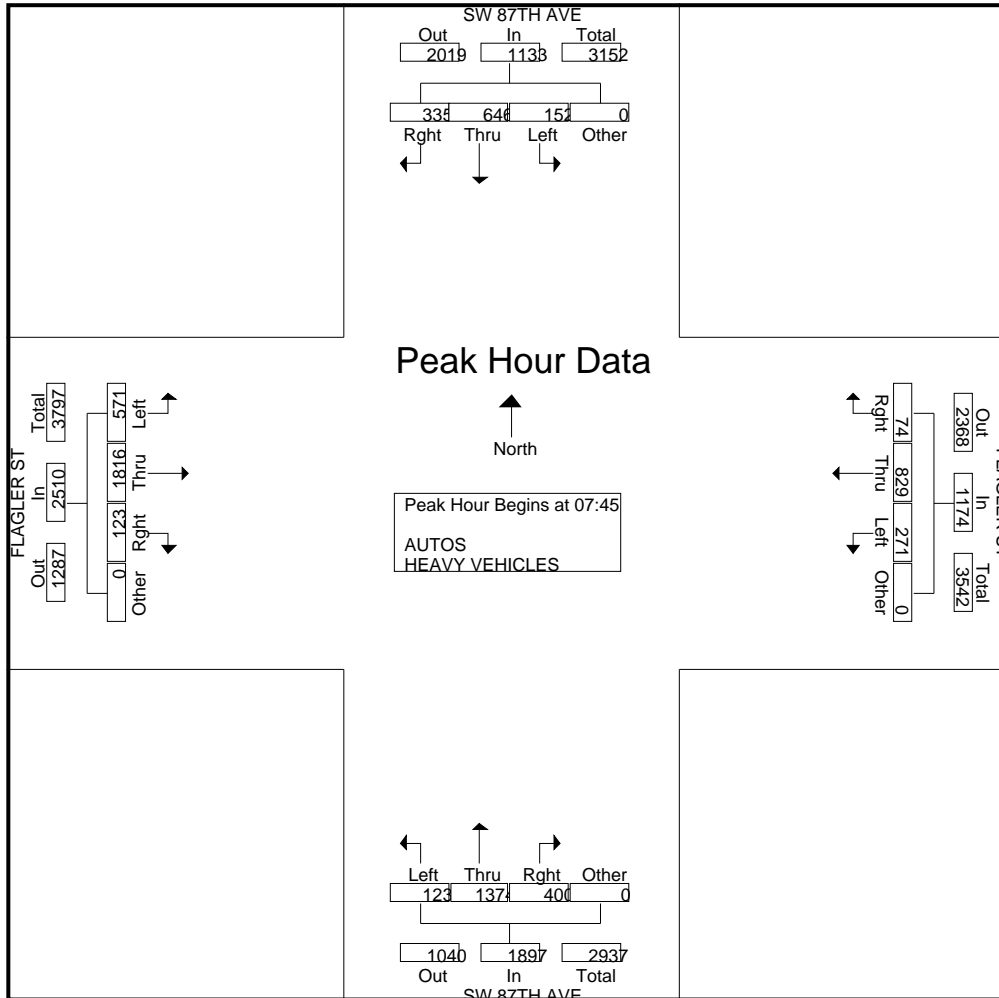
File Name : FLAGLER @ SW 87TH AVE

Site Code : 00000000

Start Date : 2/10/2010

Page No : 2

Start Time	SW 87TH AVE From North					FLAGLER ST From East					SW 87TH AVE From South					FLAGLER ST From West					Int. Total
	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	67	162	53	0	282	19	178	75	0	272	98	303	21	0	422	37	468	116	0	621	1597
08:00	83	172	28	0	283	17	195	89	0	301	105	348	40	0	493	29	416	161	0	606	1683
08:15	97	160	34	0	291	14	215	52	0	281	114	362	27	0	503	28	453	148	0	629	1704
08:30	88	152	37	0	277	24	241	55	0	320	83	361	35	0	479	29	479	146	0	654	1730
Total Volume	335	646	152	0	1133	74	829	271	0	1174	400	1374	123	0	1897	123	1816	571	0	2510	6714
% App. Total	29.6	57	13.4	0		6.3	70.6	23.1	0		21.1	72.4	6.5	0		4.9	72.4	22.7	0		
PHF	.863	.939	.717	.000	.973	.771	.860	.761	.000	.917	.877	.949	.769	.000	.943	.831	.948	.887	.000	.959	.970



Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

File Name : FLAGLER @ SW 87TH AVE

Site Code : 00000000

Start Date : 2/10/2010

Page No : 3

CLIENT : BCC

JOB NO : 2010-07

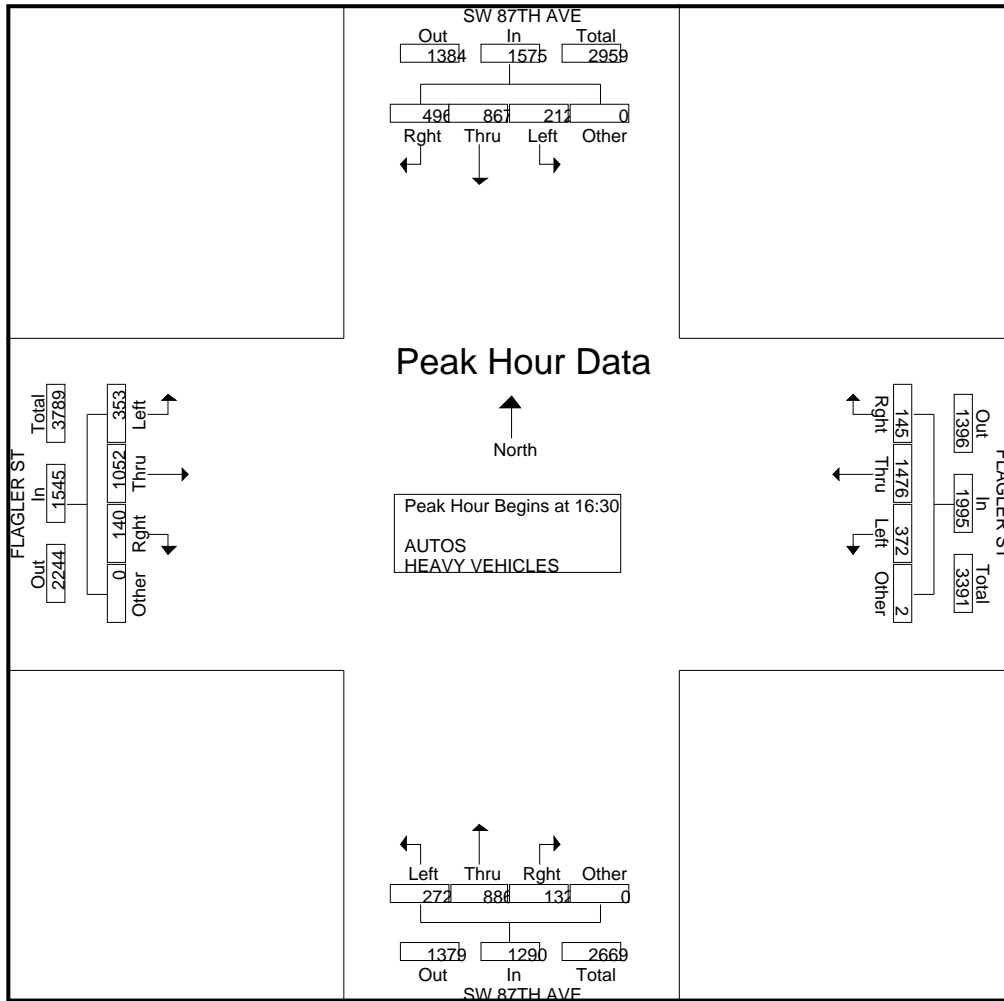
PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

Start Time	SW 87TH AVE From North					FLAGLER ST From East					SW 87TH AVE From South					FLAGLER ST From West					Int. Total
	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	
16:30	137	204	66	0	407	29	314	104	0	447	23	204	93	0	320	56	236	89	0	381	1555
16:45	123	197	60	0	380	29	405	92	0	526	33	202	56	0	291	30	291	84	0	405	1602
17:00	121	225	53	0	399	61	379	72	1	513	34	253	75	0	362	28	251	87	0	366	1640
17:15	115	241	33	0	389	26	378	104	1	509	42	227	48	0	317	26	274	93	0	393	1608
Total Volume	496	867	212	0	1575	145	1476	372	2	1995	132	886	272	0	1290	140	1052	353	0	1545	6405
% App. Total	31.5	55	13.5	0		7.3	74	18.6	0.1		10.2	68.7	21.1	0		9.1	68.1	22.8	0		
PHF	.905	.899	.803	.000	.967	.594	.911	.894	.500	.948	.786	.875	.731	.000	.891	.625	.904	.949	.000	.954	.976

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:30



Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

File Name : SW 8TH @ SW 87TH AVE

Site Code : 00000000

Start Date : 2/10/2010

Page No : 1

Groups Printed- AUTOS - HEAVY VEHICLES

Start Time	SW 87TH AVE From North				SW 8TH ST From East				SW 87TH AVE From South				SW 8TH ST From West				Int. Total
	Right	Thru	Left	Other	Right	Thru	Left	Other	Right	Thru	Left	Other	Right	Thru	Left	Other	
07:00	28	227	46	0	12	241	71	0	31	211	30	0	11	530	113	0	1551
07:15	39	156	58	1	18	280	68	2	21	246	27	0	10	523	131	0	1580
07:30	33	145	44	0	60	318	50	1	19	261	38	0	29	490	166	0	1654
07:45	56	176	52	0	105	358	27	1	13	255	39	0	26	477	192	0	1777
Total	156	704	200	1	195	1197	216	4	84	973	134	0	76	2020	602	0	6562
08:00	40	196	52	0	35	367	43	1	6	272	27	0	29	435	224	0	1727
08:15	40	223	43	2	66	311	55	0	9	246	23	0	29	270	200	0	1517
08:30	55	183	31	0	59	310	70	0	9	229	33	0	15	197	203	0	1394
08:45	43	195	40	0	90	286	55	1	9	227	22	0	21	170	198	0	1357
Total	178	797	166	2	250	1274	223	2	33	974	105	0	94	1072	825	0	5995
*** BREAK ***																	
16:00	67	267	56	0	52	364	78	1	25	201	44	0	23	349	85	0	1612
16:15	60	231	39	0	55	415	103	1	24	154	51	0	17	387	87	0	1624
16:30	72	257	62	0	51	387	82	0	36	175	46	0	19	345	98	0	1630
16:45	59	261	64	0	48	447	72	0	24	175	43	0	19	348	74	0	1634
Total	258	1016	221	0	206	1613	335	2	109	705	184	0	78	1429	344	0	6500
17:00	72	218	49	0	78	421	102	0	23	170	43	0	13	406	112	0	1707
17:15	61	251	60	0	54	411	105	0	26	182	35	0	30	353	93	0	1661
17:30	87	238	79	0	76	467	66	0	24	164	46	0	11	419	85	0	1762
17:45	71	229	56	0	78	455	95	0	30	142	36	0	30	374	93	0	1689
Total	291	936	244	0	286	1754	368	0	103	658	160	0	84	1552	383	0	6819
Grand Total	883	3453	831	3	937	5838	1142	8	329	3310	583	0	332	6073	2154	0	25876
Apprch %	17.1	66.8	16.1	0.1	11.8	73.7	14.4	0.1	7.8	78.4	13.8	0	3.9	71	25.2	0	
Total %	3.4	13.3	3.2	0	3.6	22.6	4.4	0	1.3	12.8	2.3	0	1.3	23.5	8.3	0	
AUTOS	880	3428	826	3	933	5770	1133	8	325	3272	569	0	327	5998	2142	0	25614
% AUTOS	99.7	99.3	99.4	100	99.6	98.8	99.2	100	98.8	98.9	97.6	0	98.5	98.8	99.4	0	99
HEAVY VEHICLES	3	25	5	0	4	68	9	0	4	38	14	0	5	75	12	0	262
% HEAVY VEHICLES	0.3	0.7	0.6	0	0.4	1.2	0.8	0	1.2	1.1	2.4	0	1.5	1.2	0.6	0	1

Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

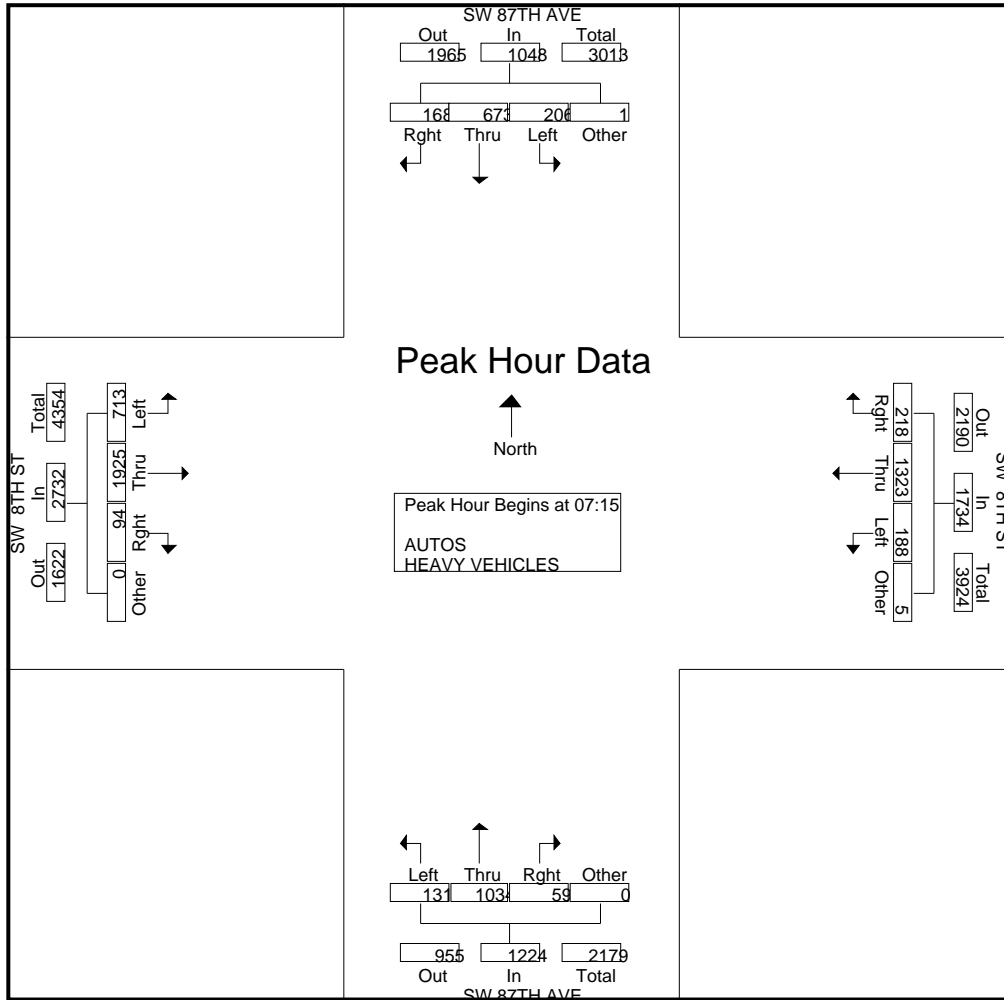
File Name : SW 8TH @ SW 87TH AVE

Site Code : 00000000

Start Date : 2/10/2010

Page No : 2

Start Time	SW 87TH AVE From North					SW 8TH ST From East					SW 87TH AVE From South					SW 8TH ST From West					Int. Total
	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	39	156	58	1	254	18	280	68	2	368	21	246	27	0	294	10	523	131	0	664	1580
07:30	33	145	44	0	222	60	318	50	1	429	19	261	38	0	318	29	490	166	0	685	1654
07:45	56	176	52	0	284	105	358	27	1	491	13	255	39	0	307	26	477	192	0	695	1777
08:00	40	196	52	0	288	35	367	43	1	446	6	272	27	0	305	29	435	224	0	688	1727
Total Volume	168	673	206	1	1048	218	1323	188	5	1734	59	1034	131	0	1224	94	1925	713	0	2732	6738
% App. Total	16	64.2	19.7	0.1		12.6	76.3	10.8	0.3		4.8	84.5	10.7	0		3.4	70.5	26.1	0		
PHF	.750	.858	.888	.250	.910	.519	.901	.691	.625	.883	.702	.950	.840	.000	.962	.810	.920	.796	.000	.983	.948



Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

File Name : SW 8TH @ SW 87TH AVE

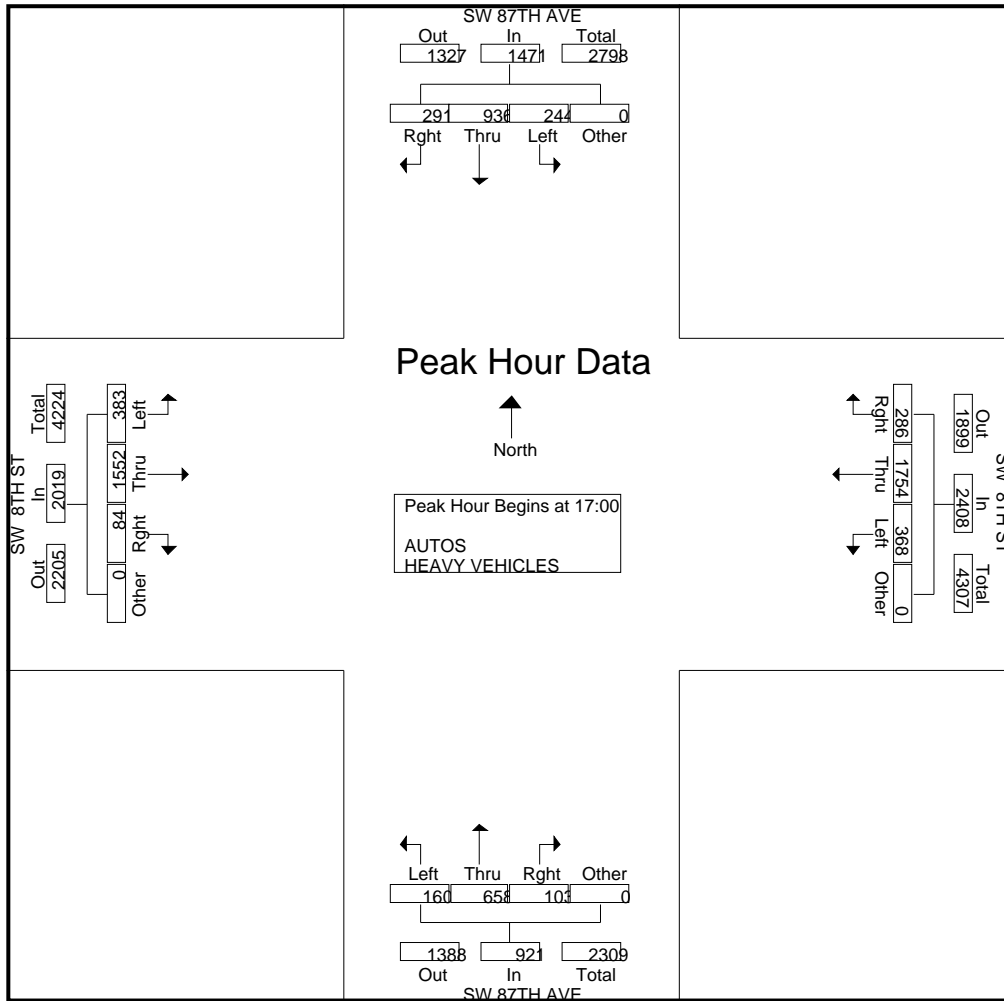
Site Code : 00000000

Start Date : 2/10/2010

Page No : 3

Start Time	SW 87TH AVE From North					SW 8TH ST From East					SW 87TH AVE From South					SW 8TH ST From West					Int. Total
	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	
17:00	72	218	49	0	339	78	421	102	0	601	23	170	43	0	236	13	406	112	0	531	1707
17:15	61	251	60	0	372	54	411	105	0	570	26	182	35	0	243	30	353	93	0	476	1661
17:30	87	238	79	0	404	76	467	66	0	609	24	164	46	0	234	11	419	85	0	515	1762
17:45	71	229	56	0	356	78	455	95	0	628	30	142	36	0	208	30	374	93	0	497	1689
Total Volume	291	936	244	0	1471	286	1754	368	0	2408	103	658	160	0	921	84	1552	383	0	2019	6819
% App. Total	19.8	63.6	16.6	0		11.9	72.8	15.3	0		11.2	71.4	17.4	0		4.2	76.9	19	0		
PHF	.836	.932	.772	.000	.910	.917	.939	.876	.000	.959	.858	.904	.870	.000	.948	.700	.926	.855	.000	.951	.968

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 17:00



Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

File Name : SW 16TH ST @ 87TH AVE

Site Code : 00000000

Start Date : 2/23/2010

Page No : 1

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

Groups Printed- AUTOS - HEAVY VEHICLES - UTRNS

Start Time	SW 87TH AVENUE From North				SW 16TH STREET From East				SW 87TH AVENUE From South				SW 16TH STREET From West				Int. Total
	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	
07:00	66	229	9	0	12	10	15	0	17	218	15	10	37	35	30	0	703
07:15	60	200	17	0	19	18	25	1	19	221	18	3	21	71	47	0	740
07:30	21	221	16	0	28	22	15	0	22	231	5	0	29	59	35	4	708
07:45	13	184	23	0	29	38	15	0	18	228	10	1	16	72	28	0	675
Total	160	834	65	0	88	88	70	1	76	898	48	14	103	237	140	4	2826
08:00	16	231	25	0	44	38	15	0	31	244	15	0	18	75	24	0	776
08:15	26	226	34	0	19	37	17	0	17	240	11	1	31	53	22	0	734
08:30	14	210	24	0	8	41	26	1	17	219	24	0	30	67	13	0	694
08:45	22	219	42	0	6	18	20	0	23	218	9	0	16	70	14	0	677
Total	78	886	125	0	77	134	78	1	88	921	59	1	95	265	73	0	2881
*** BREAK ***																	
16:00	23	311	9	2	3	49	42	0	13	229	20	1	26	43	13	2	786
16:15	40	280	15	0	10	53	29	0	15	209	27	0	18	47	13	0	756
16:30	38	272	14	0	10	52	23	0	21	216	30	2	11	44	18	0	751
16:45	36	266	8	0	9	55	25	0	15	230	26	0	22	43	27	0	762
Total	137	1129	46	2	32	209	119	0	64	884	103	3	77	177	71	2	3055
17:00	33	259	14	0	18	75	32	0	20	188	38	2	24	50	22	0	775
17:15	32	284	18	0	22	41	23	0	14	172	27	5	24	36	22	0	720
17:30	26	280	11	0	20	69	32	0	12	209	44	2	25	40	14	0	784
17:45	42	291	9	3	19	62	31	1	12	184	30	1	13	36	9	0	743
Total	133	1114	52	3	79	247	118	1	58	753	139	10	86	162	67	0	3022
Grand Total	508	3963	288	5	276	678	385	3	286	3456	349	28	361	841	351	6	11784
Apprch %	10.7	83.2	6	0.1	20.6	50.5	28.7	0.2	6.9	83.9	8.5	0.7	23.2	53.9	22.5	0.4	
Total %	4.3	33.6	2.4	0	2.3	5.8	3.3	0	2.4	29.3	3	0.2	3.1	7.1	3	0.1	
AUTOS	506	3963	286	5	276	678	385	3	286	3456	348	28	360	840	351	6	11777
% AUTOS	99.6	100	99.3	100	100	100	100	100	100	100	99.7	100	99.7	99.9	100	100	99.9
HEAVY VEHICLES	2	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	6
% HEAVY VEHICLES	0.4	0	0.7	0	0	0	0	0	0	0	0	0	0.3	0.1	0	0	0.1
UTURNS	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
% UTRNS	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0	0	0	0

Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

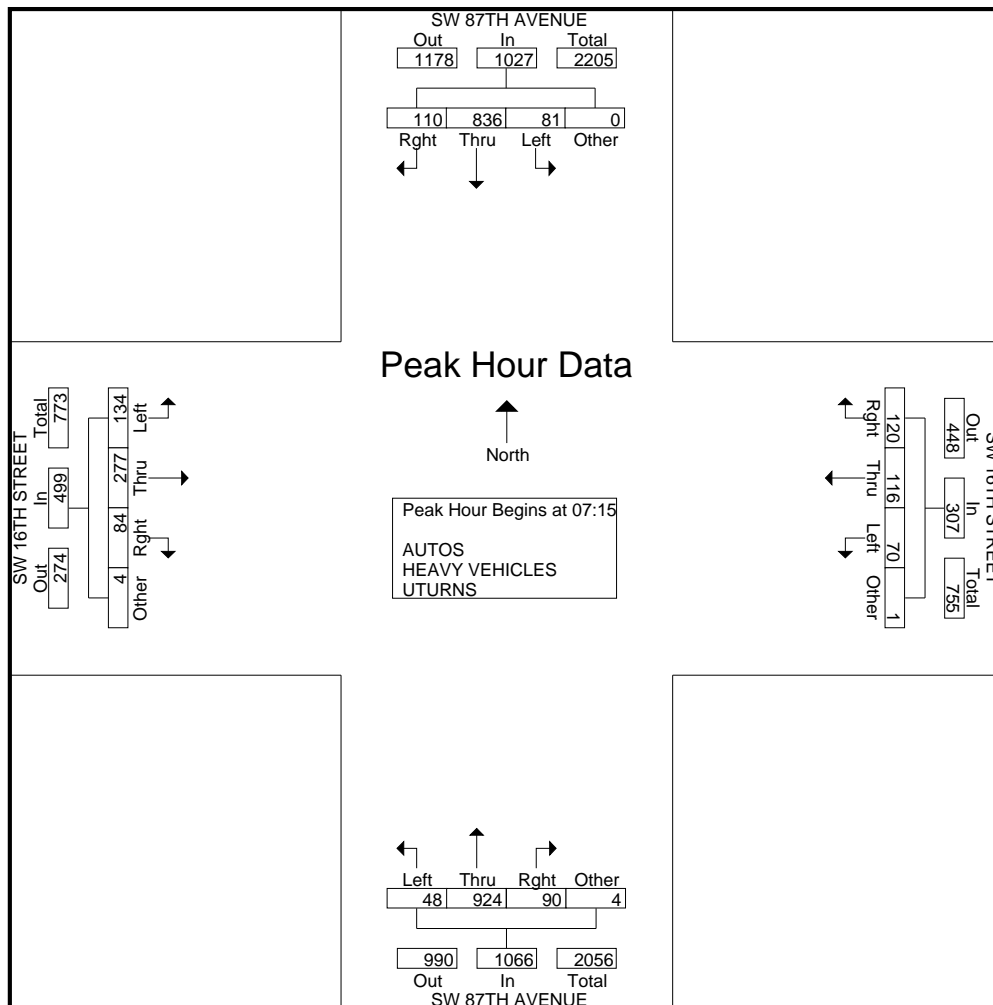
File Name : SW 16TH ST @ 87TH AVE

Site Code : 00000000

Start Date : 2/23/2010

Page No : 2

Start Time	SW 87TH AVENUE From North					SW 16TH STREET From East					SW 87TH AVENUE From South					SW 16TH STREET From West					Int. Total
	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	60	200	17	0	277	19	18	25	1	63	19	221	18	3	261	21	71	47	0	139	740
07:30	21	221	16	0	258	28	22	15	0	65	22	231	5	0	258	29	59	35	4	127	708
07:45	13	184	23	0	220	29	38	15	0	82	18	228	10	1	257	16	72	28	0	116	675
08:00	16	231	25	0	272	44	38	15	0	97	31	244	15	0	290	18	75	24	0	117	776
Total Volume	110	836	81	0	1027	120	116	70	1	307	90	924	48	4	1066	84	277	134	4	499	2899
% App. Total	10.7	81.4	7.9	0		39.1	37.8	22.8	0.3		8.4	86.7	4.5	0.4		16.8	55.5	26.9	0.8		
PHF	.458	.905	.810	.000	.927	.682	.763	.700	.250	.791	.726	.947	.667	.333	.919	.724	.923	.713	.250	.897	.934



Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

File Name : SW 16TH ST @ 87TH AVE

Site Code : 00000000

Start Date : 2/23/2010

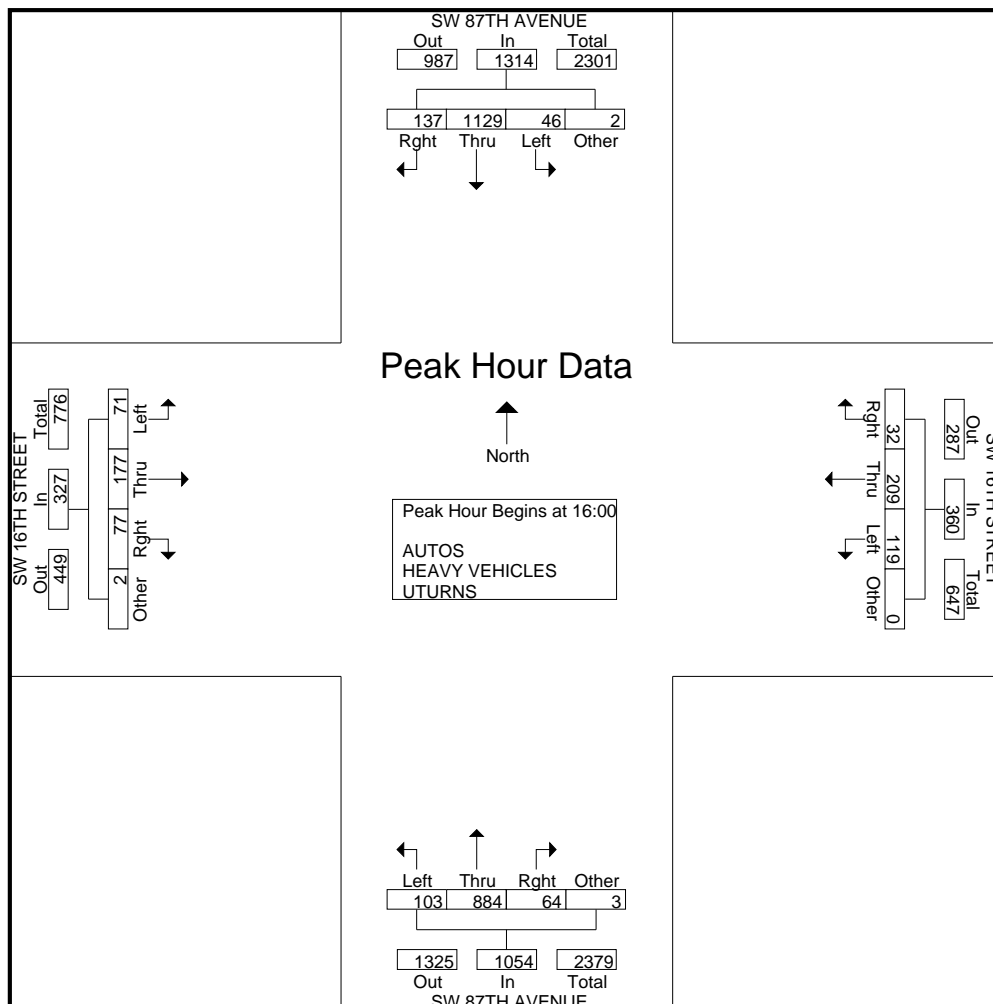
Page No : 3

Start Time	SW 87TH AVENUE From North					SW 16TH STREET From East					SW 87TH AVENUE From South					SW 16TH STREET From West					Int. Total
	Rgh t	Thr u	Left	Other	App. Total	Rgh t	Thr u	Left	Other	App. Total	Rgh t	Thr u	Left	Other	App. Total	Rgh t	Thr u	Left	Other	App. Total	

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:00

16:00	23	311	9	2	345	3	49	42	0	94	13	229	20	1	263	26	43	13	2	84	786
16:15	40	280	15	0	335	10	53	29	0	92	15	209	27	0	251	18	47	13	0	78	756
16:30	38	272	14	0	324	10	52	23	0	85	21	216	30	2	269	11	44	18	0	73	751
16:45	36	266	8	0	310	9	55	25	0	89	15	230	26	0	271	22	43	27	0	92	762
Total Volume	137	1129	46	2	1314	32	209	119	0	360	64	884	103	3	1054	77	177	71	2	327	3055
% App. Total	10.4	85.9	3.5	0.2		8.9	58.1	33.1	0		6.1	83.9	9.8	0.3		23.5	54.1	21.7	0.6		
PHF	.856	.908	.767	.250	.952	.800	.950	.708	.000	.957	.762	.961	.858	.375	.972	.740	.941	.657	.250	.889	.972



Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

CLIENT : BCC

Tel: 305-233-3997 Fax: 305-233-7720

File Name : SW 8TH @ SW 92ND AVE

JOB NO : 2010-07

Site Code : 00000000

PROJECT: SW 8ST/87TH AVE GRADE-SEP

Start Date : 2/10/2010

COUNT : MIAMI-DADE

Page No : 1

Groups Printed- AUTOS - HEAVY VEHICLES

Start Time	SW 92ND AVE From North				SW 8TH ST From East				SW 92ND AVE From South				SW 8TH ST From West				Int. Total
	Right	Thru	Left	Other	Right	Thru	Left	Other	Right	Thru	Left	Other	Right	Thru	Left	Other	
07:00	14	24	13	0	34	241	10	1	16	72	27	0	10	504	48	0	1014
07:15	14	30	19	0	46	292	11	0	24	68	22	0	19	588	76	0	1209
07:30	11	37	12	0	49	329	17	0	22	84	24	0	18	556	60	0	1219
07:45	26	28	15	0	50	332	18	0	19	89	33	0	22	599	78	1	1310
Total	65	119	59	0	179	1194	56	1	81	313	106	0	69	2247	262	1	4752
08:00	28	42	18	0	48	271	21	0	24	91	28	0	18	522	76	0	1187
08:15	45	44	15	5	53	363	24	0	19	74	26	0	15	431	61	0	1175
08:30	36	41	16	0	39	284	24	0	15	68	34	0	11	431	65	0	1064
08:45	23	31	19	0	36	372	20	1	16	34	28	0	13	433	71	0	1097
Total	132	158	68	5	176	1290	89	1	74	267	116	0	57	1817	273	0	4523
*** BREAK ***																	
16:00	46	39	36	0	18	439	25	0	10	39	22	0	13	378	45	0	1110
16:15	41	50	41	0	25	449	26	0	16	44	24	0	14	391	43	0	1164
16:30	51	61	48	0	23	490	29	0	10	41	31	0	13	416	42	0	1255
16:45	41	69	47	0	18	505	22	0	13	45	23	0	19	434	36	0	1272
Total	179	219	172	0	84	1883	102	0	49	169	100	0	59	1619	166	0	4801
17:00	48	84	48	0	37	457	41	5	22	48	20	0	19	392	49	0	1270
17:15	42	81	51	0	39	436	28	0	21	41	24	0	15	427	37	0	1242
17:30	49	95	35	0	35	545	25	0	22	55	30	0	18	412	40	0	1361
17:45	44	99	45	0	45	425	26	0	24	49	29	0	13	439	32	0	1270
Total	183	359	179	0	156	1863	120	5	89	193	103	0	65	1670	158	0	5143
Grand Total	559	855	478	5	595	6230	367	7	293	942	425	0	250	7353	859	1	19219
Apprch %	29.5	45.1	25.2	0.3	8.3	86.5	5.1	0.1	17.7	56.7	25.6	0	3	86.9	10.2	0	
Total %	2.9	4.4	2.5	0	3.1	32.4	1.9	0	1.5	4.9	2.2	0	1.3	38.3	4.5	0	
AUTOS	558	855	478	5	595	6230	367	7	293	942	425	0	250	7346	859	1	19211
% AUTOS	99.8	100	100	100	100	100	100	100	100	100	100	0	100	99.9	100	100	100
HEAVY VEHICLES	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	8
% HEAVY VEHICLES	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0

Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

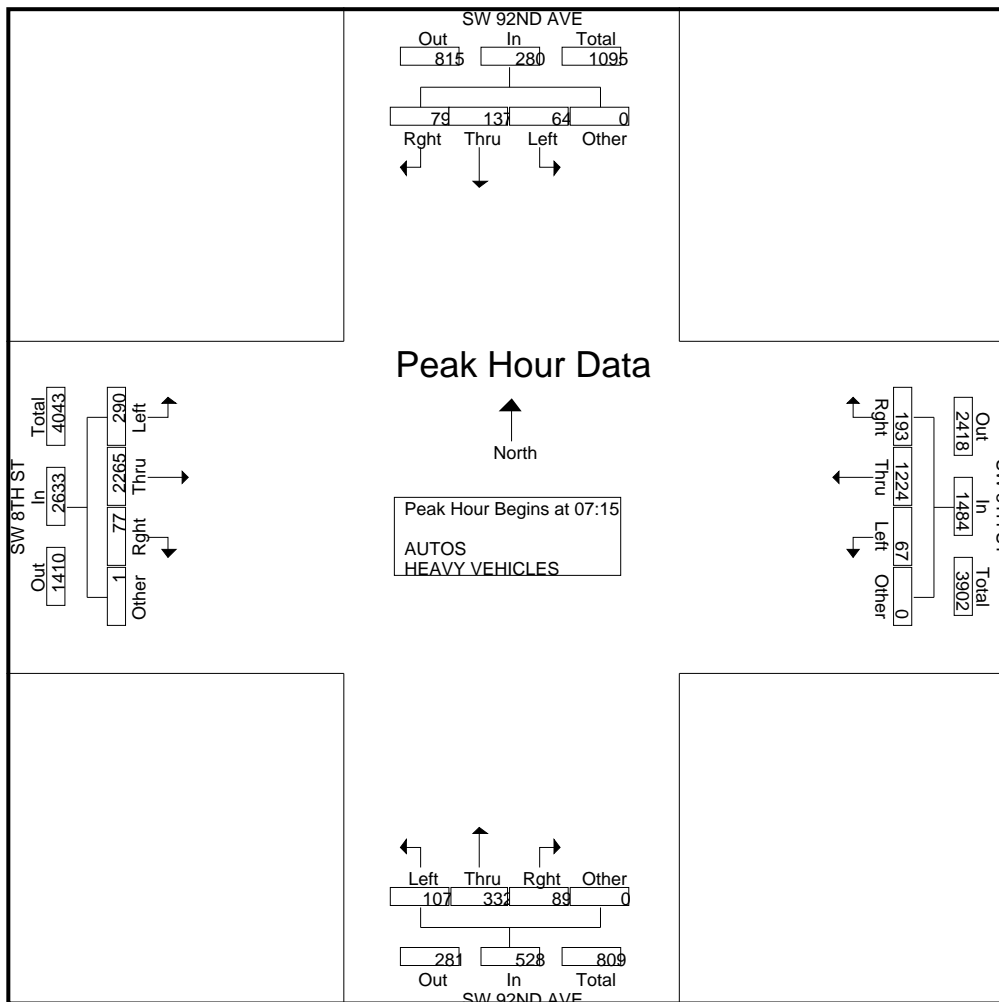
File Name : SW 8TH @ SW 92ND AVE

Site Code : 00000000

Start Date : 2/10/2010

Page No : 2

Start Time	SW 92ND AVE From North					SW 8TH ST From East					SW 92ND AVE From South					SW 8TH ST From West					Int. Total
	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	14	30	19	0	63	46	292	11	0	349	24	68	22	0	114	19	588	76	0	683	1209
07:30	11	37	12	0	60	49	329	17	0	395	22	84	24	0	130	18	556	60	0	634	1219
07:45	26	28	15	0	69	50	332	18	0	400	19	89	33	0	141	22	599	78	1	700	1310
08:00	28	42	18	0	88	48	271	21	0	340	24	91	28	0	143	18	522	76	0	616	1187
Total Volume	79	137	64	0	280	193	1224	67	0	1484	89	332	107	0	528	77	2265	290	1	2633	4925
% App. Total	28.2	48.9	22.9	0		13	82.5	4.5	0		16.9	62.9	20.3	0		2.9	86	11	0		
PHF	.705	.815	.842	.000	.795	.965	.922	.798	.000	.928	.927	.912	.811	.000	.923	.875	.945	.929	.250	.940	.940



Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8TH ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

File Name : SW 8TH @ SW 92ND AVE

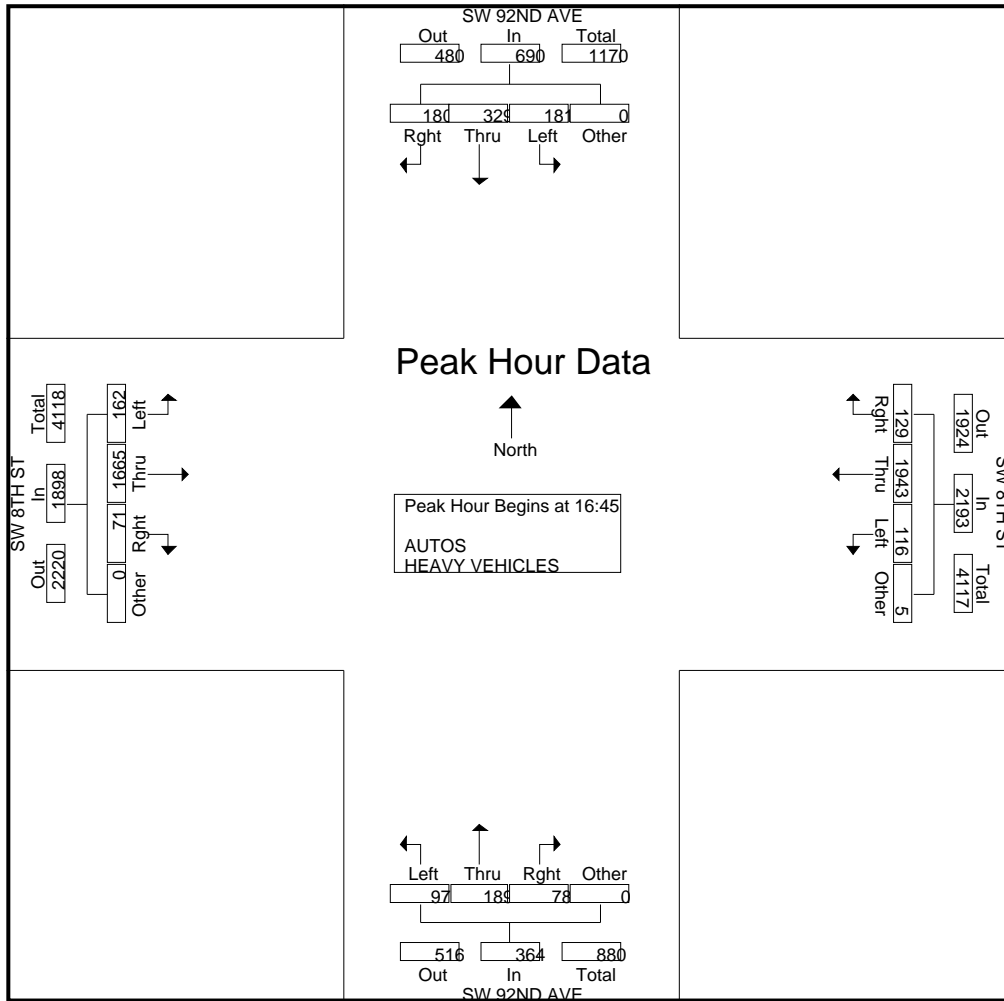
Site Code : 00000000

Start Date : 2/10/2010

Page No : 3

Start Time	SW 92ND AVE From North					SW 8TH ST From East					SW 92ND AVE From South					SW 8TH ST From West					Int. Total
	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	
16:45	41	69	47	0	157	18	505	22	0	545	13	45	23	0	81	19	434	36	0	489	1272
17:00	48	84	48	0	180	37	457	41	5	540	22	48	20	0	90	19	392	49	0	460	1270
17:15	42	81	51	0	174	39	436	28	0	503	21	41	24	0	86	15	427	37	0	479	1242
17:30	49	95	35	0	179	35	545	25	0	605	22	55	30	0	107	18	412	40	0	470	1361
Total Volume	180	329	181	0	690	129	1943	116	5	2193	78	189	97	0	364	71	1665	162	0	1898	5145
% App. Total	26.1	47.7	26.2	0		5.9	88.6	5.3	0.2		21.4	51.9	26.6	0		3.7	87.7	8.5	0		
PHF	.918	.866	.887	.000	.958	.827	.891	.707	.250	.906	.886	.859	.808	.000	.850	.934	.959	.827	.000	.970	.945

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 16:45



Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

File Name : SW 8TH @ SW 94TH AVE

Site Code : 00000000

Start Date : 2/10/2010

Page No : 1

Groups Printed- AUTOS - HEAVY VEHICLES

Start Time	SW 94TH AVE From North				SW 8TH ST From East				SW 94TH AVE From South				SW 8TH ST From West				Int. Total
	Right	Thru	Left	Other	Right	Thru	Left	Other	Right	Thru	Left	Other	Right	Thru	Left	Other	
07:00	11	9	17	0	2	271	0	0	8	5	8	0	4	638	35	0	1008
07:15	22	4	18	1	3	277	0	0	1	9	10	0	7	643	24	0	1019
07:30	24	44	9	0	3	348	0	0	4	3	7	0	2	599	22	0	1065
07:45	24	7	12	0	5	450	2	0	5	5	8	0	12	606	46	0	1182
Total	81	64	56	1	13	1346	2	0	18	22	33	0	25	2486	127	0	4274
08:00	27	10	10	0	3	387	2	0	11	7	6	0	4	618	38	0	1123
08:15	26	16	10	0	5	387	5	0	11	8	10	0	12	632	36	0	1158
08:30	9	6	5	0	2	357	0	0	16	9	15	0	13	490	58	1	981
08:45	23	3	18	0	6	369	1	0	3	4	3	0	2	492	38	0	962
Total	85	35	43	0	16	1500	8	0	41	28	34	0	31	2232	170	1	4224
*** BREAK ***																	
16:00	38	8	5	0	11	378	2	0	3	4	7	0	6	569	19	0	1050
16:15	26	6	6	1	12	523	3	0	4	3	2	0	14	511	32	0	1143
16:30	34	2	10	0	8	510	2	0	4	2	2	0	8	480	22	0	1084
16:45	49	3	7	0	6	538	2	0	2	5	6	0	8	432	22	0	1080
Total	147	19	28	1	37	1949	9	0	13	14	17	0	36	1992	95	0	4357
17:00	36	6	12	0	6	534	3	0	4	2	2	0	4	507	28	1	1145
17:15	46	3	9	0	7	452	9	1	1	4	1	0	8	520	20	0	1081
17:30	40	7	10	0	9	532	3	0	2	8	3	0	6	492	21	0	1133
17:45	54	4	7	0	5	505	7	2	4	3	1	0	9	455	21	0	1077
Total	176	20	38	0	27	2023	22	3	11	17	7	0	27	1974	90	1	4436
Grand Total	489	138	165	2	93	6818	41	3	83	81	91	0	119	8684	482	2	17291
Apprch %	61.6	17.4	20.8	0.3	1.3	98	0.6	0	32.5	31.8	35.7	0	1.3	93.5	5.2	0	
Total %	2.8	0.8	1	0	0.5	39.4	0.2	0	0.5	0.5	0.5	0	0.7	50.2	2.8	0	
AUTOS	489	138	165	2	93	6811	41	3	83	81	91	0	119	8681	482	2	17281
% AUTOS	100	100	100	100	100	99.9	100	100	100	100	100	0	100	100	100	100	99.9
HEAVY VEHICLES	0	0	0	0	0	7	0	0	0	0	0	0	0	3	0	0	10
% HEAVY VEHICLES	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.1

Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

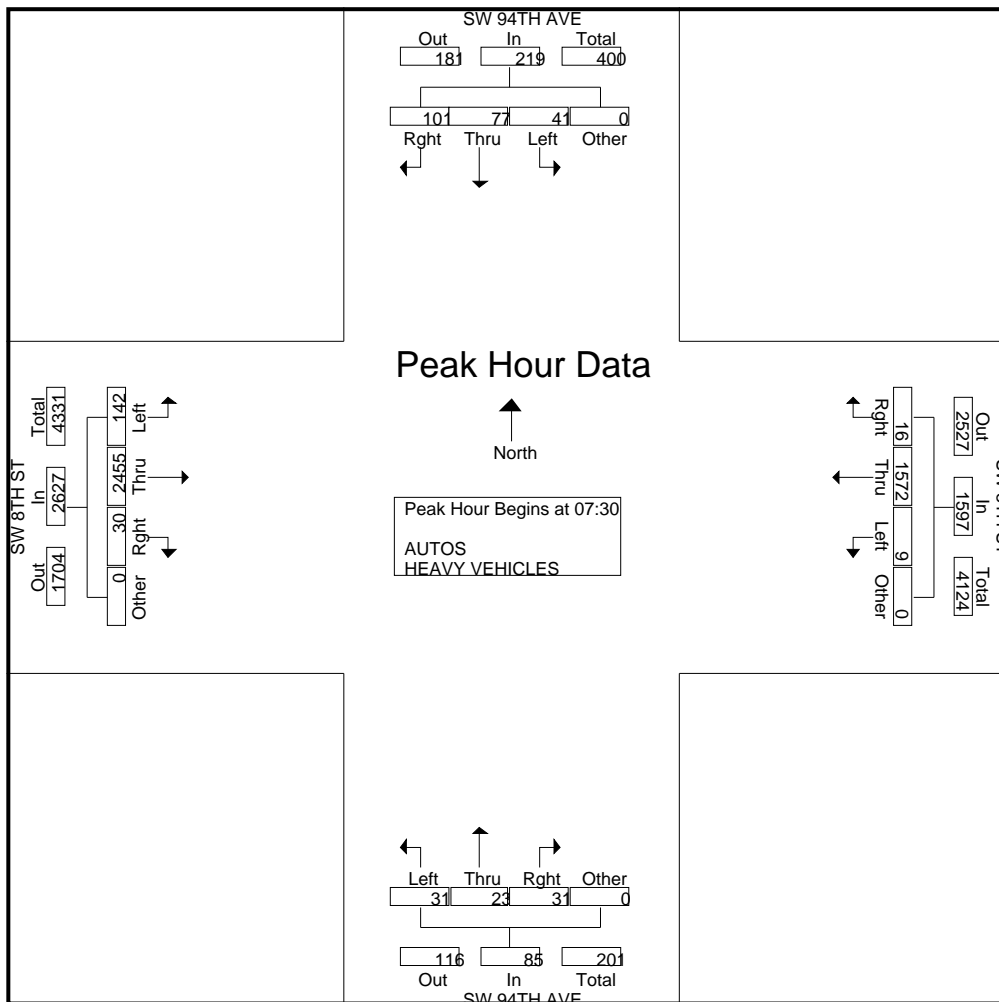
File Name : SW 8TH @ SW 94TH AVE

Site Code : 00000000

Start Date : 2/10/2010

Page No : 2

Start Time	SW 94TH AVE From North					SW 8TH ST From East					SW 94TH AVE From South					SW 8TH ST From West					Int. Total
	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	24	44	9	0	77	3	348	0	0	351	4	3	7	0	14	2	599	22	0	623	1065
07:45	24	7	12	0	43	5	450	2	0	457	5	5	8	0	18	12	606	46	0	664	1182
08:00	27	10	10	0	47	3	387	2	0	392	11	7	6	0	24	4	618	38	0	660	1123
08:15	26	16	10	0	52	5	387	5	0	397	11	8	10	0	29	12	632	36	0	680	1158
Total Volume	101	77	41	0	219	16	1572	9	0	1597	31	23	31	0	85	30	2455	142	0	2627	4528
% App. Total	46.1	35.2	18.7	0		1	98.4	0.6	0		36.5	27.1	36.5	0		1.1	93.5	5.4	0		
PHF	.935	.438	.854	.000	.711	.800	.873	.450	.000	.874	.705	.719	.775	.000	.733	.625	.971	.772	.000	.966	.958



Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT: SW 8ST/87TH AVE GRADE-SEP

COUNT : MIAMI-DADE

File Name : SW 8TH @ SW 94TH AVE

Site Code : 00000000

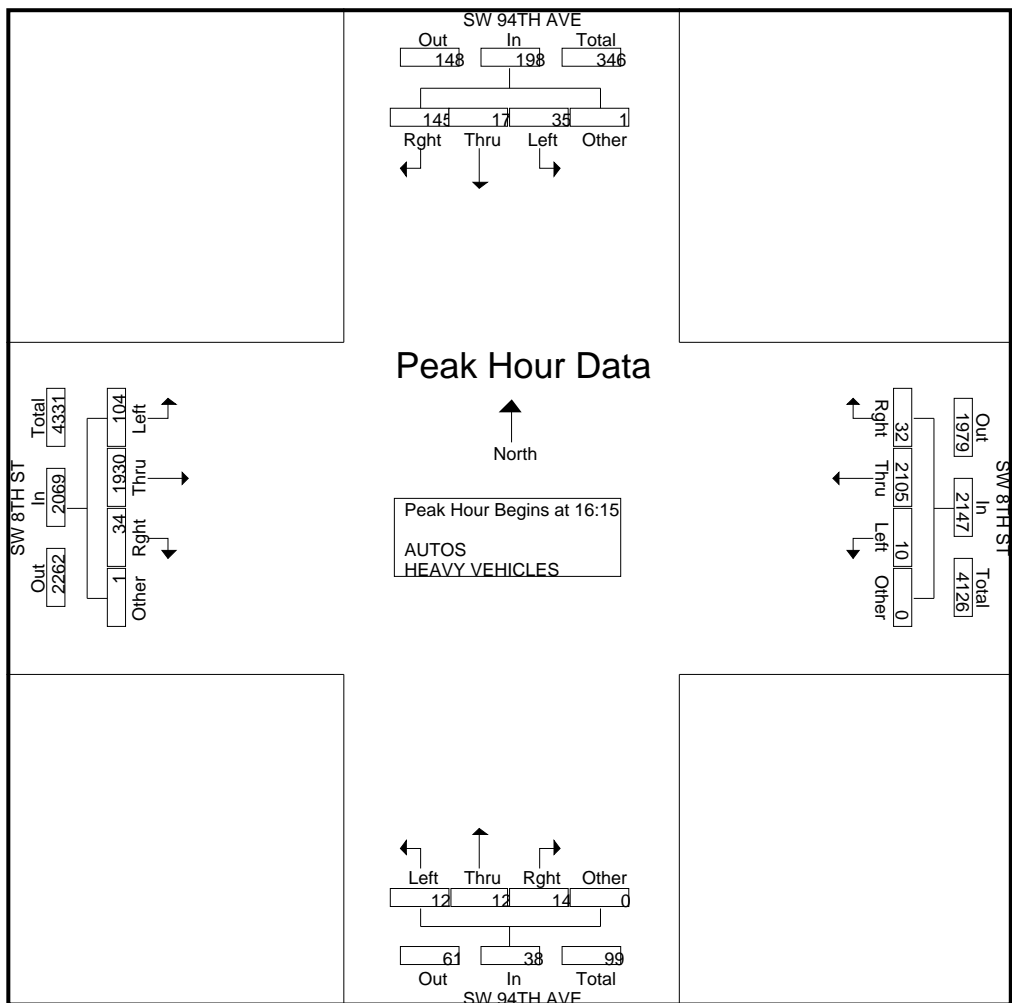
Start Date : 2/10/2010

Page No : 3

Start Time	SW 94TH AVE From North					SW 8TH ST From East					SW 94TH AVE From South					SW 8TH ST From West					Int. Total
	Rgh t	Thru	Left	Oth er	App. Total	Rgh t	Thru	Left	Oth er	App. Total	Rgh t	Thru	Left	Oth er	App. Total	Rgh t	Thru	Left	Oth er	App. Total	
16:15	26	6	6	1	39	12	523	3	0	538	4	3	2	0	9	14	511	32	0	557	1143
16:30	34	2	10	0	46	8	510	2	0	520	4	2	2	0	8	8	480	22	0	510	1084
16:45	49	3	7	0	59	6	538	2	0	546	2	5	6	0	13	8	432	22	0	462	1080
17:00	36	6	12	0	54	6	534	3	0	543	4	2	2	0	8	4	507	28	1	540	1145
Total Volume	145	17	35	1	198	32	2105	10	0	2147	14	12	12	0	38	34	1930	104	1	2069	4452
% App. Total	73.2	8.6	17.7	0.5		1.5	98	0.5	0		36.8	31.6	31.6	0		1.6	93.3	5	0		
PHF	.740	.708	.729	.250	.839	.667	.978	.833	.000	.983	.875	.600	.500	.000	.731	.607	.944	.813	.250	.929	.972

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:15



Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT:

COUNT : MIAMI-DADE

File Name : SW 8TH @ SW 97TH AVE

Site Code : 00000000

Start Date : 2/10/2010

Page No : 1

Groups Printed- AUTOS - HEAVY VEHICLES

Start Time	SW 97TH AVE From North				SW 8TH ST From East				SW 97TH AVE From South				SW 8TH ST From West				Int. Total
	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	Rght	Thru	Left	Other	
07:00	2	99	67	0	11	222	2	0	19	164	26	0	15	511	78	0	1216
07:15	1	103	88	0	6	247	27	0	9	113	35	0	7	571	82	1	1290
07:30	18	96	80	0	5	412	35	0	16	128	37	0	6	551	93	0	1477
07:45	16	90	96	0	11	375	30	0	7	125	39	0	18	509	104	0	1420
Total	37	388	331	0	33	1256	94	0	51	530	137	0	46	2142	357	1	5403
08:00	7	117	83	0	21	304	51	1	27	137	22	0	10	481	93	0	1354
08:15	10	110	70	0	16	273	34	0	25	106	27	0	23	491	73	0	1258
08:30	3	151	92	0	8	403	24	0	7	160	49	0	19	521	92	0	1529
08:45	9	164	61	0	5	336	32	0	19	124	44	0	10	465	86	0	1355
Total	29	542	306	0	50	1316	141	1	78	527	142	0	62	1958	344	0	5496
*** BREAK ***																	
16:00	15	152	87	0	25	397	53	0	1	82	51	1	11	377	77	0	1329
16:15	23	209	62	0	15	493	60	0	17	101	52	0	7	415	82	0	1536
16:30	30	187	76	0	21	483	20	0	17	122	71	0	18	383	64	0	1492
16:45	16	213	63	0	15	541	20	0	10	103	63	1	5	462	89	0	1601
Total	84	761	288	0	76	1914	153	0	45	408	237	2	41	1637	312	0	5958
17:00	20	188	70	0	9	460	67	0	15	136	81	0	8	411	65	1	1531
17:15	19	158	108	1	5	545	43	0	10	113	86	0	23	392	105	0	1608
17:30	23	167	49	0	10	472	80	0	11	114	98	0	17	419	106	0	1566
17:45	19	171	38	0	9	421	56	0	9	107	89	0	18	404	69	0	1410
Total	81	684	265	1	33	1898	246	0	45	470	354	0	66	1626	345	1	6115
Grand Total	231	2375	1190	1	192	6384	634	1	219	1935	870	2	215	7363	1358	2	22972
Apprch %	6.1	62.5	31.3	0	2.7	88.5	8.8	0	7.2	63.9	28.8	0.1	2.4	82.4	15.2	0	
Total %	1	10.3	5.2	0	0.8	27.8	2.8	0	1	8.4	3.8	0	0.9	32.1	5.9	0	
AUTOS	231	2375	1190	1	190	6376	634	1	219	1935	870	2	215	7363	1358	2	22962
% AUTOS	100	100	100	100	99	99.9	100	100	100	100	100	100	100	100	100	100	100
HEAVY VEHICLES	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	10
% HEAVY VEHICLES	0	0	0	0	1	0.1	0	0	0	0	0	0	0	0	0	0	0

Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT:

COUNT : MIAMI-DADE

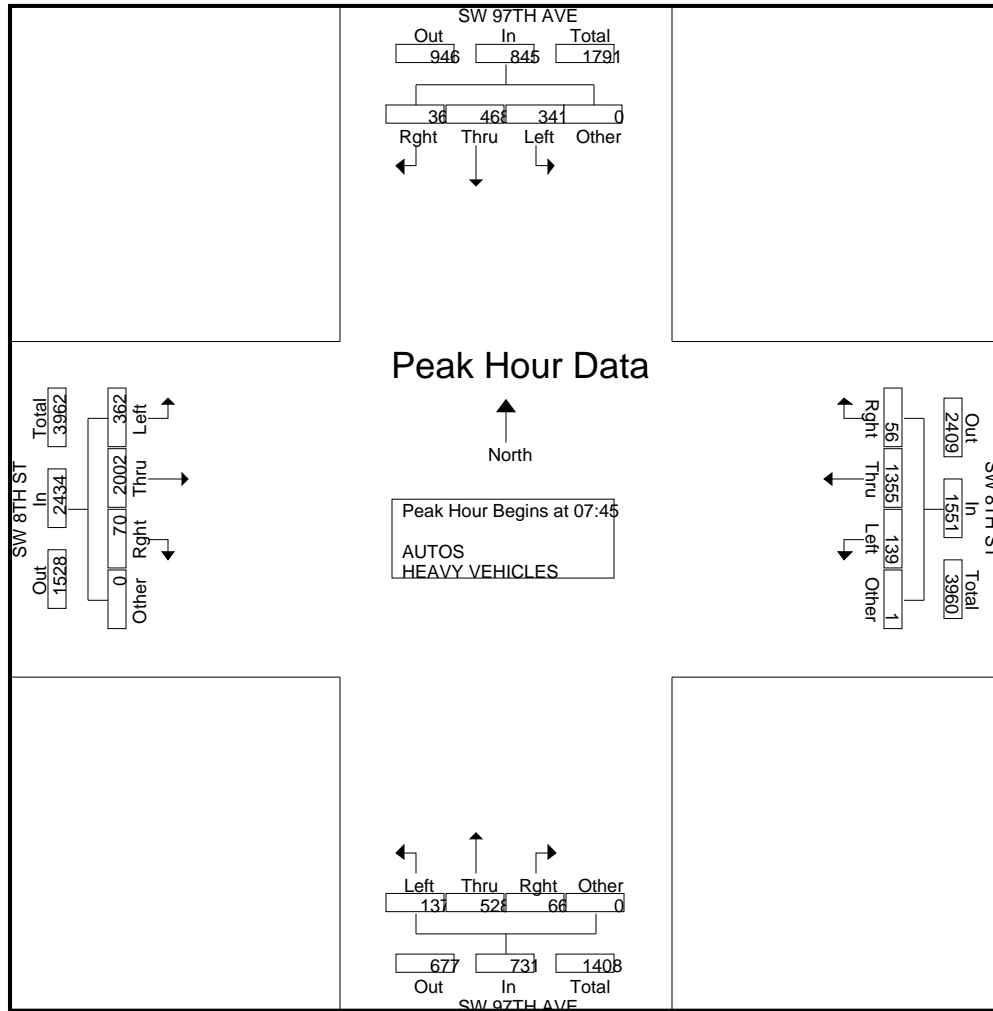
File Name : SW 8TH @ SW 97TH AVE

Site Code : 00000000

Start Date : 2/10/2010

Page No : 2

Start Time	SW 97TH AVE From North					SW 8TH ST From East					SW 97TH AVE From South					SW 8TH ST From West					Int. Total
	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	16	90	96	0	202	11	375	30	0	416	7	125	39	0	171	18	509	104	0	631	1420
08:00	7	117	83	0	207	21	304	51	1	377	27	137	22	0	186	10	481	93	0	584	1354
08:15	10	110	70	0	190	16	273	34	0	323	25	106	27	0	158	23	491	73	0	587	1258
08:30	3	151	92	0	246	8	403	24	0	435	7	160	49	0	216	19	521	92	0	632	1529
Total Volume	36	468	341	0	845	56	1355	139	1	1551	66	528	137	0	731	70	2002	362	0	2434	5561
% App. Total	4.3	55.4	40.4	0		3.6	87.4	9	0.1		9	72.2	18.7	0		2.9	82.3	14.9	0		
PHF	.563	.775	.888	.000	.859	.667	.841	.681	.250	.891	.611	.825	.699	.000	.846	.761	.961	.870	.000	.963	.909



Crossroads Engineering

13284 SW 120th Street

Miami, FL 33186

Tel: 305-233-3997 Fax: 305-233-7720

CLIENT : BCC

JOB NO : 2010-07

PROJECT:

COUNT : MIAMI-DADE

File Name : SW 8TH @ SW 97TH AVE

Site Code : 00000000

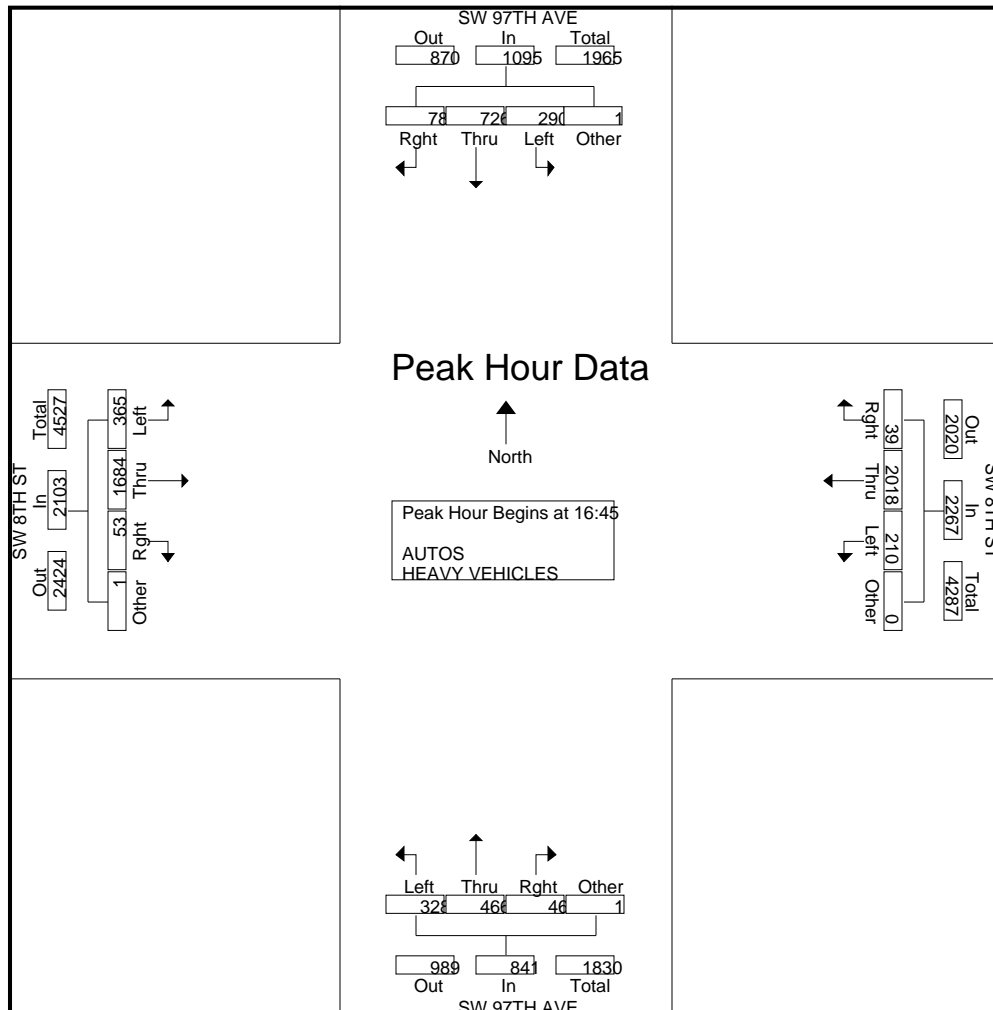
Start Date : 2/10/2010

Page No : 3

Start Time	SW 97TH AVE From North					SW 8TH ST From East					SW 97TH AVE From South					SW 8TH ST From West					Int. Total
	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	
16:45	16	213	63	0	292	15	541	20	0	576	10	103	63	1	177	5	462	89	0	556	1601
17:00	20	188	70	0	278	9	460	67	0	536	15	136	81	0	232	8	411	65	1	485	1531
17:15	19	158	108	1	286	5	545	43	0	593	10	113	86	0	209	23	392	105	0	520	1608
17:30	23	167	49	0	239	10	472	80	0	562	11	114	98	0	223	17	419	106	0	542	1566
Total Volume	78	726	290	1	1095	39	2018	210	0	2267	46	466	328	1	841	53	1684	365	1	2103	6306
% App. Total	7.1	66.3	26.5	0.1		1.7	89	9.3	0		5.5	55.4	39	0.1		2.5	80.1	17.4	0		
PHF	.848	.852	.671	.250	.938	.650	.926	.656	.000	.956	.767	.857	.837	.250	.906	.576	.911	.861	.250	.946	.980

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:45



Appendix D

Signal Timing Data



TOD Schedule Report for 3362: Galloway R&SW 8 St

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial			Veh Ext			Max Limit			Max 2	Yellow	Red
			Phase Bank											
			1	2	3	1	2	3	1	2	3			
1	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2.5 - 2 - 2	15 - 9 - 15	40 - 6 - 31	3	2					
2	WBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	2.5 - 2.5 - 2.5	35 - 35 - 35	0 - 35 - 0	4.3	1.6					
3	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 7	25 - 5 - 11	3	0					
4	NBT	4 - 4 - 4	29 - 29 - 29	7 - 7 - 7	2.5 - 2.5 - 2.5	35 - 30 - 35	70 - 30 - 41	4	2.3					
5	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	15 - 9 - 15	33 - 6 - 31	3	2					
6	EBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	2.5 - 2.5 - 2.5	35 - 35 - 35	0 - 35 - 0	4.3	1.6					
7	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 7	20 - 5 - 11	3	0					
8	SBT	4 - 4 - 4	29 - 29 - 29	7 - 7 - 7	2.5 - 2.5 - 2.5	35 - 30 - 35	70 - 30 - 41	4	2.3					

Last In Service Date: 04/15/2010 13:05

Permitted Phases	
	12345678
Default	12345678
External Permit 0	-----
External Permit 1	12345678
External Permit 2	12345678

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT		
2		160	38	35	9	58	38	35	9	58	0	107
3		150	30	41	12	47	12	59	9	50	0	51
4		140	30	31	11	48	30	31	11	48	0	66
6		120	10	39	7	44	10	39	7	44	0	62
7		120	11	35	10	44	11	35	10	44	0	30
8		120	14	38	8	40	14	38	8	40	0	41
9		120	8	44	7	41	8	44	7	41	0	22
10		130	17	41	8	44	17	41	8	44	0	40
11		160	20	59	13	48	22	57	8	53	0	121
12		160	20	59	13	48	22	57	8	53	0	121
13		135	11	56	11	37	11	56	11	37	0	88
14		135	14	43	11	47	14	43	11	47	0	30
15		135	13	50	10	42	9	54	10	42	0	24
19		100	11	30	10	29	11	30	7	32	0	85
20		135	13	50	10	42	9	54	10	42	0	24
21		135	14	43	11	47	14	43	11	47	0	30
22		135	13	50	10	42	9	54	10	42	0	24
24		140	27	40	9	44	21	46	12	41	0	6
25		120	8	44	7	41	8	44	7	41	0	88
26		110	10	43	7	30	10	43	7	30	0	77
27		160	9	67	12	52	9	67	12	52	0	20
28		135	11	56	11	37	11	56	11	37	0	88
29		110	10	42	7	31	10	42	7	31	0	67

Local TOD Schedule			
Time	Plan	DOW	
0000	Free	Su	S
0000	Free	M T W Th F	
0100	Free	Su	S
0530	Free	M T W Th F	
0600	19	Su	S
0630	3	M T W Th F	
0930	24	M T W Th F	
1000	20	Su	S
1500	21	Su	S
1530	11	M T W Th F	
1830	13	M T W Th F	
1930	14	M T W Th F	
2100	15	M T W Th F	
2100	22	Su	S

TOD Schedule Report for 3362: Galloway R&SW 8 St

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

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
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



TOD Schedule Report for 3743: SW 97 Av&SW 8 St

Active Phase Bank: Phase Bank

Phase	Walk	Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
		Phase Bank																
		1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 5	28 - 28 - 28	3	2										
2 WBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	36 - 36 - 36	0 - 60 - 60	4.3	1.4										
3 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 5	25 - 15 - 15	3	0										
4 NBT	5 - 5 - 5	26 - 26 - 26	7 - 7 - 7	2.5 - 2.5 - 2.5	17 - 17 - 17	60 - 60 - 60	4	2.7										
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 5	28 - 28 - 28	3	2										
6 EBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	36 - 36 - 36	0 - 60 - 60	4.3	1.4										
7 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 5	25 - 15 - 15	3	0										
8 SBT	5 - 5 - 5	26 - 26 - 26	7 - 7 - 7	2.5 - 2.5 - 2.5	17 - 17 - 17	60 - 60 - 60	4	2.7										

Last In Service Date:

Permitted Phases	
	12345678
Default	12345678
External Permit 0	-----
External Permit 1	-----
External Permit 2	-----

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT		
1		110	8	53	6	22	8	53	6	22	0	21
2		160	14	79	14	32	14	79	14	32	0	109
3		150	12	58	13	46	10	60	13	46	0	116
4		140	10	45	11	53	10	45	11	53	0	136
5		80	5	32	5	17	5	32	5	17	0	41
6		120	12	51	8	28	12	51	8	28	0	17
7		120	8	51	6	34	8	51	6	34	0	99
8		120	9	66	5	19	9	66	5	19	0	113
9		120	11	50	6	32	11	50	6	32	0	106
10		130	13	45	9	42	13	45	9	42	0	95
11		80	5	29	5	20	5	29	5	20	0	39
12		160	19	65	20	35	19	65	7	48	0	43
13		110	12	49	6	22	12	49	6	22	0	63
14		135	14	45	8	47	18	41	8	47	0	82
15		140	12	62	9	36	12	62	9	36	0	85
16		100	8	37	7	27	8	37	7	27	0	91
17		135	8	54	9	43	8	54	9	43	0	75
18		110	10	47	6	26	10	47	6	26	0	42
19		120	14	50	9	26	14	50	9	26	0	66
20		110	10	51	6	22	10	51	6	22	0	41
21		160	13	57	9	60	13	57	9	60	0	101
22		135	15	64	9	26	15	64	9	26	0	61
23		110	13	44	12	20	13	44	12	20	0	46

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su
0000	Free	M T W Th F
0100	Free	Su
0530	Free	M T W Th F
0600	16	Su
0630	3	M T W Th F
0930	15	M T W Th F
1000	17	Su
1500	14	Su
1530	12	M T W Th F
1830	22	M T W Th F
1930	14	M T W Th F
2100	17	Su M T W Th F S

TOD Schedule Report for 3743: SW 97 Av&SW 8 St

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

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
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



TOD Schedule Report for 3747: Flagler St&Galloway R

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
		Phase Bank																
		1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	35 - 15 - 15	3	0										
2 WBT	7 - 7 - 7	26 - 26 - 26	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 0 - 0	4	1.5										
3 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	15 - 15 - 15	3	0										
4 NBT	7 - 7 - 7	24 - 24 - 24	7 - 7 - 7	2.5 - 2.5 - 2.5	38 - 38 - 38	45 - 43 - 43	4	1.5										
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	35 - 15 - 15	3	0										
6 EBT	7 - 7 - 7	26 - 26 - 26	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 0 - 0	4	1.5										
7 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	15 - 15 - 15	3	0										
8 SBT	7 - 7 - 7	24 - 24 - 24	7 - 7 - 7	2.5 - 2.5 - 2.5	38 - 38 - 38	45 - 43 - 43	4	1.5										

Last In Service Date: unknown

Permitted Phases	
	12345678
Default	12345678
External Permit 0	12-456-8
External Permit 1	12-456-8
External Permit 2	12-456-8

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT		
1		110	15	37	11	31	15	37	11	31	0	24
2		130	31	33	8	42	9	55	8	42	0	82
3		120	8	51	13	32	15	44	13	32	0	10
4		85	19	20	11	19	19	20	11	19	0	3
5		130	31	33	8	42	9	55	8	42	0	70
6		100	14	30	11	29	14	30	11	29	0	24
7		110	15	37	11	31	15	37	11	31	0	24
8		85	8	30	12	19	11	27	12	19	0	8
9		150	28	52	15	39	28	52	15	39	0	61
10		110	15	37	11	31	15	37	11	31	0	24
11		110	13	36	13	32	13	36	13	32	0	23
12		120	18	32	18	36	18	32	18	36	0	46
13		170	26	61	16	51	26	61	16	51	0	34
15		110	18	30	16	30	18	30	16	30	0	84
16		110	15	37	11	31	15	37	11	31	0	24
17		110	16	35	13	30	16	35	13	30	0	11
18		110	15	37	11	31	15	37	11	31	0	13
19		130	23	38	8	45	9	52	8	45	0	82
20		130	31	33	8	42	9	55	8	42	0	82
21		130	31	33	8	42	31	33	8	42	0	82
22		120	8	51	13	32	15	44	13	32	0	10
23		130	23	38	8	45	23	38	8	45	0	82

Local TOD Schedule		
Time	Plan	DOW
0000	Free	M T W Th F
0115	Free	Su S
0500	4	M T W Th F
0615	8	Su S
0630	5	M T W Th F
0800	20	M T W Th F
0830	2	M T W Th F
0900	19	M T W Th F
0930	1	M T W Th F
1000	1	Su S
1100	6	M T W Th F
1300	10	M T W Th F
1330	7	M T W Th F
1400	16	M T W Th F
1430	18	W
1530	18	M T Th F
1600	22	M T W Th F
1615	3	M T W Th F
1930	8	M T W Th F
2000	8	Su S

TOD Schedule Report for 3747: Flagler St&Galloway R

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

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
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



TOD Schedule Report for 4563: SW 94 Av&SW 8 St

Active Phase Bank: Phase Bank

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
	Phase Bank																			
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 EBL	0	0	0	0	0	0	5	5	5	2	2	2	10	10	10	16	16	16	3	0
2 WBT	0	0	0	0	0	0	18	18	18	2.5	2.5	2.5	54	54	54	0	54	54	4.3	1.4
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	24	24	24	7	7	7	2.5	2.5	2.5	22	25	25	38	38	38	4	2.4
5 WBL	0	0	0	0	0	0	5	5	5	2	2	2	10	10	10	16	16	16	3	0
6 EBT	0	0	0	0	0	0	18	18	18	2.5	2.5	2.5	54	54	54	0	54	54	4.3	1.4
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	24	24	24	7	7	7	2.5	2.5	2.5	22	25	25	38	38	38	4	2.4

Last In Service Date:

Permitted Phases

12345678

Default 12-456-8
 External Permit 0 -----
 External Permit 1 12-4-6-8
 External Permit 2 -2-456-8

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 EBL	2 WBT	3 NBT	4 WBL	5 EBT	6 SBT	7	8		
1		110	9	69	0	17	9	69	0	17	0	29
2		160	20	98	0	27	20	98	0	27	0	136
3		150	10	100	0	25	10	100	0	25	0	25
4		140	10	70	0	45	10	70	0	45	0	4
6		120	8	82	0	15	8	82	0	15	0	33
7		120	7	81	0	17	7	81	0	17	0	12
8		120	7	81	0	17	7	81	0	17	0	20
9		120	8	79	0	18	8	79	0	18	0	112
10		130	9	68	0	38	9	68	0	38	0	111
11		80	7	46	0	12	7	46	0	12	0	7
12		160	11	103	0	31	16	98	0	31	0	47
13		110	9	69	0	17	9	69	0	17	0	37
14		135	9	94	0	17	9	94	0	17	0	2
15		140	10	100	0	15	10	100	0	15	0	100
16		100	7	61	0	17	7	61	0	17	0	55
17		135	6	96	0	18	6	96	0	18	0	98
18		110	7	71	0	17	7	71	0	17	0	45
19		120	20	62	0	23	20	62	0	23	0	62
20		110	7	71	0	17	7	71	0	17	0	39
21		160	7	121	0	17	7	121	0	17	0	138
22		135	9	94	0	17	9	94	0	17	0	74
23		110	12	65	0	18	12	65	0	18	0	10

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Free	M T W Th F
0100	Free	Su S
0530	Free	M T W Th F
0600	16	Su S
0630	3	M T W Th F
0930	15	M T W Th F
1000	17	Su S
1500	14	Su S
1530	12	M T W Th F
1830	22	M T W Th F
1930	14	M T W Th F
2100	17	Su M T W Th F S

TOD Schedule Report for 4563: SW 94 Av&SW 8 St

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

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
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



TOD Schedule Report for 4565: SW 82 Av&SW 8 St

Active Phase Bank: Phase Bank

Phase	Phase Bank																			
	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
	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	7	7	0	11	11	0	7	7	18	2.5	-2.5	-2.5	61	61	61	61	61	61	4	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 NBT	7	7	7	18	18	18	7	7	7	2.5	-2.5	-2.5	20	20	20	30	25	25	4	1.6
5 WBL	0	0	0	0	0	0	5	5	5	2	-2	-2	10	10	10	20	10	10	3	1
6 EBT	7	7	0	11	11	0	7	7	18	2.5	-2.5	-2.5	61	61	61	61	61	61	4	1
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date:

Permitted Phases	
	12345678
Default	-2-456--
External Permit 0	-----
External Permit 1	-----
External Permit 2	-----

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1	2	3	4	5	6	7	8		
			WBT	NBT	WBL	EBT						
1	110	0	81	0	18	6	71	0	0	0	13	
3	150	0	118	0	21	6	108	0	0	0	104	
4	140	0	108	0	21	6	98	0	0	0	18	
6	120	0	90	0	19	9	77	0	0	0	30	
7	120	0	91	0	18	7	80	0	0	0	5	
9	120	0	90	0	19	9	77	0	0	0	110	
10	130	0	95	0	24	5	86	0	0	0	3	
11	80	0	43	0	26	5	34	0	0	0	74	
12	160	0	129	0	20	6	119	0	0	0	149	
14	135	0	100	0	24	17	79	0	0	0	74	
15	140	0	113	0	16	5	104	0	0	0	40	
16	100	0	69	0	20	6	59	0	0	0	58	
17	135	0	100	0	24	17	79	0	0	0	70	
18	110	0	81	0	18	6	71	0	0	0	40	
20	110	0	81	0	18	6	71	0	0	0	29	
21	160	0	131	0	18	6	121	0	0	0	68	
22	135	0	106	0	18	6	96	0	0	0	49	

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Free	M T W Th F
0100	Free	Su S
0530	Free	M T W Th F
0600	16	Su S
0630	3	M T W Th F
0930	15	M T W Th F
1000	17	Su S
1500	14	Su S
1530	12	M T W Th F
1830	22	M T W Th F
1930	14	M T W Th F
2100	17	Su M T W Th F S

TOD Schedule Report for 4565: SW 82 Av&SW 8 St

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

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
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



TOD Schedule Report for 4859: Flagler St&W 82 Av

Active Phase Bank: Phase Bank

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red										
									Phase Bank									
	1	2	3	1	2	3	1	2	3									
1 EBL	0	0	0	0	5	5	5	2	2	2	5	5	5	7	7	7	3	0
2 WBT	0	0	0	0	16	16	16	1	1	1	20	20	20	0	25	25	4	1.1
3 SBT	7	7	7	19	7	7	7	2.5	2.5	2.5	9	9	9	21	21	21	4	1
4 NBT	0	0	0	0	7	7	7	2.5	2.5	2.5	7	7	7	10	10	10	4	1
5 WBL	0	0	0	0	5	5	5	2	2	2	5	5	5	7	7	7	3	0
6 EBT	0	0	0	0	16	16	16	1	1	1	20	20	20	0	25	25	4	1.1
7	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

Last In Service Date:

Permitted Phases	
	12345678
Default	123456--
External Permit 0	-234-6--
External Permit 1	-234-6--
External Permit 2	-234-6--

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 EBL	2 WBT	3 SBT	4 NBT	5 WBL	6 EBT	7	8		
1		120	5	44	17	36	5	44	0	0	0	21
2		140	5	70	13	34	5	70	0	0	0	55
3		80	6	11	11	34	6	11	0	0	0	5
4		140	5	70	13	34	5	70	0	0	0	55
5		120	6	47	14	35	6	47	0	0	0	109
6		120	6	44	17	35	6	44	0	0	0	4
7		120	6	42	18	36	6	42	0	0	0	101
8		110	7	28	21	36	7	28	0	0	0	89
9		150	12	86	24	10	12	86	0	0	0	124
10		150	6	69	19	38	6	69	0	0	0	148
14		130	10	69	25	8	10	69	0	0	0	90
15		120	14	58	20	10	14	58	0	0	0	73
16		170	17	101	24	10	17	101	0	0	0	169
17		110	15	49	18	10	15	49	0	0	0	108

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su
0000	Flash	M T W Th F
0115	Flash	Su
0115	Flash	M T W Th F
0215	Flash	Su
0530	3	M T W Th F
0600	1	M T W Th F
0615	3	Su
0700	4	M T W Th F
0800	2	M T W Th F
0900	8	Su
0900	4	M T W Th F
0930	1	M T W Th F
1000	6	Su
1100	6	M T W Th F
1330	5	M T W Th F
1400	7	M T W Th F
1530	1	M T W Th F
1600	10	M T W Th F
1900	1	M T W Th F
2100	3	Su
2200	3	M T W Th F
2300	Flash	M T W Th F

TOD Schedule Report for 4859: Flagler St&W 82 Av

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

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
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



TOD Schedule Report for 4860: Flagler St&W 84 Av

Active Phase Bank: Phase Bank

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red												
									Phase Bank											
	1	2	3	1	2	3	1	2	3											
1 EBL	0	0	0	5	5	5	2	2	2	6	6	6	13	13	13	3	0			
2 WBT	0	0	0	16	16	16	1	1	1	41	41	41	0	41	41	4	0.9			
3 SBT	5	5	5	22	22	22	7	7	7	3	3	3	16	16	16	25	25	25	4	1.1
4 NBT	0	0	0	7	7	7	2.5	2.5	2.5	8	8	8	25	10	10	4	1.1			
5 WBL	0	0	0	5	5	5	2	2	2	6	6	6	13	13	13	3	0			
6 EBT	0	0	0	16	16	16	1	1	1	41	41	41	0	41	41	4	0.9			
7	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			

Last In Service Date:

Permitted Phases	
	12345678
Default	123456--
External Permit 0	-234-6--
External Permit 1	-234-6--
External Permit 2	-234-6--

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 EBL	2 WBT	3 SBT	4 NBT	5 WBL	6 EBT	7	8		
1		120	6	72	15	9	6	72	0	0	0	25
2		140	8	89	15	10	8	89	0	0	0	31
3		80	0	45	12	8	0	45	0	0	0	4
4		140	8	89	15	10	8	89	0	0	0	31
5		120	7	50	13	32	7	50	0	0	0	109
6		120	7	50	13	32	7	50	0	0	0	3
7		120	7	44	17	34	7	44	0	0	0	101
8		110	7	33	17	35	7	33	0	0	0	91
9		150	23	81	18	10	23	81	0	0	0	85
10		150	13	69	18	32	13	69	0	0	0	20
14		130	11	69	24	8	11	69	0	0	0	32
15		120	23	51	18	10	23	51	0	0	0	87
16		170	25	95	21	11	25	95	0	0	0	38
17		110	17	47	18	10	17	47	0	0	0	74

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su
0000	Flash	M T W Th F
0115	Flash	Su
0115	Flash	M T W Th F
0215	Flash	Su
0530	3	M T W Th F
0600	1	M T W Th F
0615	3	Su
0700	4	M T W Th F
0800	2	M T W Th F
0900	8	Su
0900	4	M T W Th F
0930	1	M T W Th F
1000	6	Su
1100	6	M T W Th F
1330	5	M T W Th F
1400	7	M T W Th F
1530	1	M T W Th F
1600	10	M T W Th F
1900	1	M T W Th F
2100	3	Su
2200	3	M T W Th F
2300	Flash	M T W Th F

TOD Schedule Report for 4860: Flagler St&W 84 Av

Current Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0600	TOD OUTPUTS	-----	M T W ThF
2200	TOD OUTPUTS	---5----	M T W ThF

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0600	TOD OUTPUTS	-----	M T W ThF
0900	TOD OUTPUTS	-----	Su S
2100	TOD OUTPUTS	---5----	Su S
2200	TOD OUTPUTS	---5----	M T W ThF

* Settings
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA



TOD Schedule Report for 5164: SW 92 Av&SW 8 St

Active Phase Bank: Phase Bank

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 EBL	0	0	0	0	0	0	5	5	5	2	2	2	5	10	10	20	10	0	3	0
2 WBT	0	0	0	0	0	0	18	18	18	2.5	2.5	2.5	40	56	56	0	56	0	4.3	1.4
3 SBL	0	0	0	0	0	0	5	5	5	2	2	2	5	10	10	12	10	0	3	0
4 NBT	5	5	5	24	24	24	7	7	7	2.5	2.5	2.5	16	25	25	37	25	0	4	2.4
5 WBL	0	0	0	0	0	0	5	5	5	2	2	2	10	10	10	20	10	0	3	0
6 EBT	0	0	0	0	0	0	18	18	18	2.5	2.5	2.5	40	56	56	0	56	0	4.3	1.4
7 NBL	0	0	0	0	0	0	5	5	5	2	2	2	5	10	10	12	10	0	3	0
8 SBT	5	5	5	24	24	24	7	7	7	2.5	2.5	2.5	16	25	25	37	25	0	4	2.4

Last In Service Date:

Permitted Phases	
	12345678
Default	12345678
External Permit 0	-----
External Permit 1	1234-678
External Permit 2	-2345678

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT		
1		110	7	64	7	14	7	64	7	14	0	2
2		160	20	75	10	37	20	75	10	37	0	33
3		150	10	61	13	48	10	61	13	48	0	15
4		140	8	66	13	35	8	66	13	35	0	17
6		120	8	67	8	19	8	67	8	19	0	15
7		120	5	72	6	19	5	72	6	19	0	111
8		120	5	70	6	21	5	70	6	21	0	109
9		120	6	77	6	13	6	77	6	13	0	91
10		130	8	68	9	27	8	68	9	27	0	0
11		80	5	45	5	7	5	45	5	7	0	4
12		160	10	81	15	36	13	78	13	38	0	16
13		110	5	71	5	11	5	71	5	11	0	33
14		135	9	77	9	22	9	77	9	22	0	119
15		140	7	84	13	15	12	79	10	21	0	91
16		100	8	53	8	13	8	53	8	13	0	48
17		135	9	80	9	19	9	80	9	19	0	116
18		110	6	67	6	13	6	67	6	13	0	2
19		120	14	53	12	23	14	53	12	23	0	62
20		110	6	67	6	13	6	67	6	13	0	4
21		160	9	97	9	27	9	97	9	27	0	133
22		135	10	72	12	23	10	72	12	23	0	16
23		110	11	49	11	21	11	49	11	21	0	100

Local TOD Schedule			
Time	Plan	DOW	
0000	Free	Su	S
0000	Free	M T W Th F	
0100	Free	Su	S
0530	Free	M T W Th F	
0600	16	Su	S
0630	3	M T W Th F	
0930	15	M T W Th F	
1000	17	Su	S
1500	14	Su	S
1530	12	M T W Th F	
1830	22	M T W Th F	
1930	14	M T W Th F	
2100	17	Su M T W Th F	S

TOD Schedule Report for 5164: SW 92 Av&SW 8 St

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

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
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



TOD Schedule Report for 5425: SR- 826 SB&SW 8 St

Active Phase Bank: Phase Bank

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 WBL	0	0	0	0	0	0	5	5	5	2.5	-2.5	-2.5	10	16	16	18	32	32	3	0.5
6 EBT	9	9	9	9	9	9	9	9	9	2.5	-2.5	-2.5	40	40	40	0	0	0	4	0.1
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date:

Permitted Phases	
	12345678
Default	----56--
External Permit 0	-----
External Permit 1	-----
External Permit 2	-----

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1	2	3	4	5	6	7	8		
	1	135	0	0	0	0	9	118	0	0	0	6
	2	160	0	0	0	0	12	141	0	0	0	83
	3	135	0	0	0	0	10	117	0	0	0	117
	4	90	0	0	0	0	8	74	0	0	0	73
	5	120	0	0	0	0	16	96	0	0	0	89
	6	120	0	0	0	0	11	101	0	0	0	96
	7	65	0	0	0	0	13	44	0	0	0	43
	8	110	0	0	0	0	12	90	0	0	0	98
	9	80	0	0	0	0	13	59	0	0	0	68
	10	90	0	0	0	0	11	71	0	0	0	58
	11	70	0	0	0	0	13	49	0	0	0	58
	12	80	0	0	0	0	13	59	0	0	0	68
	13	70	0	0	0	0	13	49	0	0	0	58

Local TOD Schedule

Time	Plan	DOW
0000	10	Su
0000	11	M T W Th F
0115	Flash	M T W Th F
0130	11	Su
0215	Flash	Su
0530	4	M T W Th F
0600	1	M T W Th F
0615	13	Su
0630	2	M T W Th F
0900	6	Su
0930	5	M T W Th F
1530	7	M T W Th F
1900	6	M T W Th F
2000	8	M T W Th F
2100	13	Su
2200	10	M T W Th F
2330	10	Su

TOD Schedule Report for 5425: SR- 826 SB&SW 8 St

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

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
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

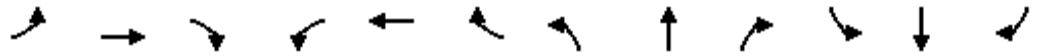
Appendix E

Synchro Runs

Existing Conditions

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔	↑↑	↔	↔	↑↑	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	340		155	240		55	380		0
Storage Lanes	2		1	2		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t			0.850			0.850			0.850		0.970	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	3539	1583	1770	3433	0
Fl _t Permitted	0.950			0.950			0.082			0.077		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	153	3539	1583	143	3433	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			86			130			8		22	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2650			345			2574			2388	
Travel Time (s)		40.2			5.2			43.9			40.7	
Volume (vph)	815	1365	97	193	1328	263	118	989	36	177	768	191
Peak Hour Factor	0.85	0.85	0.85	0.89	0.89	0.89	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	959	1606	114	217	1492	296	124	1041	38	192	835	208
Lane Group Flow (vph)	959	1606	114	217	1492	296	124	1041	38	192	1043	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt		custom	pm+pt		
Protected Phases	1	6		5	2		7	4	4	3	8	
Permitted Phases			6			2	4		4	8		
Detector Phases	1	6	6	5	2	2	7	4	4	3	8	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.9	21.9	9.0	21.9	21.9	9.0	22.3	22.3	9.0	22.3	
Total Split (s)	35.0	65.0	65.0	17.0	47.0	47.0	12.0	53.0	53.0	15.0	56.0	0.0
Total Split (%)	23.3%	43.3%	43.3%	11.3%	31.3%	31.3%	8.0%	35.3%	35.3%	10.0%	37.3%	0.0%
Maximum Green (s)	30.0	59.1	59.1	12.0	41.1	41.1	9.0	46.7	46.7	12.0	49.7	
Yellow Time (s)	3.0	4.3	4.3	3.0	4.3	4.3	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	1.6	1.6	2.0	1.6	1.6	0.0	2.3	2.3	0.0	2.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (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
Recall Mode	None	Max	Max	None	Max	Max	None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	31.0	61.2	61.2	12.8	43.0	43.0	57.0	49.0	49.0	63.0	52.0	
Actuated g/C Ratio	0.21	0.41	0.41	0.09	0.29	0.29	0.38	0.33	0.33	0.42	0.35	
v/c Ratio	1.35	0.77	0.16	0.74	0.81	0.54	0.86	0.90	0.07	1.07	0.87	
Control Delay	219.4	13.5	0.4	81.6	54.0	28.7	77.0	59.6	29.5	124.0	53.6	
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	219.4	13.5	0.4	81.6	54.0	28.7	77.0	59.6	29.5	124.0	53.6	
LOS	F	B	A	F	D	C	E	E	C	F	D	

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

2/1/2012

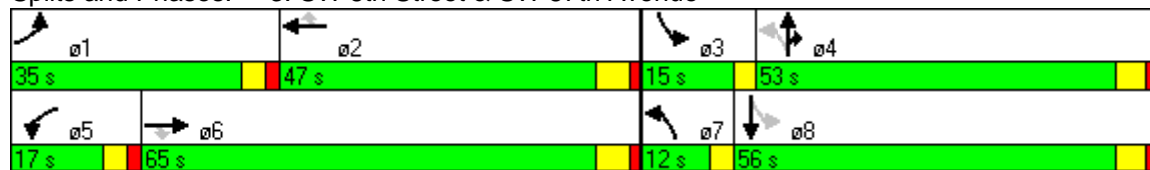


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	86.6			53.3			60.5			64.5		
Approach LOS	F			D			E			E		
90th %ile Green (s)	30.0	59.1	59.1	12.0	41.1	41.1	9.0	46.7	46.7	12.0	49.7	
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Coord	Coord	Max	Coord	
70th %ile Green (s)	30.0	59.1	59.1	12.0	41.1	41.1	9.0	46.7	46.7	12.0	49.7	
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Coord	Coord	Max	Coord	
50th %ile Green (s)	30.0	59.1	59.1	12.0	41.1	41.1	9.0	46.7	46.7	12.0	49.7	
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Coord	Coord	Max	Coord	
30th %ile Green (s)	30.0	59.1	59.1	12.0	41.1	41.1	9.0	46.7	46.7	12.0	49.7	
30th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Coord	Coord	Max	Coord	
10th %ile Green (s)	30.0	60.2	60.2	10.9	41.1	41.1	9.0	46.7	46.7	12.0	49.7	
10th %ile Term Code	Max	MaxR	MaxR	Gap	MaxR	MaxR	Max	Coord	Coord	Max	Coord	
Stops (vph)	587	668	0	183	1209	127	70	905	20	103	856	
Fuel Used(gal)	58	36	2	9	53	8	5	38	1	9	37	
CO Emissions (g/hr)	4035	2484	117	623	3724	545	321	2668	73	612	2562	
NOx Emissions (g/hr)	785	483	23	121	724	106	63	519	14	119	498	
VOC Emissions (g/hr)	935	576	27	144	863	126	74	618	17	142	594	
Dilemma Vehicles (#)	0	24	0	0	44	0	0	32	0	0	32	
Queue Length 50th (ft)	~615	143	0	108	396	137	74	512	20	~156	492	
Queue Length 95th (ft)	#691	138	m1	#154	436	231	#194	#619	49	#325	587	
Internal Link Dist (ft)	2570			265			2494			2308		
Turn Bay Length (ft)	290			340		155	240		55	380		
Base Capacity (vph)	709	2075	697	298	1837	547	144	1156	523	179	1204	
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	1.35	0.77	0.16	0.73	0.81	0.54	0.86	0.90	0.07	1.07	0.87	

Intersection Summary

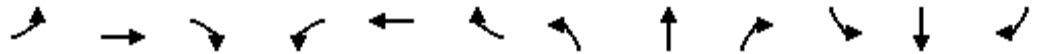
Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 51 (34%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.35
 Intersection Signal Delay: 69.0 Intersection LOS: E
 Intersection Capacity Utilization 93.0% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue



Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.983			0.989	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3479	0	1770	3500	0
Fl _t Permitted	0.950			0.950			0.323			0.261		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	602	3479	0	486	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			35			34		10			6	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	362	2002	70	139	1353	56	137	528	66	341	468	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	381	2107	74	146	1424	59	143	550	69	355	488	38
Lane Group Flow (vph)	381	2107	74	146	1424	59	143	619	0	355	526	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4			8		
Detector Phases	1	6	6	5	2	2	7	4		3	8	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.7	21.7	9.0	21.7	21.7	9.0	22.7		9.0	22.7	
Total Split (s)	17.0	66.0	66.0	15.0	64.0	64.0	16.0	53.0	0.0	16.0	53.0	0.0
Total Split (%)	11.3%	44.0%	44.0%	10.0%	42.7%	42.7%	10.7%	35.3%	0.0%	10.7%	35.3%	0.0%
Maximum Green (s)	12.0	60.3	60.3	10.0	58.3	58.3	13.0	46.3		13.0	46.3	
Yellow Time (s)	3.0	4.3	4.3	3.0	4.3	4.3	3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	1.4	1.4	2.0	1.4	1.4	0.0	2.7		0.0	2.7	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	C-Max		None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	13.0	62.3	62.3	10.7	60.0	60.0	59.8	49.0		62.2	50.2	
Actuated g/C Ratio	0.09	0.42	0.42	0.07	0.40	0.40	0.40	0.33		0.41	0.33	
v/c Ratio	1.28	0.79	0.11	0.60	0.56	0.09	0.44	0.54		1.17	0.45	
Control Delay	200.6	41.0	15.6	51.4	57.3	30.8	30.5	42.7		137.8	40.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	200.6	41.0	15.6	51.4	57.3	30.8	30.5	42.7		137.8	40.3	
LOS	F	D	B	D	E	C	C	D		F	D	

Lanes, Volumes, Timings
 6: SW 8th Street & SW 97th Avenue

2/1/2012

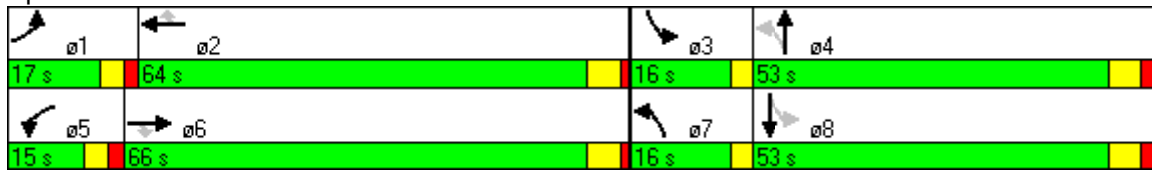


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	64.0			55.8			40.4			79.6		
Approach LOS	E			E			D			E		
90th %ile Green (s)	12.0	60.3	60.3	10.0	58.3	58.3	13.0	46.3		13.0	46.3	
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Coord		Max	Coord	
70th %ile Green (s)	12.0	60.3	60.3	10.0	58.3	58.3	13.0	46.3		13.0	46.3	
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Coord		Max	Coord	
50th %ile Green (s)	12.0	60.3	60.3	10.0	58.3	58.3	12.9	46.3		13.0	46.4	
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Coord		Max	Coord	
30th %ile Green (s)	12.0	60.3	60.3	10.0	58.3	58.3	11.2	46.3		13.0	48.1	
30th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Gap	Coord		Max	Coord	
10th %ile Green (s)	12.0	61.8	61.8	8.5	58.3	58.3	8.8	46.3		13.0	50.5	
10th %ile Term Code	Max	MaxR	MaxR	Gap	MaxR	MaxR	Gap	Coord		Max	Coord	
Stops (vph)	286	1700	24	137	1241	52	85	468		214	383	
Fuel Used(gal)	25	74	2	5	45	2	4	22		20	20	
CO Emissions (g/hr)	1740	5180	125	322	3169	111	312	1525		1381	1389	
NOx Emissions (g/hr)	339	1008	24	63	617	22	61	297		269	270	
VOC Emissions (g/hr)	403	1201	29	75	735	26	72	353		320	322	
Dilemma Vehicles (#)	0	67	0	0	149	0	0	20		0	17	
Queue Length 50th (ft)	~242	520	23	75	398	34	85	256		~309	212	
Queue Length 95th (ft)	#350	565	57	115	440	77	134	320		#540	269	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	298	2662	678	252	2563	654	338	1143		304	1176	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.28	0.79	0.11	0.58	0.56	0.09	0.42	0.54		1.17	0.45	

Intersection Summary

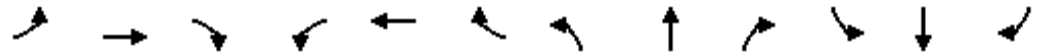
Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 116 (77%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 61.0 Intersection LOS: E
 Intersection Capacity Utilization 81.9% ICU Level of Service D
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

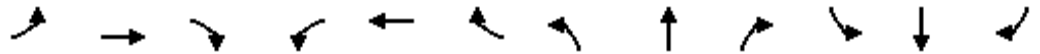
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.997			0.999			0.910			0.897	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6389	0	1770	6401	0	1770	1695	0	1770	1671	0
Fl _t Permitted	0.104			0.039			0.532			0.673		
Satd. Flow (perm)	194	6389	0	73	6401	0	991	1695	0	1254	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			3			44			64	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	178	2346	41	9	1579	15	39	29	43	37	39	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	187	2469	43	9	1662	16	41	30	45	39	41	90
Lane Group Flow (vph)	187	2512	0	9	1678	0	41	75	0	39	131	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phases	1	6		5	2		4	4		8	8	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.7		9.0	21.7		22.4	22.4		22.4	22.4	
Total Split (s)	13.0	106.0	0.0	13.0	106.0	0.0	31.0	31.0	0.0	31.0	31.0	0.0
Total Split (%)	8.7%	70.7%	0.0%	8.7%	70.7%	0.0%	20.7%	20.7%	0.0%	20.7%	20.7%	0.0%
Maximum Green (s)	10.0	100.3		10.0	100.3		24.6	24.6		24.6	24.6	
Yellow Time (s)	3.0	4.3		3.0	4.3		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.4		0.0	1.4		2.4	2.4		2.4	2.4	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?		Yes			Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	94.2	92.5		86.2	81.6		47.8	47.8		47.8	47.8	
Actuated g/C Ratio	0.63	0.62		0.57	0.54		0.32	0.32		0.32	0.32	
v/c Ratio	0.88	0.64		0.10	0.48		0.13	0.13		0.10	0.23	
Control Delay	59.5	7.0		5.0	5.9		43.9	21.3		43.0	23.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	59.5	7.0		5.0	5.9		43.9	21.3		43.0	23.5	
LOS	E	A		A	A		D	C		D	C	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		10.6			5.9			29.3			28.0	
Approach LOS		B			A			C			C	
90th %ile Green (s)	10.0	104.6		5.7	100.3		24.6	24.6		24.6	24.6	
90th %ile Term Code	Max	Hold		Gap	Max		Coord	Coord		Coord	Coord	
70th %ile Green (s)	10.0	94.3		0.0	81.3		43.6	43.6		43.6	43.6	
70th %ile Term Code	Max	Hold		Skip	Gap		Coord	Coord		Coord	Coord	
50th %ile Green (s)	10.0	89.7		0.0	76.7		48.2	48.2		48.2	48.2	
50th %ile Term Code	Max	Hold		Skip	Gap		Coord	Coord		Coord	Coord	
30th %ile Green (s)	10.0	85.0		0.0	72.0		52.9	52.9		52.9	52.9	
30th %ile Term Code	Max	Hold		Skip	Gap		Coord	Coord		Coord	Coord	
10th %ile Green (s)	8.1	80.2		0.0	69.1		57.7	57.7		57.7	57.7	
10th %ile Term Code	Gap	Hold		Skip	Gap		Coord	Coord		Coord	Coord	
Stops (vph)	136	1401		1	252		29	26		28	51	
Fuel Used(gal)	6	46		0	17		1	2		1	3	
CO Emissions (g/hr)	399	3195		6	1207		87	124		86	236	
NOx Emissions (g/hr)	78	622		1	235		17	24		17	46	
VOC Emissions (g/hr)	92	740		1	280		20	29		20	55	
Dilemma Vehicles (#)	0	31		0	19		0	2		0	4	
Queue Length 50th (ft)	65	77		1	80		28	21		26	45	
Queue Length 95th (ft)	m98	m285		m1	69		75	75		69	124	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	216	4383		146	4354		316	570		400	576	
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	0.87	0.57		0.06	0.39		0.13	0.13		0.10	0.23	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 25 (17%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 10.0 Intersection LOS: B
 Intersection Capacity Utilization 62.0% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

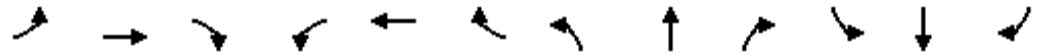
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995				0.850		0.971			0.930	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6376	0	1770	6408	1583	1770	1809	0	1770	1732	0
Fl _t Permitted	0.108			0.063			0.373			0.233		
Satd. Flow (perm)	201	6376	0	117	6408	1583	695	1809	0	434	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				105		9			32	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			2650			3134			2669	
Travel Time (s)		17.9			40.2			53.4			45.5	
Volume (vph)	280	1981	66	87	1250	190	121	322	77	64	155	135
Peak Hour Factor	0.95	0.95	0.95	0.89	0.89	0.89	0.93	0.93	0.93	0.92	0.92	0.92
Adj. Flow (vph)	295	2085	69	98	1404	213	130	346	83	70	168	147
Lane Group Flow (vph)	295	2154	0	98	1404	213	130	429	0	70	315	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4			8		
Detector Phases	1	6		5	2	2	7	4		3	8	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.7		9.0	21.7	21.7	9.0	22.4		9.0	22.4	
Total Split (s)	13.0	67.0	0.0	13.0	67.0	67.0	16.0	54.0	0.0	16.0	54.0	0.0
Total Split (%)	8.7%	44.7%	0.0%	8.7%	44.7%	44.7%	10.7%	36.0%	0.0%	10.7%	36.0%	0.0%
Maximum Green (s)	10.0	61.3		10.0	61.3	61.3	13.0	47.6		13.0	47.6	
Yellow Time (s)	3.0	4.3		3.0	4.3	4.3	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	1.4		0.0	1.4	1.4	0.0	2.4		0.0	2.4	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max	Max	None	C-Max		None	C-Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	72.4	63.4		71.6	63.0	63.0	64.8	55.9		59.6	51.6	
Actuated g/C Ratio	0.48	0.42		0.48	0.42	0.42	0.43	0.37		0.40	0.34	
v/c Ratio	1.54	0.80		0.65	0.52	0.29	0.35	0.63		0.29	0.51	
Control Delay	301.5	15.9		33.2	42.3	29.9	28.0	43.8		26.9	38.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	301.5	15.9		33.2	42.3	29.9	28.0	43.8		26.9	38.7	
LOS	F	B		C	D	C	C	D		C	D	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		50.3			40.2			40.2			36.6	
Approach LOS		D			D			D			D	
90th %ile Green (s)	10.0	61.3		10.0	61.3	61.3	13.0	48.9		11.7	47.6	
90th %ile Term Code	Max	MaxR		Max	MaxR	MaxR	Max	Coord		Gap	Coord	
70th %ile Green (s)	10.0	61.3		10.0	61.3	61.3	13.0	50.5		10.1	47.6	
70th %ile Term Code	Max	MaxR		Max	MaxR	MaxR	Max	Coord		Gap	Coord	
50th %ile Green (s)	10.0	61.3		10.0	61.3	61.3	12.1	51.7		8.9	48.5	
50th %ile Term Code	Max	MaxR		Max	MaxR	MaxR	Gap	Coord		Gap	Coord	
30th %ile Green (s)	10.0	61.3		10.0	61.3	61.3	10.5	52.8		7.8	50.1	
30th %ile Term Code	Max	MaxR		Max	MaxR	MaxR	Gap	Coord		Gap	Coord	
10th %ile Green (s)	10.0	63.3		8.0	61.3	61.3	8.3	63.6		0.0	52.3	
10th %ile Term Code	Max	MaxR		Gap	MaxR	MaxR	Gap	Coord		Skip	Coord	
Stops (vph)	199	1664		75	1158	146	72	323		38	206	
Fuel Used(gal)	22	43		3	47	6	4	15		2	10	
CO Emissions (g/hr)	1525	3007		211	3261	436	278	1064		132	668	
NOx Emissions (g/hr)	297	585		41	635	85	54	207		26	130	
VOC Emissions (g/hr)	353	697		49	756	101	64	247		30	155	
Dilemma Vehicles (#)	0	59		0	0	0	0	13		0	10	
Queue Length 50th (ft)	~308	529		82	388	157	76	343		40	222	
Queue Length 95th (ft)	#525	194		m102	421	m203	122	482		72	324	
Internal Link Dist (ft)		1101			2570			3054			2589	
Turn Bay Length (ft)	507			380		96	160					
Base Capacity (vph)	191	2698		155	2691	726	388	680		291	617	
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	1.54	0.80		0.63	0.52	0.29	0.34	0.63		0.24	0.51	

Intersection Summary

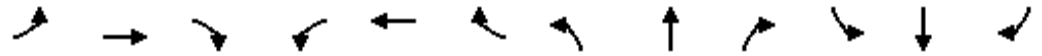
Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 15 (10%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.54
 Intersection Signal Delay: 44.8 Intersection LOS: D
 Intersection Capacity Utilization 73.1% ICU Level of Service D
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue

 ø1		 ø3	 ø4
13 s	67 s	16 s	54 s
 ø5	 ø6	 ø7	 ø8
13 s	67 s	16 s	54 s

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.961			0.941			0.988			0.989	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1790	0	1770	1753	0	1770	3497	0	1770	3500	0
Fl _t Permitted	0.160			0.351			0.191			0.241		
Satd. Flow (perm)	298	1790	0	654	1753	0	356	3497	0	449	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			30			16			12	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2574	
Travel Time (s)		24.4			21.2			19.6			43.9	
Volume (vph)	87	267	95	73	154	100	59	931	83	106	851	69
Peak Hour Factor	0.87	0.87	0.87	0.71	0.71	0.71	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	100	307	109	103	217	141	62	980	87	112	896	73
Lane Group Flow (vph)	100	416	0	103	358	0	62	1067	0	112	969	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	36.0	0.0	27.0	27.0	0.0	9.0	64.0	0.0	55.0	55.0	0.0
Total Split (%)	9.0%	36.0%	0.0%	27.0%	27.0%	0.0%	9.0%	64.0%	0.0%	55.0%	55.0%	0.0%
Maximum Green (s)	4.0	31.0		22.0	22.0		4.0	59.0		50.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	29.3	29.3		22.1	22.1		62.7	62.7		55.4	55.4	
Actuated g/C Ratio	0.29	0.29		0.22	0.22		0.63	0.63		0.55	0.55	
v/c Ratio	0.62	0.77		0.71	0.87		0.21	0.49		0.45	0.50	
Control Delay	43.4	37.7		60.5	53.0		10.0	11.4		23.1	15.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	43.4	37.7		60.5	53.0		10.0	11.4		23.1	15.9	
LOS	D	D		E	D		A	B		C	B	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012

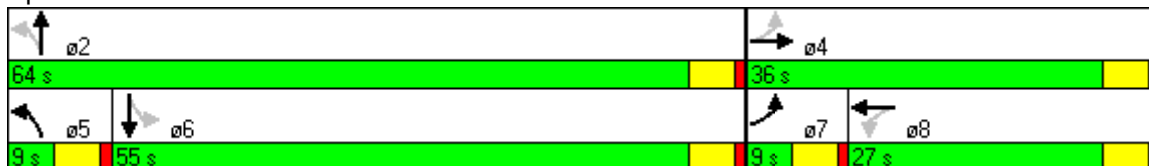


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		38.8			54.7			11.3			16.7	
Approach LOS		D			D			B			B	
90th %ile Green (s)	4.0	31.0		22.0	22.0		4.0	59.0		50.0	50.0	
90th %ile Term Code	Max	Max		Max	Max		Max	Coord		Coord	Coord	
70th %ile Green (s)	4.0	31.0		22.0	22.0		4.0	59.0		50.0	50.0	
70th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
50th %ile Green (s)	4.0	31.0		22.0	22.0		4.0	59.0		50.0	50.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
30th %ile Green (s)	4.0	30.9		21.9	21.9		4.1	59.1		50.0	50.0	
30th %ile Term Code	Max	Hold		Gap	Gap		Max	Coord		Coord	Coord	
10th %ile Green (s)	0.0	17.8		17.8	17.8		0.0	72.2		72.2	72.2	
10th %ile Term Code	Skip	Gap		Hold	Hold		Skip	Coord		Coord	Coord	
Stops (vph)	61	308		63	210		24	516		72	549	
Fuel Used(gal)	2	9		2	7		1	15		3	24	
CO Emissions (g/hr)	155	651		149	485		57	1072		214	1710	
NOx Emissions (g/hr)	30	127		29	94		11	208		42	333	
VOC Emissions (g/hr)	36	151		35	112		13	248		50	396	
Dilemma Vehicles (#)	0	18		0	12		0	51		0	46	
Queue Length 50th (ft)	46	222		60	202		15	187		45	207	
Queue Length 95th (ft)	#85	318		91	224		32	238		102	265	
Internal Link Dist (ft)		1350			1161			1070			2494	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	161	586		150	426		298	2197		249	1946	
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	0.62	0.71		0.69	0.84		0.21	0.49		0.45	0.50	

Intersection Summary

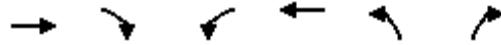
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 81 (81%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 23.8 Intersection LOS: C
 Intersection Capacity Utilization 71.5% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: Jose Consec St & SW 87th Avenue



Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↙	↑↑↑	↘	↙
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		0	120
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	0.95
Fr _t						0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	0	1770	5085	1770	1504
Flt Permitted			0.084		0.950	
Satd. Flow (perm)	5085	0	156	5085	1770	1504
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						89
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	2396			1458	2338	
Travel Time (s)	36.3			22.1	39.9	
Volume (vph)	1601	1	167	1727	297	178
Peak Hour Factor	0.85	0.85	0.88	0.88	0.89	0.89
Adj. Flow (vph)	1884	1	190	1962	334	200
Lane Group Flow (vph)	1885	0	190	1962	334	200
Turn Type			pm+pt			Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4
Detector Phases	6		5	2	4	4
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		9.0	21.0	21.6	21.6
Total Split (s)	113.0	0.0	10.0	123.0	26.0	26.0
Total Split (%)	75.8%	0.0%	6.7%	82.6%	17.4%	17.4%
Maximum Green (s)	108.0		6.0	118.0	20.4	20.4
Yellow Time (s)	4.0		3.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.6	1.6
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?			Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	Max	C-Max	C-Max
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	109.0		119.0	119.0	22.0	22.0
Actuated g/C Ratio	0.73		0.80	0.80	0.15	0.15
v/c Ratio	0.51		1.00	0.48	1.28	0.67
Control Delay	9.1		83.4	5.4	200.7	44.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	9.1		83.4	5.4	200.7	44.9
LOS	A		F	A	F	D



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	9.1			12.3	142.4	
Approach LOS	A			B	F	
90th %ile Green (s)	108.0		6.0	118.0	20.4	20.4
90th %ile Term Code	Hold		Max	MaxR	Coord	Coord
70th %ile Green (s)	108.0		6.0	118.0	20.4	20.4
70th %ile Term Code	Hold		Max	MaxR	Coord	Coord
50th %ile Green (s)	108.0		6.0	118.0	20.4	20.4
50th %ile Term Code	Hold		Max	MaxR	Coord	Coord
30th %ile Green (s)	108.0		6.0	118.0	20.4	20.4
30th %ile Term Code	Hold		Max	MaxR	Coord	Coord
10th %ile Green (s)	108.0		6.0	118.0	20.4	20.4
10th %ile Term Code	Hold		Max	MaxR	Coord	Coord
Stops (vph)	640		49	516	232	98
Fuel Used(gal)	39		5	25	19	5
CO Emissions (g/hr)	2756		351	1723	1337	378
NOx Emissions (g/hr)	536		68	335	260	74
VOC Emissions (g/hr)	639		81	399	310	88
Dilemma Vehicles (#)	54		0	58	0	0
Queue Length 50th (ft)	259		~66	195	~410	108
Queue Length 95th (ft)	263		#151	208	#601	201
Internal Link Dist (ft)	2316			1378	2258	
Turn Bay Length (ft)			154			120
Base Capacity (vph)	3720		190	4061	261	298
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		1.00	0.48	1.28	0.67

Intersection Summary

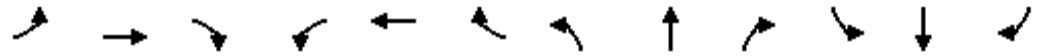
Area Type: Other
 Cycle Length: 149
 Actuated Cycle Length: 149
 Offset: 104 (70%), Referenced to phase 4:NBL and 8:, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 26.2 Intersection LOS: C
 Intersection Capacity Utilization 70.3% ICU Level of Service C
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue

 ø2	 ø4
123 s	26 s
 ø5 →  ø6	
10 s 113 s	

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.988				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5024	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.227			0.093		
Satd. Flow (perm)	3433	5085	1583	3433	5024	0	423	5085	1583	173	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			35		11				155			358
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	571	1794	123	262	806	72	121	1360	393	152	641	333
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	614	1929	132	276	848	76	132	1478	427	163	689	358
Lane Group Flow (vph)	614	1929	132	276	924	0	132	1478	427	163	689	358
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	1	6		5	2		7	4		3		8
Permitted Phases			6				4		4	8		8
Detector Phases	1	6	6	5	2		7	4	4	3	8	8
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.5	21.5	9.0	21.5		9.0	21.5	21.5	9.0	21.5	21.5
Total Split (s)	34.0	60.0	60.0	12.0	38.0	0.0	11.0	47.0	47.0	11.0	47.0	47.0
Total Split (%)	26.2%	46.2%	46.2%	9.2%	29.2%	0.0%	8.5%	36.2%	36.2%	8.5%	36.2%	36.2%
Maximum Green (s)	31.0	54.5	54.5	9.0	32.5		8.0	41.5	41.5	8.0	41.5	41.5
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5	1.5	0.0	1.5	1.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	26.3	56.0	56.0	8.0	37.7		50.0	43.0	43.0	50.0	43.0	43.0
Actuated g/C Ratio	0.20	0.43	0.43	0.06	0.29		0.38	0.33	0.33	0.38	0.33	0.33
v/c Ratio	0.89	0.88	0.19	1.31	0.63		0.56	0.88	0.68	1.07	0.59	0.47
Control Delay	57.5	39.8	17.5	214.8	42.5		35.0	48.2	29.6	120.8	38.6	5.3
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	57.5	39.8	17.5	214.8	42.5		35.0	48.2	29.6	120.8	38.6	5.3
LOS	E	D	B	F	D		C	D	C	F	D	A

Lanes, Volumes, Timings
22: Flagler Street & SW 87th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	42.7			82.1			43.5			39.8		
Approach LOS	D			F			D			D		
90th %ile Green (s)	31.0	54.5	54.5	9.0	32.5		8.0	41.5	41.5	8.0	41.5	41.5
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR		Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	31.0	54.5	54.5	9.0	32.5		8.0	41.5	41.5	8.0	41.5	41.5
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR		Max	Coord	Coord	Max	Coord	Coord
50th %ile Green (s)	27.6	54.5	54.5	9.0	35.9		8.0	41.5	41.5	8.0	41.5	41.5
50th %ile Term Code	Gap	MaxR	MaxR	Max	MaxR		Max	Coord	Coord	Max	Coord	Coord
30th %ile Green (s)	25.3	54.5	54.5	9.0	38.2		8.0	41.5	41.5	8.0	41.5	41.5
30th %ile Term Code	Gap	MaxR	MaxR	Max	MaxR		Max	Coord	Coord	Max	Coord	Coord
10th %ile Green (s)	21.4	54.5	54.5	9.0	42.1		7.8	41.5	41.5	8.0	41.7	41.7
10th %ile Term Code	Gap	MaxR	MaxR	Max	MaxR		Gap	Coord	Coord	Max	Coord	Coord
Stops (vph)	542	1591	54	201	741		80	1239	225	83	520	28
Fuel Used(gal)	21	59	3	16	23		4	51	12	7	23	7
CO Emissions (g/hr)	1482	4129	206	1111	1615		272	3543	829	524	1577	495
NOx Emissions (g/hr)	288	803	40	216	314		53	689	161	102	307	96
VOC Emissions (g/hr)	344	957	48	257	374		63	821	192	121	365	115
Dilemma Vehicles (#)	0	69	0	0	34		0	52	0	0	25	0
Queue Length 50th (ft)	260	537	49	~153	246		69	429	201	~100	253	0
Queue Length 95th (ft)	320	608	92	#245	307		115	494	325	#250	318	68
Internal Link Dist (ft)	2295			1303			260			2774		
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	792	2190	702	211	1466		235	1682	627	153	1172	763
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	0.78	0.88	0.19	1.31	0.63		0.56	0.88	0.68	1.07	0.59	0.47

Intersection Summary

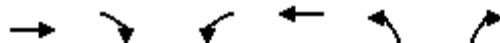
Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	70 (54%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.31
Intersection Signal Delay:	49.1
Intersection LOS:	D
Intersection Capacity Utilization:	90.2%
ICU Level of Service:	E
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 22: Flagler Street & SW 87th Avenue

 ø1		 ø2		 ø3		 ø4	
34 s		38 s		11 s		47 s	
 ø5		 ø6		 ø7		 ø8	
12 s		60 s		11 s		47 s	

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø2
Lane Configurations	↑↑↑		↖↗	↑↑↑			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)		0	260		0	0	
Storage Lanes		0	2		0	0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Leading Detector (ft)	50		50	50			
Trailing Detector (ft)	0		0	0			
Turning Speed (mph)		9	15		15	9	
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00	
Fr							
Flt Protected			0.950				
Satd. Flow (prot)	5085	0	3433	5085	0	0	
Flt Permitted			0.950				
Satd. Flow (perm)	5085	0	3433	5085	0	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Link Speed (mph)	45			45	30		
Link Distance (ft)	148			1765	166		
Travel Time (s)	2.2			26.7	3.8		
Volume (vph)	1222	0	195	1813	0	0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.91	0.91	
Adj. Flow (vph)	1389	0	222	2060	0	0	
Lane Group Flow (vph)	1389	0	222	2060	0	0	
Turn Type							
Protected Phases	6		5	2 5			2
Permitted Phases							
Detector Phases	6		5	2 5			
Minimum Initial (s)	4.0		4.0				4.0
Minimum Split (s)	21.0		9.0				21.0
Total Split (s)	145.0	0.0	15.0	175.0	0.0	0.0	160.0
Total Split (%)	90.6%	0.0%	9.4%	109.4%	0.0%	0.0%	100%
Maximum Green (s)	140.9		11.5				155.0
Yellow Time (s)	4.0		3.0				4.0
All-Red Time (s)	0.1		0.5				1.0
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Vehicle Extension (s)	3.0		3.0				3.0
Recall Mode	C-Max		None				None
Walk Time (s)	5.0						5.0
Flash Dont Walk (s)	11.0						11.0
Pedestrian Calls (#/hr)	0						0
Act Effct Green (s)	141.0		11.0	160.0			
Actuated g/C Ratio	0.88		0.07	1.00			
v/c Ratio	0.31		0.94	0.41			
Control Delay	1.7		117.6	0.2			
Queue Delay	0.0		0.0	0.0			
Total Delay	1.7		117.6	0.2			
LOS	A		F	A			



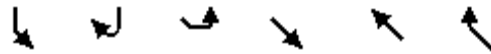
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø2
Approach Delay	1.7			11.7			
Approach LOS	A			B			
90th %ile Green (s)	140.9		11.5				155.0
90th %ile Term Code	Coord		Max				Coord
70th %ile Green (s)	140.9		11.5				155.0
70th %ile Term Code	Coord		Max				Coord
50th %ile Green (s)	140.9		11.5				155.0
50th %ile Term Code	Coord		Max				Coord
30th %ile Green (s)	140.9		11.5				155.0
30th %ile Term Code	Coord		Max				Coord
10th %ile Green (s)	140.9		11.5				155.0
10th %ile Term Code	Coord		Max				Coord
Stops (vph)	170		175	0			
Fuel Used(gal)	4		9	21			
CO Emissions (g/hr)	260		635	1458			
NOx Emissions (g/hr)	51		124	284			
VOC Emissions (g/hr)	60		147	338			
Dilemma Vehicles (#)	38		0	0			
Queue Length 50th (ft)	63		121	0			
Queue Length 95th (ft)	68		#200	0			
Internal Link Dist (ft)	68			1685	86		
Turn Bay Length (ft)			260				
Base Capacity (vph)	4481		236	5085			
Starvation Cap Reductn	0		0	0			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.31		0.94	0.41			

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 83 (52%), Referenced to phase 6:EBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 7.9
 Intersection LOS: A
 Intersection Capacity Utilization 38.4%
 ICU Level of Service A
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





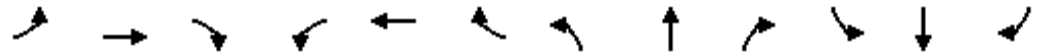
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	195	0	0	472	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	214	0	0	519	0	0
Lane Group Flow (vph)	214	0	0	519	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.1%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

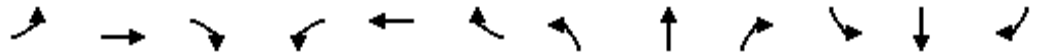
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.999			0.984			0.965				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5080	0	1770	5004	0	1770	1798	0	3433	1863	1583
Fl _t Permitted	0.178			0.056			0.950			0.950		
Satd. Flow (perm)	332	5080	0	104	5004	0	1770	1798	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			21			9				78
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	73	2028	11	80	997	119	39	28	8	342	50	73
Peak Hour Factor	0.81	0.81	0.81	0.97	0.97	0.97	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	90	2504	14	82	1028	123	42	30	9	368	54	78
Lane Group Flow (vph)	90	2518	0	82	1151	0	42	39	0	368	54	78
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	1	6		5	2		4	4		3	3	3
Permitted Phases	6			2			4					3
Detector Phases	1	6		5	2		4	4		3	3	3
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.1		9.0	21.1		9.0	9.0		9.0	9.0	9.0
Total Split (s)	8.0	75.0	0.0	8.0	75.0	0.0	39.0	39.0	0.0	18.0	18.0	18.0
Total Split (%)	5.7%	53.6%	0.0%	5.7%	53.6%	0.0%	27.9%	27.9%	0.0%	12.9%	12.9%	12.9%
Maximum Green (s)	5.0	69.9		5.0	69.9		34.0	34.0		13.0	13.0	13.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	1.1		0.0	1.1		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		5.0			5.0							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	101.6	94.9		103.7	96.0		9.4	9.4		14.0	14.0	14.0
Actuated g/C Ratio	0.73	0.68		0.74	0.69		0.07	0.07		0.10	0.10	0.10
v/c Ratio	0.29	0.73		0.49	0.33		0.35	0.30		1.07	0.29	0.34
Control Delay	8.0	14.6		21.4	9.8		62.2	50.4		127.3	62.9	16.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	8.0	14.6		21.4	9.8		62.2	50.4		127.3	62.9	16.2
LOS	A	B		C	A		E	D		F	E	B

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		14.3			10.5			56.5			103.0	
Approach LOS		B			B			E			F	
90th %ile Green (s)	10.2	85.8		11.7	87.3		11.4	11.4		13.0	13.0	13.0
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap		Max	Max	Max
70th %ile Green (s)	8.4	90.0		9.3	90.9		9.6	9.6		13.0	13.0	13.0
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap		Max	Max	Max
50th %ile Green (s)	7.4	92.2		8.3	93.1		8.4	8.4		13.0	13.0	13.0
50th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap		Max	Max	Max
30th %ile Green (s)	6.7	94.0		7.7	95.0		7.2	7.2		13.0	13.0	13.0
30th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap		Max	Max	Max
10th %ile Green (s)	5.8	107.1		6.8	108.1		0.0	0.0		13.0	13.0	13.0
10th %ile Term Code	Gap	Coord		Gap	Coord		Skip	Skip		Max	Max	Max
Stops (vph)	13	774		26	430		37	28		294	46	14
Fuel Used(gal)	1	32		1	16		1	1		17	2	2
CO Emissions (g/hr)	63	2240		92	1143		99	81		1219	134	111
NOx Emissions (g/hr)	12	436		18	222		19	16		237	26	22
VOC Emissions (g/hr)	15	519		21	265		23	19		283	31	26
Dilemma Vehicles (#)	0	103		0	40		0	1		0	2	0
Queue Length 50th (ft)	19	318		18	148		37	26		~191	46	0
Queue Length 95th (ft)	m41	382		63	198		76	64		#295	92	51
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	310	3445		169	3437		443	456		343	186	229
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	0.29	0.73		0.49	0.33		0.09	0.09		1.07	0.29	0.34

Intersection Summary

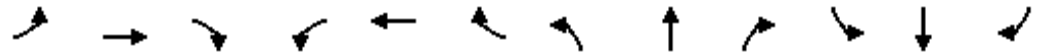
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 55 (39%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 24.1 Intersection LOS: C
 Intersection Capacity Utilization 70.3% ICU Level of Service C
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue

			
ø2	ø2	ø3	ø4
8 s	75 s	18 s	39 s
			
ø6	ø6		
8 s	75 s		

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕		↖	↕	↖	↖	↕↕	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.996			0.994				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.978	
Satd. Flow (prot)	1770	5065	0	1770	5055	0	1770	1863	1583	1681	1731	1583
Fl _t Permitted	0.223			0.044			0.950			0.950	0.978	
Satd. Flow (perm)	415	5065	0	82	5055	0	1770	1863	1583	1681	1731	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			9				64			98
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	254	2019	53	32	986	43	45	44	59	105	41	91
Peak Hour Factor	0.81	0.81	0.81	0.95	0.95	0.95	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	314	2493	65	34	1038	45	49	48	64	113	44	98
Lane Group Flow (vph)	314	2558	0	34	1083	0	49	48	64	77	80	98
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6			2			4		4			3
Detector Phases	1	6		5	2		4	4	4	3	3	3
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		15.0	15.0	15.0	20.0	20.0	20.0
Total Split (s)	11.0	94.0	0.0	11.0	94.0	0.0	15.0	15.0	15.0	20.0	20.0	20.0
Total Split (%)	7.9%	67.1%	0.0%	7.9%	67.1%	0.0%	10.7%	10.7%	10.7%	14.3%	14.3%	14.3%
Maximum Green (s)	8.0	89.1		8.0	89.1		9.9	9.9	9.9	14.9	14.9	14.9
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.9		0.0	0.9		1.1	1.1	1.1	1.1	1.1	1.1
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max		None	None		C-Max	C-Max	C-Max	Max	Max	Max
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	99.0	94.8		95.7	90.0		11.0	11.0	11.0	16.0	16.0	16.0
Actuated g/C Ratio	0.71	0.68		0.68	0.64		0.08	0.08	0.08	0.11	0.11	0.11
v/c Ratio	0.87	0.75		0.27	0.33		0.35	0.33	0.35	0.40	0.40	0.37
Control Delay	35.4	17.1		20.0	4.4		68.7	67.6	19.2	64.4	64.3	14.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.4	17.1		20.0	4.4		68.7	67.6	19.2	64.4	64.3	14.3
LOS	D	B		B	A		E	E	B	E	E	B

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012



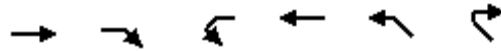
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		19.1			4.9			48.7			45.1	
Approach LOS		B			A			D			D	
90th %ile Green (s)	8.0	89.1		8.0	89.1		9.9	9.9	9.9	14.9	14.9	14.9
90th %ile Term Code	Max	MaxR		Max	Hold		Coord	Coord	Coord	MaxR	MaxR	MaxR
70th %ile Green (s)	8.0	89.7		7.4	89.1		9.9	9.9	9.9	14.9	14.9	14.9
70th %ile Term Code	Max	MaxR		Gap	Hold		Coord	Coord	Coord	MaxR	MaxR	MaxR
50th %ile Green (s)	8.0	90.6		6.5	89.1		9.9	9.9	9.9	14.9	14.9	14.9
50th %ile Term Code	Max	MaxR		Gap	Hold		Coord	Coord	Coord	MaxR	MaxR	MaxR
30th %ile Green (s)	8.0	100.1		0.0	89.1		9.9	9.9	9.9	14.9	14.9	14.9
30th %ile Term Code	Max	MaxR		Skip	Hold		Coord	Coord	Coord	MaxR	MaxR	MaxR
10th %ile Green (s)	8.0	100.1		0.0	89.1		9.9	9.9	9.9	14.9	14.9	14.9
10th %ile Term Code	Max	MaxR		Skip	Hold		Coord	Coord	Coord	MaxR	MaxR	MaxR
Stops (vph)	84	1307		12	287		42	41	13	66	68	16
Fuel Used(gal)	5	40		1	13		2	2	1	2	2	1
CO Emissions (g/hr)	352	2761		38	910		120	116	86	164	169	96
NOx Emissions (g/hr)	69	537		7	177		23	23	17	32	33	19
VOC Emissions (g/hr)	82	640		9	211		28	27	20	38	39	22
Dilemma Vehicles (#)	0	74		0	27		0	1	0	0	3	0
Queue Length 50th (ft)	88	557		4	28		43	42	0	69	72	0
Queue Length 95th (ft)	#129	515		23	39		87	86	48	126	131	56
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	361	3432		141	3253		139	146	183	192	198	268
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.75		0.24	0.33		0.35	0.33	0.35	0.40	0.40	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 31 (22%), Referenced to phase 4:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 18.1 Intersection LOS: B
 Intersection Capacity Utilization 64.2% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 29: Flagler Street & SW 84th Street

ø1	ø2	ø3	ø4
11 s	94 s	20 s	15 s
ø5	ø6		
11 s	94 s		



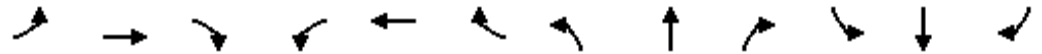
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑			↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt	0.958					
Flt Protected						
Satd. Flow (prot)	4872	0	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	4872	0	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1222	472	0	1813	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1343	519	0	1992	0	0
Lane Group Flow (vph)	1862	0	0	1992	0	0
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.4%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

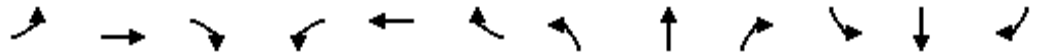
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖	↑↑	↖	↖	↑↑	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	340		155	240		55	380		0
Storage Lanes	2		1	2		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t			0.850			0.850			0.850		0.964	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	3539	1583	1770	3412	0
Fl _t Permitted	0.950			0.950			0.080			0.194		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	149	3539	1583	361	3412	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			58			148			31		28	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2650			345			2574			2388	
Travel Time (s)		40.2			5.2			43.9			40.7	
Volume (vph)	380	1535	84	366	1742	285	159	654	103	242	935	290
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.96	0.96	0.96	0.94	0.94	0.94
Adj. Flow (vph)	418	1687	92	398	1893	310	166	681	107	257	995	309
Lane Group Flow (vph)	418	1687	92	398	1893	310	166	681	107	257	1304	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt		custom		pm+pt	
Protected Phases	1	6		5	2		7	4	4	3	8	
Permitted Phases			6			2	4		4	8		
Detector Phases	1	6	6	5	2	2	7	4	4	3	8	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.9	21.9	9.0	21.9	21.9	11.0	22.3	22.3	16.0	22.3	
Total Split (s)	25.0	63.0	63.0	27.0	65.0	65.0	11.0	54.0	54.0	16.0	59.0	0.0
Total Split (%)	15.6%	39.4%	39.4%	16.9%	40.6%	40.6%	6.9%	33.8%	33.8%	10.0%	36.9%	0.0%
Maximum Green (s)	20.0	57.1	57.1	22.0	59.1	59.1	8.0	47.7	47.7	13.0	52.7	
Yellow Time (s)	3.0	4.3	4.3	3.0	4.3	4.3	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	1.6	1.6	2.0	1.6	1.6	0.0	2.3	2.3	0.0	2.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (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
Recall Mode	None	Max	Max	None	Max	Max	Max	C-Max	C-Max	Max	None	
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	
Act Effct Green (s)	21.0	59.9	59.9	22.1	61.0	61.0	57.0	50.0	50.0	66.0	55.0	
Actuated g/C Ratio	0.13	0.37	0.37	0.14	0.38	0.38	0.36	0.31	0.31	0.41	0.34	
v/c Ratio	0.93	0.89	0.15	0.84	0.77	0.45	1.34	0.62	0.21	1.01	1.09	
Control Delay	80.6	79.7	37.5	80.3	46.2	20.6	226.6	49.7	29.6	95.3	103.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	80.6	79.7	37.5	80.3	46.2	20.6	226.6	49.7	29.6	95.3	103.2	
LOS	F	E	D	F	D	C	F	D	C	F	F	

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	78.1			48.4			78.2			101.9		
Approach LOS	E			D			E			F		
90th %ile Green (s)	20.0	57.1	57.1	22.0	59.1	59.1	8.0	47.7	47.7	13.0	52.7	
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	MaxR	Coord	Coord	MaxR	Coord	
70th %ile Green (s)	20.0	57.1	57.1	22.0	59.1	59.1	8.0	47.7	47.7	13.0	52.7	
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	MaxR	Coord	Coord	MaxR	Coord	
50th %ile Green (s)	20.0	57.1	57.1	22.0	59.1	59.1	8.0	47.7	47.7	13.0	52.7	
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	MaxR	Coord	Coord	MaxR	Coord	
30th %ile Green (s)	20.0	57.5	57.5	21.6	59.1	59.1	8.0	47.7	47.7	13.0	52.7	
30th %ile Term Code	Max	MaxR	MaxR	Gap	MaxR	MaxR	MaxR	Coord	Coord	MaxR	Coord	
10th %ile Green (s)	20.0	61.0	61.0	18.1	59.1	59.1	8.0	47.7	47.7	13.0	52.7	
10th %ile Term Code	Max	MaxR	MaxR	Gap	MaxR	MaxR	MaxR	Coord	Coord	MaxR	Coord	
Stops (vph)	344	1514	130	345	1494	111	80	545	54	145	1062	
Fuel Used(gal)	17	70	4	17	66	8	11	23	3	11	59	
CO Emissions (g/hr)	1192	4903	259	1174	4611	535	762	1635	206	741	4117	
NOx Emissions (g/hr)	232	954	50	228	897	104	148	318	40	144	801	
VOC Emissions (g/hr)	276	1136	60	272	1069	124	177	379	48	172	954	
Dilemma Vehicles (#)	0	3	0	0	54	0	0	20	0	0	34	
Queue Length 50th (ft)	222	679	46	211	504	123	~175	320	58	~187	~798	
Queue Length 95th (ft)	#328	731	m108	#277	549	212	#337	391	110	#377	#941	
Internal Link Dist (ft)	2570			265			2494			2308		
Turn Bay Length (ft)	290			340			155 240			55 380		
Base Capacity (vph)	451	1902	628	493	2443	695	124	1106	516	255	1191	
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	0.93	0.89	0.15	0.81	0.77	0.45	1.34	0.62	0.21	1.01	1.09	

Intersection Summary































Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 121 (76%), Referenced to phase 4:NBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.34
 Intersection Signal Delay: 72.6 Intersection LOS: E
 Intersection Capacity Utilization 97.4% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue

 ø1	 ø2	 ø3	 ø4
25 s	65 s	16 s	54 s
 ø5	 ø6	 ø7	 ø8
27 s	63 s	11 s	59 s

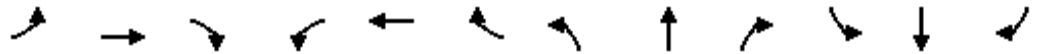
Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.987			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3493	0	1770	3483	0
Flt Permitted	0.950			0.950			0.190			0.199		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	354	3493	0	371	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			38			14		6			8	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	345	1626	66	246	1896	33	354	470	45	265	684	81
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	367	1730	70	262	2017	35	377	500	48	282	728	86
Lane Group Flow (vph)	367	1730	70	262	2017	35	377	548	0	282	814	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4			8		
Detector Phases	1	6	6	5	2	2	7	4		3	8	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.7	21.7	9.0	21.7	21.7	9.0	22.7		9.0	22.7	
Total Split (s)	24.0	71.0	71.0	24.0	71.0	71.0	10.0	42.0	0.0	23.0	55.0	0.0
Total Split (%)	15.0%	44.4%	44.4%	15.0%	44.4%	44.4%	6.3%	26.3%	0.0%	14.4%	34.4%	0.0%
Maximum Green (s)	19.0	65.3	65.3	19.0	65.3	65.3	7.0	35.3		20.0	48.3	
Yellow Time (s)	3.0	4.3	4.3	3.0	4.3	4.3	3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	1.4	1.4	2.0	1.4	1.4	0.0	2.7		0.0	2.7	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	C-Max		None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	19.7	69.1	69.1	17.9	67.3	67.3	44.0	38.0		61.0	51.0	
Actuated g/C Ratio	0.12	0.43	0.43	0.11	0.42	0.42	0.28	0.24		0.38	0.32	
v/c Ratio	0.87	0.62	0.10	0.68	0.75	0.05	2.51	0.66		0.92	0.73	
Control Delay	87.7	36.8	14.5	100.8	12.8	3.5	721.7	58.9		71.9	52.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	87.7	36.8	14.5	100.8	12.8	3.5	721.7	58.9		71.9	52.5	
LOS	F	D	B	F	B	A	F	E		E	D	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	44.7			22.6			329.0			57.5		
Approach LOS	D			C			F			E		
90th %ile Green (s)	19.0	65.3	65.3	19.0	65.3	65.3	7.0	35.3		20.0	48.3	
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Coord		Max	Coord	
70th %ile Green (s)	19.0	65.3	65.3	19.0	65.3	65.3	7.0	35.3		20.0	48.3	
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR	MaxR	Max	Coord		Max	Coord	
50th %ile Green (s)	19.0	66.7	66.7	17.6	65.3	65.3	7.0	35.3		20.0	48.3	
50th %ile Term Code	Max	MaxR	MaxR	Gap	MaxR	MaxR	Max	Coord		Max	Coord	
30th %ile Green (s)	19.0	68.5	68.5	15.8	65.3	65.3	7.0	35.3		20.0	48.3	
30th %ile Term Code	Max	MaxR	MaxR	Gap	MaxR	MaxR	Max	Coord		Max	Coord	
10th %ile Green (s)	17.4	71.3	71.3	13.0	66.9	66.9	7.0	35.3		20.0	48.3	
10th %ile Term Code	Gap	MaxR	MaxR	Gap	MaxR	MaxR	Max	Coord		Max	Coord	
Stops (vph)	323	1236	20	245	329	5	206	454		179	662	
Fuel Used(gal)	16	57	2	11	29	0	61	21		12	33	
CO Emissions (g/hr)	1148	3985	115	745	2014	30	4279	1474		833	2293	
NOx Emissions (g/hr)	223	775	22	145	392	6	833	287		162	446	
VOC Emissions (g/hr)	266	924	27	173	467	7	992	342		193	531	
Dilemma Vehicles (#)	0	51	0	0	49	0	0	16		0	24	
Queue Length 50th (ft)	196	409	19	148	122	1	~610	272		217	395	
Queue Length 95th (ft)	#278	456	54	198	132	m6	#869	340		#367	475	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	429	2768	705	429	2696	674	150	834		308	1116	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.86	0.63	0.10	0.61	0.75	0.05	2.51	0.66		0.92	0.73	

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	43 (27%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	2.51
Intersection Signal Delay:	79.5
Intersection LOS:	E
Intersection Capacity Utilization:	91.8%
ICU Level of Service:	F
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

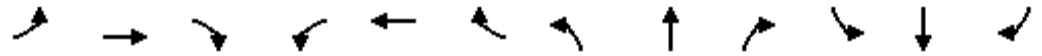
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.998			0.940			0.865	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6395	0	1770	1751	0	1770	1611	0
Fl _t Permitted	0.054			0.050			0.388			0.738		
Satd. Flow (perm)	101	6395	0	93	6395	0	723	1751	0	1375	1611	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			3			12			119	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	90	1973	27	22	2023	27	7	17	11	38	20	176
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	96	2099	29	23	2152	29	7	18	12	40	21	187
Lane Group Flow (vph)	96	2128	0	23	2181	0	7	30	0	40	208	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2			4			8		
Detector Phases	1	6		5	2		4	4		8	8	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.7		9.0	21.7		22.4	22.4		22.4	22.4	
Total Split (s)	14.0	104.0	0.0	19.0	109.0	0.0	37.0	37.0	0.0	37.0	37.0	0.0
Total Split (%)	8.8%	65.0%	0.0%	11.9%	68.1%	0.0%	23.1%	23.1%	0.0%	23.1%	23.1%	0.0%
Maximum Green (s)	11.0	98.3		16.0	103.3		30.6	30.6		30.6	30.6	
Yellow Time (s)	3.0	4.3		3.0	4.3		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.4		0.0	1.4		2.4	2.4		2.4	2.4	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?		Yes			Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	110.6	104.9		104.0	98.6		41.2	41.2		41.2	41.2	
Actuated g/C Ratio	0.69	0.66		0.65	0.62		0.26	0.26		0.26	0.26	
v/c Ratio	0.62	0.51		0.19	0.55		0.04	0.07		0.11	0.41	
Control Delay	52.1	7.7		8.5	9.5		52.0	35.4		52.2	25.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	52.1	7.7		8.5	9.5		52.0	35.4		52.2	25.8	
LOS	D	A		A	A		D	D		D	C	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		9.6			9.5			38.6			30.0	
Approach LOS		A			A			D			C	
90th %ile Green (s)	11.0	107.4		6.9	103.3		30.6	30.6		30.6	30.6	
90th %ile Term Code	Max	Max		Gap	Hold		Coord	Coord		Coord	Coord	
70th %ile Green (s)	11.0	107.2		7.1	103.3		30.6	30.6		30.6	30.6	
70th %ile Term Code	Max	Max		Gap	Hold		Coord	Coord		Coord	Coord	
50th %ile Green (s)	9.7	107.7		6.6	104.6		30.6	30.6		30.6	30.6	
50th %ile Term Code	Gap	Max		Gap	Hold		Coord	Coord		Coord	Coord	
30th %ile Green (s)	8.0	108.3		0.0	97.3		39.6	39.6		39.6	39.6	
30th %ile Term Code	Gap	Gap		Skip	Hold		Coord	Coord		Coord	Coord	
10th %ile Green (s)	6.5	85.5		0.0	76.0		62.4	62.4		62.4	62.4	
10th %ile Term Code	Gap	Gap		Skip	Hold		Coord	Coord		Coord	Coord	
Stops (vph)	87	399		6	1481		7	16		30	74	
Fuel Used(gal)	3	29		0	38		0	1		1	5	
CO Emissions (g/hr)	208	2025		20	2664		17	57		94	371	
NOx Emissions (g/hr)	40	394		4	518		3	11		18	72	
VOC Emissions (g/hr)	48	469		5	617		4	13		22	86	
Dilemma Vehicles (#)	0	33		0	21		0	1		0	6	
Queue Length 50th (ft)	51	113		2	334		6	15		35	80	
Queue Length 95th (ft)	m106	118		m3	m331		22	47		71	168	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	174	4297		221	4208		186	459		354	503	
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	0.55	0.50		0.10	0.52		0.04	0.07		0.11	0.41	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 47 (29%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 10.9 Intersection LOS: B
 Intersection Capacity Utilization 56.7% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

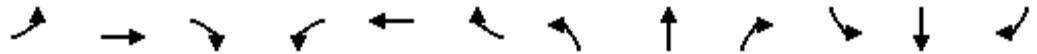
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑↑		↖	↑↑↑↑	↖	↖	↖		↖	↖	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.994				0.850		0.953			0.949	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6369	0	1770	6408	1583	1770	1775	0	1770	1768	0
Fl _t Permitted	0.050			0.060			0.105			0.233		
Satd. Flow (perm)	93	6369	0	112	6408	1583	196	1775	0	434	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				65		14			15	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			2650			3134			2669	
Travel Time (s)		17.9			40.2			53.4			45.5	
Volume (vph)	158	1670	65	120	1863	156	103	193	89	179	359	183
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	168	1777	69	130	2025	170	114	214	99	195	390	199
Lane Group Flow (vph)	168	1846	0	130	2025	170	114	313	0	195	589	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4			8		
Detector Phases	1	6		5	2	2	7	4		3	8	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.7		9.0	21.7	21.7	9.0	22.4		9.0	22.4	
Total Split (s)	13.0	84.0	0.0	16.0	87.0	87.0	16.0	42.0	0.0	18.0	44.0	0.0
Total Split (%)	8.1%	52.5%	0.0%	10.0%	54.4%	54.4%	10.0%	26.3%	0.0%	11.3%	27.5%	0.0%
Maximum Green (s)	10.0	78.3		13.0	81.3	81.3	13.0	35.6		15.0	37.6	
Yellow Time (s)	3.0	4.3		3.0	4.3	4.3	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	1.4		0.0	1.4	1.4	0.0	2.4		0.0	2.4	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max	Max	None	C-Max		None	C-Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	90.9	81.9		93.1	83.0	83.0	49.0	38.4		54.9	41.4	
Actuated g/C Ratio	0.57	0.51		0.58	0.52	0.52	0.31	0.24		0.34	0.26	
v/c Ratio	1.14	0.57		0.76	0.61	0.20	0.70	0.72		0.74	1.26	
Control Delay	154.9	50.6		69.9	8.3	1.6	53.5	63.8		56.1	177.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	154.9	50.6		69.9	8.3	1.6	53.5	63.8		56.1	177.4	
LOS	F	D		E	A	A	D	E		E	F	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		59.3			11.3			61.0			147.3	
Approach LOS		E			B			E			F	
90th %ile Green (s)	10.0	78.3		13.0	81.3	81.3	13.0	35.6		15.0	37.6	
90th %ile Term Code	Max	MaxR		Max	MaxR	MaxR	Max	Coord		Max	Coord	
70th %ile Green (s)	10.0	78.3		13.0	81.3	81.3	13.0	35.6		15.0	37.6	
70th %ile Term Code	Max	MaxR		Max	MaxR	MaxR	Max	Coord		Max	Coord	
50th %ile Green (s)	10.0	78.6		12.7	81.3	81.3	12.6	35.6		15.0	38.0	
50th %ile Term Code	Max	MaxR		Gap	MaxR	MaxR	Gap	Coord		Max	Coord	
30th %ile Green (s)	10.0	81.1		10.2	81.3	81.3	10.8	35.6		15.0	39.8	
30th %ile Term Code	Max	MaxR		Gap	MaxR	MaxR	Gap	Coord		Max	Coord	
10th %ile Green (s)	10.0	84.8		6.5	81.3	81.3	8.4	37.8		12.8	42.2	
10th %ile Term Code	Max	MaxR		Gap	MaxR	MaxR	Gap	Coord		Gap	Coord	
Stops (vph)	130	1198		175	288	6	75	247		129	416	
Fuel Used(gal)	8	46		6	39	3	4	12		7	33	
CO Emissions (g/hr)	546	3220		416	2712	196	283	845		458	2340	
NOx Emissions (g/hr)	106	627		81	528	38	55	164		89	455	
VOC Emissions (g/hr)	127	746		96	629	46	66	196		106	542	
Dilemma Vehicles (#)	0	157		0	6	0	0	9		0	13	
Queue Length 50th (ft)	~156	439		87	101	4	83	292		149	~772	
Queue Length 95th (ft)	#321	487		m116	m102	m9	136	409		#234	#1020	
Internal Link Dist (ft)		1101			2570			3054			2589	
Turn Bay Length (ft)	507			380		96	160					
Base Capacity (vph)	147	3264		191	3324	852	180	437		266	469	
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	1.14	0.57		0.68	0.61	0.20	0.63	0.72		0.73	1.26	

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	16 (10%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.26
Intersection Signal Delay:	51.7
Intersection LOS:	D
Intersection Capacity Utilization	84.8%
ICU Level of Service	E
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue

 ø1	 ø2	 ø3	 ø4
13 s	87 s	18 s	42 s
 ø5	 ø6	 ø7	 ø8
16 s	84 s	16 s	44 s

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.948			0.964			0.989			0.984	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1766	0	1770	1796	0	1770	3500	0	1770	3483	0
Fl _t Permitted	0.173			0.591			0.080			0.335		
Satd. Flow (perm)	322	1766	0	1101	1796	0	149	3500	0	624	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			15			14			17	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2574	
Travel Time (s)		24.4			21.2			19.6			43.9	
Volume (vph)	67	162	86	118	247	79	139	753	58	51	1114	133
Peak Hour Factor	0.91	0.91	0.91	0.90	0.90	0.90	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	74	178	95	131	274	88	145	784	60	53	1160	139
Lane Group Flow (vph)	74	273	0	131	362	0	145	844	0	53	1299	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	37.0	0.0	28.0	28.0	0.0	13.0	63.0	0.0	50.0	50.0	0.0
Total Split (%)	9.0%	37.0%	0.0%	28.0%	28.0%	0.0%	13.0%	63.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	4.0	32.0		23.0	23.0		8.0	58.0		45.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	29.8	29.8		22.6	22.6		62.2	62.2		49.6	49.6	
Actuated g/C Ratio	0.30	0.30		0.23	0.23		0.62	0.62		0.50	0.50	
v/c Ratio	0.44	0.50		0.53	0.87		0.62	0.39		0.17	0.75	
Control Delay	32.4	27.5		40.8	51.8		26.1	10.5		17.9	24.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.4	27.5		40.8	51.8		26.1	10.5		17.9	24.5	
LOS	C	C		D	D		C	B		B	C	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		28.5			48.8			12.8			24.2	
Approach LOS		C			D			B			C	
90th %ile Green (s)	4.0	32.0		23.0	23.0		8.0	58.0		45.0	45.0	
90th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
70th %ile Green (s)	4.0	32.0		23.0	23.0		8.0	58.0		45.0	45.0	
70th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
50th %ile Green (s)	4.0	32.0		23.0	23.0		8.0	58.0		45.0	45.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
30th %ile Green (s)	4.0	30.8		21.8	21.8		8.1	59.2		46.1	46.1	
30th %ile Term Code	Max	Hold		Gap	Gap		Gap	Coord		Coord	Coord	
10th %ile Green (s)	0.0	17.0		17.0	17.0		6.3	73.0		61.7	61.7	
10th %ile Term Code	Skip	Hold		Gap	Gap		Gap	Coord		Coord	Coord	
Stops (vph)	45	174		102	283		69	381		30	976	
Fuel Used(gal)	2	6		3	9		3	12		1	38	
CO Emissions (g/hr)	107	385		208	626		175	825		96	2627	
NOx Emissions (g/hr)	21	75		40	122		34	160		19	511	
VOC Emissions (g/hr)	25	89		48	145		41	191		22	609	
Dilemma Vehicles (#)	0	12		0	16		0	41		0	62	
Queue Length 50th (ft)	33	121		72	210		38	139		19	357	
Queue Length 95th (ft)	66	196		134	#359		#106	180		46	451	
Internal Link Dist (ft)		1350			1161			1070			2494	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	168	602		264	442		239	2184		309	1734	
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	0.44	0.45		0.50	0.82		0.61	0.39		0.17	0.75	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 94 (94%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 25.0 Intersection LOS: C
 Intersection Capacity Utilization 77.6% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: Jose Consec St & SW 87th Avenue

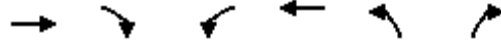


Lanes, Volumes, Timings
20: SW 8th Street & SW 82nd Avenue

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↘	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		0	120
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	0.95
Fr _t	0.993					0.850
Fl _t Protected			0.950		0.950	
Satd. Flow (prot)	5050	0	1770	5085	1770	1504
Fl _t Permitted			0.058		0.950	
Satd. Flow (perm)	5050	0	108	5085	1770	1504
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	13					63
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	2397			1458	2338	
Travel Time (s)	36.3			22.1	39.9	
Volume (vph)	1899	89	290	2200	185	78
Peak Hour Factor	0.91	0.91	0.97	0.97	0.97	0.97
Adj. Flow (vph)	2087	98	299	2268	191	80
Lane Group Flow (vph)	2185	0	299	2268	191	80
Turn Type			pm+pt			Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4
Detector Phases	6		5	2	4	4
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		9.0	21.0	21.6	21.6
Total Split (s)	124.0	0.0	10.0	134.0	25.0	25.0
Total Split (%)	78.0%	0.0%	6.3%	84.3%	15.7%	15.7%
Maximum Green (s)	119.0		6.0	129.0	19.4	19.4
Yellow Time (s)	4.0		3.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.6	1.6
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	Max	C-Max	C-Max
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	120.0		130.0	130.0	21.0	21.0
Actuated g/C Ratio	0.75		0.82	0.82	0.13	0.13
v/c Ratio	0.57		1.98	0.55	0.82	0.32
Control Delay	9.1		485.1	5.3	93.0	23.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	9.1		485.1	5.3	93.0	23.2
LOS	A		F	A	F	C



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	9.1			61.2	72.4	
Approach LOS	A			E	E	
90th %ile Green (s)	119.0		6.0	129.0	19.4	19.4
90th %ile Term Code	Hold		Max	MaxR	Coord	Coord
70th %ile Green (s)	119.0		6.0	129.0	19.4	19.4
70th %ile Term Code	Hold		Max	MaxR	Coord	Coord
50th %ile Green (s)	119.0		6.0	129.0	19.4	19.4
50th %ile Term Code	Hold		Max	MaxR	Coord	Coord
30th %ile Green (s)	119.0		6.0	129.0	19.4	19.4
30th %ile Term Code	Hold		Max	MaxR	Coord	Coord
10th %ile Green (s)	119.0		6.0	129.0	19.4	19.4
10th %ile Term Code	Hold		Max	MaxR	Coord	Coord
Stops (vph)	799		101	659	170	22
Fuel Used(gal)	49		33	31	8	2
CO Emissions (g/hr)	3425		2282	2196	567	127
NOx Emissions (g/hr)	666		444	427	110	25
VOC Emissions (g/hr)	794		529	509	131	30
Dilemma Vehicles (#)	63		0	69	0	0
Queue Length 50th (ft)	321		~316	239	196	16
Queue Length 95th (ft)	351		#513	261	#328	73
Internal Link Dist (ft)	2317			1378	2258	
Turn Bay Length (ft)			154			120
Base Capacity (vph)	3815		151	4158	234	253
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	0.57		1.98	0.55	0.82	0.32

Intersection Summary

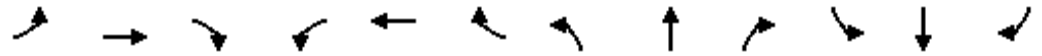
Area Type: Other
 Cycle Length: 159
 Actuated Cycle Length: 159
 Offset: 149 (94%), Referenced to phase 4:NBL and 8:, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.98
 Intersection Signal Delay: 39.1 Intersection LOS: D
 Intersection Capacity Utilization 76.6% ICU Level of Service D
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue

 ø2	 ø4
134 s	25 s
 ø	 ø6
10 s	124 s

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖	↑↑↑	↖	↖	↑↑	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5004	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.121			0.144		
Satd. Flow (perm)	3433	5085	1583	3433	5004	0	225	5085	1583	268	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55		21				128			149
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	317	1053	117	340	1405	166	247	886	123	208	866	445
Peak Hour Factor	0.97	0.97	0.97	0.93	0.93	0.93	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	327	1086	121	366	1511	178	263	943	131	219	912	468
Lane Group Flow (vph)	327	1086	121	366	1689	0	263	943	131	219	912	468
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	1	6		5	2		7	4		3		8
Permitted Phases			6				4		4	8		8
Detector Phases	1	6	6	5	2		7	4	4	3		8
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.5	21.5	9.0	21.5		9.0	21.5	21.5	9.0	21.5	21.5
Total Split (s)	11.0	49.0	49.0	18.0	56.0	0.0	16.0	37.0	37.0	16.0	37.0	37.0
Total Split (%)	9.2%	40.8%	40.8%	15.0%	46.7%	0.0%	13.3%	30.8%	30.8%	13.3%	30.8%	30.8%
Maximum Green (s)	8.0	43.5	43.5	15.0	50.5		13.0	31.5	31.5	13.0	31.5	31.5
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5	1.5	0.0	1.5	1.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	7.0	45.0	45.0	14.0	52.0		45.1	33.1	33.1	44.9	33.0	33.0
Actuated g/C Ratio	0.06	0.38	0.38	0.12	0.43		0.38	0.28	0.28	0.37	0.28	0.28
v/c Ratio	1.64	0.57	0.19	0.92	0.77		1.10	0.67	0.25	0.88	0.94	0.86
Control Delay	342.7	31.2	14.9	80.3	31.7		118.2	41.5	7.3	59.4	60.0	44.9
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	342.7	31.2	14.9	80.3	31.7		118.2	41.5	7.3	59.4	60.0	44.9
LOS	F	C	B	F	C		F	D	A	E	E	D

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		96.3			40.3			53.2			55.5	
Approach LOS		F			D			D			E	
90th %ile Green (s)	8.0	43.5	43.5	15.0	50.5		13.0	31.5	31.5	13.0	31.5	31.5
90th %ile Term Code	Max	MaxR	MaxR	Max	MaxR		Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	8.0	43.5	43.5	15.0	50.5		13.0	31.5	31.5	13.0	31.5	31.5
70th %ile Term Code	Max	MaxR	MaxR	Max	MaxR		Max	Coord	Coord	Max	Coord	Coord
50th %ile Green (s)	8.0	43.5	43.5	15.0	50.5		13.0	31.5	31.5	13.0	31.5	31.5
50th %ile Term Code	Max	MaxR	MaxR	Max	MaxR		Max	Coord	Coord	Max	Coord	Coord
30th %ile Green (s)	8.0	43.5	43.5	15.0	50.5		13.0	31.5	31.5	13.0	31.5	31.5
30th %ile Term Code	Max	MaxR	MaxR	Max	MaxR		Max	Coord	Coord	Max	Coord	Coord
10th %ile Green (s)	8.0	43.7	43.7	14.8	50.5		13.0	32.1	32.1	12.4	31.5	31.5
10th %ile Term Code	Max	MaxR	MaxR	Gap	MaxR		Max	Coord	Coord	Gap	Coord	Coord
Stops (vph)	226	812	43	308	1285		150	767	17	132	785	287
Fuel Used(gal)	29	32	3	12	37		12	31	3	8	35	16
CO Emissions (g/hr)	2058	2211	186	823	2621		838	2196	184	548	2451	1084
NOx Emissions (g/hr)	400	430	36	160	510		163	427	36	107	477	211
VOC Emissions (g/hr)	477	513	43	191	607		194	509	43	127	568	251
Dilemma Vehicles (#)	0	44	0	0	65		0	37	0	0	35	0
Queue Length 50th (ft)	~188	242	33	146	397		~181	238	2	113	363	246
Queue Length 95th (ft)	#282	289	76	#235	458		#353	288	49	#249	#491	#436
Internal Link Dist (ft)		2295			1303			260			2774	
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	200	1909	629	401	2180		239	1403	529	251	973	543
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	1.64	0.57	0.19	0.91	0.77		1.10	0.67	0.25	0.87	0.94	0.86

Intersection Summary

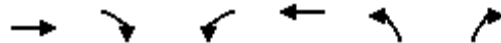
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	10 (8%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.64
Intersection Signal Delay:	59.9
Intersection LOS:	E
Intersection Capacity Utilization:	90.8%
ICU Level of Service:	E
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 22: Flagler Street & SW 87th Avenue

 ø1	 ø2	 ø3	 ø4
11 s	56 s	16 s	37 s
 ø5	 ø6	 ø7	 ø8
18 s	49 s	16 s	37 s

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø2
Lane Configurations	↑↑↑		↖↗	↑↑↑			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)		0	260		0	0	
Storage Lanes		0	2		0	0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Leading Detector (ft)	50		50	50			
Trailing Detector (ft)	0		0	0			
Turning Speed (mph)		9	15		15	9	
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00	
Fr							
Flt Protected			0.950				
Satd. Flow (prot)	5085	0	3433	5085	0	0	
Flt Permitted			0.950				
Satd. Flow (perm)	5085	0	3433	5085	0	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Link Speed (mph)	45			45	30		
Link Distance (ft)	148			1765	166		
Travel Time (s)	2.2			26.7	3.8		
Volume (vph)	1527	0	486	2537	0	0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.91	0.91	
Adj. Flow (vph)	1574	0	501	2615	0	0	
Lane Group Flow (vph)	1574	0	501	2615	0	0	
Turn Type							
Protected Phases	6		5	5 2			2
Permitted Phases							
Detector Phases	6		5	5 2			
Minimum Initial (s)	4.0		4.0				4.0
Minimum Split (s)	21.0		9.0				21.0
Total Split (s)	49.0	0.0	16.0	81.0	0.0	0.0	65.0
Total Split (%)	75.4%	0.0%	24.6%	124.6%	0.0%	0.0%	100%
Maximum Green (s)	44.9		12.5				60.0
Yellow Time (s)	4.0		3.0				4.0
All-Red Time (s)	0.1		0.5				1.0
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Vehicle Extension (s)	3.0		3.0				3.0
Recall Mode	C-Max		None				None
Walk Time (s)	5.0						5.0
Flash Dont Walk (s)	11.0						11.0
Pedestrian Calls (#/hr)	0						0
Act Effct Green (s)	45.0		12.0	65.0			
Actuated g/C Ratio	0.69		0.18	1.00			
v/c Ratio	0.45		0.79	0.51			
Control Delay	4.9		36.3	0.4			
Queue Delay	0.0		0.0	0.0			
Total Delay	4.9		36.3	0.4			
LOS	A		D	A			

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012

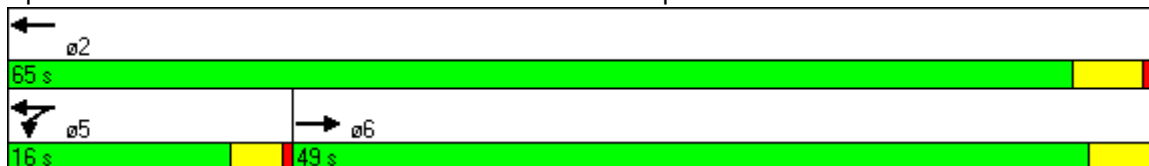


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø2
Approach Delay	4.9			6.1			
Approach LOS	A			A			
90th %ile Green (s)	44.9		12.5				60.0
90th %ile Term Code	Coord		Max				Coord
70th %ile Green (s)	44.9		12.5				60.0
70th %ile Term Code	Coord		Max				Coord
50th %ile Green (s)	44.9		12.5				60.0
50th %ile Term Code	Coord		Max				Coord
30th %ile Green (s)	44.9		12.5				60.0
30th %ile Term Code	Coord		Max				Coord
10th %ile Green (s)	44.9		12.5				60.0
10th %ile Term Code	Coord		Max				Coord
Stops (vph)	592		430	1			
Fuel Used(gal)	10		15	29			
CO Emissions (g/hr)	725		1014	2046			
NOx Emissions (g/hr)	141		197	398			
VOC Emissions (g/hr)	168		235	474			
Dilemma Vehicles (#)	117		0	0			
Queue Length 50th (ft)	80		98	0			
Queue Length 95th (ft)	104		#166	0			
Internal Link Dist (ft)	68			1685	86		
Turn Bay Length (ft)			260				
Base Capacity (vph)	3520		634	5085			
Starvation Cap Reductn	0		0	0			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.45		0.79	0.51			

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 43 (66%), Referenced to phase 6:EBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 5.7
 Intersection LOS: A
 Intersection Capacity Utilization 52.4%
 ICU Level of Service A
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





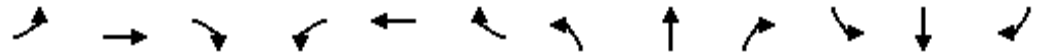
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	486	0	0	501	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	534	0	0	551	0	0
Lane Group Flow (vph)	534	0	0	551	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.9%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.994			0.978			0.940				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5055	0	1770	4973	0	1770	1751	0	3433	1863	1583
Fl _t Permitted	0.057			0.156			0.950			0.950		
Satd. Flow (perm)	106	5055	0	291	4973	0	1770	1751	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			31			22				54
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175				2451
Travel Time (s)		22.7			22.3			3.0				41.8
Volume (vph)	109	1096	44	85	1821	318	53	49	33	358	61	51
Peak Hour Factor	0.96	0.96	0.96	0.98	0.98	0.98	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	114	1142	46	87	1858	324	56	52	35	377	64	54
Lane Group Flow (vph)	114	1188	0	87	2182	0	56	87	0	377	64	54
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	1	6		5	2		4	4		3	3	3
Permitted Phases	6			2			4					3
Detector Phases	1	6		5	2		4	4		3	3	3
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.1		9.0	21.1		21.0	21.0		9.0	9.0	9.0
Total Split (s)	9.0	74.0	0.0	9.0	74.0	0.0	43.0	43.0	0.0	24.0	24.0	24.0
Total Split (%)	6.0%	49.3%	0.0%	6.0%	49.3%	0.0%	28.7%	28.7%	0.0%	16.0%	16.0%	16.0%
Maximum Green (s)	6.0	68.9		6.0	68.9		38.0	38.0		19.0	19.0	19.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	1.1		0.0	1.1		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max		None	Max		C-Max	C-Max		None	None	None
Walk Time (s)		5.0			5.0		5.0	5.0				
Flash Dont Walk (s)		11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	75.0	70.0		75.0	70.0		39.5	39.5		19.5	19.5	19.5
Actuated g/C Ratio	0.50	0.47		0.50	0.47		0.26	0.26		0.13	0.13	0.13
v/c Ratio	1.06	0.50		0.45	0.93		0.12	0.18		0.84	0.26	0.21
Control Delay	152.7	20.8		25.7	45.9		43.3	33.2		79.0	61.5	15.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	152.7	20.8		25.7	45.9		43.3	33.2		79.0	61.5	15.7
LOS	F	C		C	D		D	C		E	E	B

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

2/1/2012









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		32.3			45.1			37.2			69.8	
Approach LOS		C			D			D			E	
90th %ile Green (s)	6.0	68.9		6.0	68.9		38.0	38.0		19.0	19.0	19.0
90th %ile Term Code	Max	MaxR		Max	MaxR		Coord	Coord		Max	Max	Max
70th %ile Green (s)	6.0	68.9		6.0	68.9		38.0	38.0		19.0	19.0	19.0
70th %ile Term Code	Max	MaxR		Max	MaxR		Coord	Coord		Max	Max	Max
50th %ile Green (s)	6.0	68.9		6.0	68.9		38.0	38.0		19.0	19.0	19.0
50th %ile Term Code	Max	MaxR		Max	MaxR		Coord	Coord		Max	Max	Max
30th %ile Green (s)	6.0	68.9		6.0	68.9		38.0	38.0		19.0	19.0	19.0
30th %ile Term Code	Max	MaxR		Max	MaxR		Coord	Coord		Max	Max	Max
10th %ile Green (s)	6.0	68.9		6.0	68.9		40.4	40.4		16.6	16.6	16.6
10th %ile Term Code	Max	MaxR		Max	MaxR		Coord	Coord		Gap	Gap	Gap
Stops (vph)	108	401		43	1906		39	47		338	53	10
Fuel Used(gal)	5	19		2	58		2	2		15	2	1
CO Emissions (g/hr)	380	1331		113	4032		112	153		1051	161	78
NOx Emissions (g/hr)	74	259		22	784		22	30		204	31	15
VOC Emissions (g/hr)	88	309		26	934		26	35		244	37	18
Dilemma Vehicles (#)	0	36		0	71		0	3		0	2	0
Queue Length 50th (ft)	~99	157		41	720		42	49		188	57	0
Queue Length 95th (ft)	#207	178		72	795		81	98		#262	106	43
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	108	2362		195	2337		466	477		458	248	258
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	1.06	0.50		0.45	0.93		0.12	0.18		0.82	0.26	0.21

Intersection Summary

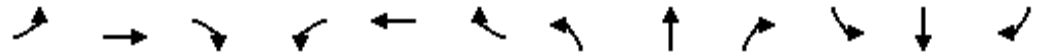
Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 148 (99%), Referenced to phase 4:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 43.8 Intersection LOS: D
 Intersection Capacity Utilization 75.2% ICU Level of Service D
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue

 ø	 ø2	 ø3	 ø4
9 s	74 s	24 s	43 s
 ø	 ø6		
9 s	74 s		

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕↕↕		↙	↕↕↕		↙	↕	↙	↙	↕	↙
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.998			0.988				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.987	
Satd. Flow (prot)	1770	5075	0	1770	5024	0	1770	1863	1583	1681	1747	1583
Fl _t Permitted	0.057			0.154			0.950			0.950	0.987	
Satd. Flow (perm)	106	5075	0	287	5024	0	1770	1863	1583	1681	1747	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			13				44			192
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	167	1134	14	38	1787	161	47	51	41	59	36	182
Peak Hour Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	174	1181	15	41	1922	173	50	54	44	62	38	192
Lane Group Flow (vph)	174	1196	0	41	2095	0	50	54	44	49	51	192
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6			2			4		4			3
Detector Phases	1	6		5	2		4	4	4	3	3	3
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		21.1	21.1	21.1	21.1	21.1	21.1
Total Split (s)	16.0	74.0	0.0	16.0	74.0	0.0	37.0	37.0	37.0	23.0	23.0	23.0
Total Split (%)	10.7%	49.3%	0.0%	10.7%	49.3%	0.0%	24.7%	24.7%	24.7%	15.3%	15.3%	15.3%
Maximum Green (s)	13.0	69.1		13.0	69.1		31.9	31.9	31.9	17.9	17.9	17.9
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.9		0.0	0.9		1.1	1.1	1.1	1.1	1.1	1.1
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max		None	None		C-Max	C-Max	C-Max	Max	Max	Max
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	86.0	79.0		74.9	70.2		33.0	33.0	33.0	19.0	19.0	19.0
Actuated g/C Ratio	0.57	0.53		0.50	0.47		0.22	0.22	0.22	0.13	0.13	0.13
v/c Ratio	0.91	0.45		0.22	0.89		0.13	0.13	0.11	0.23	0.23	0.52
Control Delay	78.7	22.9		3.3	9.1		48.1	48.1	13.1	62.1	62.0	12.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.7	22.9		3.3	9.1		48.1	48.1	13.1	62.1	62.0	12.9
LOS	E	C		A	A		D	D	B	E	E	B

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012



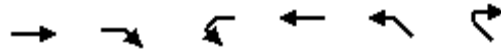
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		30.0			9.0			37.7			29.8	
Approach LOS		C			A			D			C	
90th %ile Green (s)	13.0	76.1		6.0	69.1		31.9	31.9	31.9	17.9	17.9	17.9
90th %ile Term Code	Max	MaxR		Gap	Max		Coord	Coord	Coord	MaxR	MaxR	MaxR
70th %ile Green (s)	13.0	76.3		5.8	69.1		31.9	31.9	31.9	17.9	17.9	17.9
70th %ile Term Code	Max	MaxR		Gap	Max		Coord	Coord	Coord	MaxR	MaxR	MaxR
50th %ile Green (s)	13.0	76.4		5.7	69.1		31.9	31.9	31.9	17.9	17.9	17.9
50th %ile Term Code	Max	MaxR		Gap	Max		Coord	Coord	Coord	MaxR	MaxR	MaxR
30th %ile Green (s)	13.0	76.5		5.6	69.1		31.9	31.9	31.9	17.9	17.9	17.9
30th %ile Term Code	Max	MaxR		Gap	Max		Coord	Coord	Coord	MaxR	MaxR	MaxR
10th %ile Green (s)	11.9	85.1		0.0	70.2		31.9	31.9	31.9	17.9	17.9	17.9
10th %ile Term Code	Gap	MaxR		Skip	Hold		Coord	Coord	Coord	MaxR	MaxR	MaxR
Stops (vph)	101	689		3	840		38	40	9	42	42	23
Fuel Used(gal)	5	23		0	29		2	2	1	2	2	3
CO Emissions (g/hr)	366	1601		28	2058		107	115	56	105	106	183
NOx Emissions (g/hr)	71	311		5	400		21	22	11	20	21	36
VOC Emissions (g/hr)	85	371		6	477		25	27	13	24	25	42
Dilemma Vehicles (#)	0	38		0	31		0	2	0	0	2	0
Queue Length 50th (ft)	117	265		3	67		40	43	0	46	48	0
Queue Length 95th (ft)	#262	306		m4	104		78	83	34	91	94	77
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	194	2673		276	2358		389	410	383	213	221	368
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.45		0.15	0.89		0.13	0.13	0.11	0.23	0.23	0.52

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 20 (13%), Referenced to phase 4:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 18.9 Intersection LOS: B
 Intersection Capacity Utilization 66.6% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street

 ø1	 ø2	 ø3	 ø4
16 s	74 s	23 s	37 s
 ø5	 ø6		
16 s	74 s		



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑			↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt	0.963					
Flt Protected						
Satd. Flow (prot)	4897	0	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	4897	0	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1527	501	0	2537	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1678	551	0	2788	0	0
Lane Group Flow (vph)	2229	0	0	2788	0	0
Sign Control	Free			Free	Free	
































Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.4%
ICU Level of Service	A
Analysis Period (min)	15

2020 No Build

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	340		155	240		55	380		0
Storage Lanes	2		1	2		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t			0.850			0.850			0.850		0.969	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	3539	1583	1770	3429	0
Fl _t Permitted	0.950			0.950			0.121			0.114		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	225	3539	1583	212	3429	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			117			81			17		31	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2650			345			2574			2388	
Travel Time (s)		40.2			5.2			43.9			40.7	
Volume (vph)	856	1525	109	208	1464	278	125	1093	66	198	828	216
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	941	1676	120	229	1609	305	137	1201	73	218	910	237
Lane Group Flow (vph)	941	1676	120	229	1609	305	137	1201	73	218	1147	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt		custom	pm+pt		
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases			4			8	2		2	6		
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	31.0	48.0	48.0	14.0	31.0	31.0	9.0	37.0	37.0	11.0	39.0	0.0
Total Split (%)	28.2%	43.6%	43.6%	12.7%	28.2%	28.2%	8.2%	33.6%	33.6%	10.0%	35.5%	0.0%
Maximum Green (s)	26.0	43.0	43.0	9.0	26.0	26.0	4.0	32.0	32.0	6.0	34.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	27.0	44.0	44.0	10.0	27.0	27.0	38.0	33.0	33.0	42.0	35.0	
Actuated g/C Ratio	0.25	0.40	0.40	0.09	0.25	0.25	0.35	0.30	0.30	0.38	0.32	
v/c Ratio	1.12	0.82	0.17	0.73	1.02	0.68	0.93	1.13	0.15	1.21	1.03	
Control Delay	107.2	33.8	4.7	63.4	69.9	35.8	85.1	107.4	23.1	161.5	71.8	
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	107.2	33.8	4.7	63.4	69.9	35.8	85.1	107.4	23.1	161.5	71.8	
LOS	F	C	A	E	E	D	F	F	C	F	E	

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012

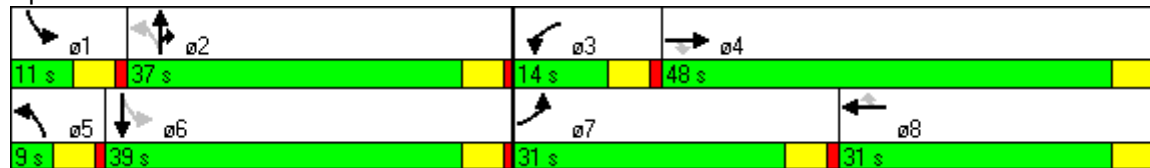


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		57.7			64.4			100.9				86.2
Approach LOS		E			E			F				F
90th %ile Green (s)	26.0	43.0	43.0	9.0	26.0	26.0	4.0	32.0	32.0	6.0	34.0	
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	
70th %ile Green (s)	26.0	43.0	43.0	9.0	26.0	26.0	4.0	32.0	32.0	6.0	34.0	
70th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	
50th %ile Green (s)	26.0	43.0	43.0	9.0	26.0	26.0	4.0	32.0	32.0	6.0	34.0	
50th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	
30th %ile Green (s)	26.0	43.0	43.0	9.0	26.0	26.0	4.0	32.0	32.0	6.0	34.0	
30th %ile Term Code	Max	Hold	Hold	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	
10th %ile Green (s)	26.0	43.0	43.0	9.0	26.0	26.0	4.0	32.0	32.0	6.0	34.0	
10th %ile Term Code	Max	Hold	Hold	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	
Stops (vph)	737	1322	13	194	1323	188	76	936	37	108	902	
Fuel Used(gal)	43	53	2	9	63	9	5	52	2	11	43	
CO Emissions (g/hr)	2975	3716	150	615	4428	651	356	3648	128	785	3037	
NOx Emissions (g/hr)	579	723	29	120	862	127	69	710	25	153	591	
VOC Emissions (g/hr)	690	861	35	143	1026	151	83	845	30	182	704	
Dilemma Vehicles (#)	0	70	0	0	63	0	0	43	0	0	44	
Queue Length 50th (ft)	~394	381	1	82	~352	144	62	~519	29	~138	~450	
Queue Length 95th (ft)	#520	446	37	#135	#428	244	#165	#653	65	#293	#585	
Internal Link Dist (ft)		2570			265			2494			2308	
Turn Bay Length (ft)	290			340		155	240		55	380		
Base Capacity (vph)	843	2034	703	312	1573	450	148	1062	487	180	1112	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.12	0.82	0.17	0.73	1.02	0.68	0.93	1.13	0.15	1.21	1.03	

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Natural Cycle:	110
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.21
Intersection Signal Delay:	72.6
Intersection LOS:	E
Intersection Capacity Utilization:	100.2%
ICU Level of Service:	G
Analysis Period (min)	15
90th %ile Actuated Cycle:	110
70th %ile Actuated Cycle:	110
50th %ile Actuated Cycle:	110
30th %ile Actuated Cycle:	110
10th %ile Actuated Cycle:	110
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue



Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.984			0.984	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3483	0	1770	3483	0
Fl _t Permitted	0.950			0.950			0.358			0.182		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	667	3483	0	339	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			76		13			15	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	374	2221	80	155	1468	95	150	593	73	379	510	63
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	411	2441	88	170	1613	104	165	652	80	416	560	69
Lane Group Flow (vph)	411	2441	88	170	1613	104	165	732	0	416	629	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	17.0	39.0	39.0	9.0	31.0	31.0	12.0	22.0	0.0	20.0	30.0	0.0
Total Split (%)	18.9%	43.3%	43.3%	10.0%	34.4%	34.4%	13.3%	24.4%	0.0%	22.2%	33.3%	0.0%
Maximum Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	13.0	35.0	35.0	5.0	27.0	27.0	26.0	18.0		38.0	26.0	
Actuated g/C Ratio	0.14	0.39	0.39	0.06	0.30	0.30	0.29	0.20		0.42	0.29	
v/c Ratio	0.83	0.98	0.14	0.89	0.84	0.20	0.57	1.04		1.05	0.62	
Control Delay	53.1	41.7	8.5	97.3	19.1	3.3	26.4	79.4		82.6	30.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	53.1	41.7	8.5	97.3	19.1	3.3	26.4	79.4		82.6	30.2	
LOS	D	D	A	F	B	A	C	E		F	C	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

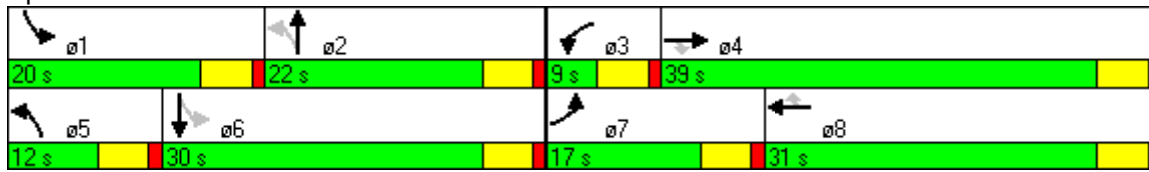


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	42.3			25.3			69.7			51.0		
Approach LOS	D			C			E			D		
90th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
Stops (vph)	340	1977	23	138	1368	19	114	570		248	469	
Fuel Used(gal)	15	84	2	6	38	1	5	30		18	22	
CO Emissions (g/hr)	1052	5850	131	448	2658	90	347	2089		1244	1515	
NOx Emissions (g/hr)	205	1138	25	87	517	18	68	406		242	295	
VOC Emissions (g/hr)	244	1356	30	104	616	21	81	484		288	351	
Dilemma Vehicles (#)	0	118	0	0	38	0	0	33		0	32	
Queue Length 50th (ft)	118	390	11	54	242	0	58	~235		~208	158	
Queue Length 95th (ft)	#192	#491	40	#115	285	2	102	#351		#391	215	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	496	2492	650	191	1922	528	291	707		398	1017	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.83	0.98	0.14	0.89	0.84	0.20	0.57	1.04		1.05	0.62	

Intersection Summary

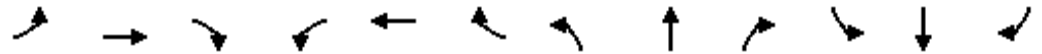
Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	47 (52%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.05
Intersection Signal Delay:	42.5
Intersection LOS:	D
Intersection Capacity Utilization:	89.7%
ICU Level of Service:	E
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.998			0.912			0.897	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6395	0	1770	1699	0	1770	1671	0
Fl _t Permitted	0.093			0.103			0.581			0.702		
Satd. Flow (perm)	173	6395	0	192	6395	0	1082	1699	0	1308	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			4			49			104	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	195	2546	41	13	1707	25	41	32	45	43	43	95
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	214	2798	45	14	1876	27	45	35	49	47	47	104
Lane Group Flow (vph)	214	2843	0	14	1903	0	45	84	0	47	151	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	23.0	54.0	0.0	12.0	43.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Total Split (%)	25.6%	60.0%	0.0%	13.3%	47.8%	0.0%	26.7%	26.7%	0.0%	26.7%	26.7%	0.0%
Maximum Green (s)	18.0	49.0		7.0	38.0		19.0	19.0		19.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	71.9	69.7		64.5	58.0		10.1	10.1		10.1	10.1	
Actuated g/C Ratio	0.80	0.77		0.72	0.64		0.11	0.11		0.11	0.11	
v/c Ratio	0.68	0.57		0.06	0.46		0.37	0.36		0.32	0.54	
Control Delay	20.6	3.7		1.6	3.7		37.8	18.9		36.9	15.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.6	3.7		1.6	3.7		37.8	18.9		36.9	15.6	
LOS	C	A		A	A		D	B		D	B	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

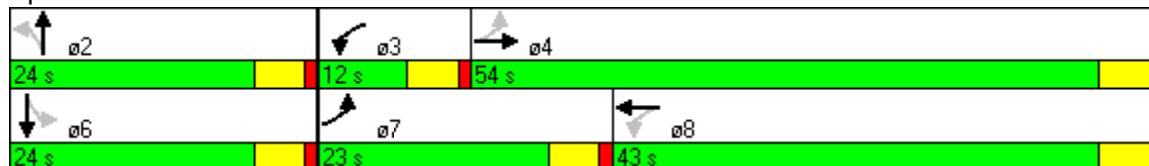


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		4.9			3.6			25.5			20.7	
Approach LOS		A			A			C			C	
90th %ile Green (s)	15.9	55.9		5.7	45.7		13.4	13.4		13.4	13.4	
90th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	10.0	69.4		0.0	54.4		10.6	10.6		10.6	10.6	
70th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Hold	Hold	
50th %ile Green (s)	7.4	71.1		0.0	58.7		8.9	8.9		8.9	8.9	
50th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)	5.7	72.8		0.0	62.1		7.2	7.2		7.2	7.2	
30th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Hold	Hold	
10th %ile Green (s)	5.6	74.5		0.0	63.9		5.5	5.5		5.5	5.5	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	141	659		2	306		38	33		38	47	
Fuel Used(gal)	5	37		0	18		1	2		1	3	
CO Emissions (g/hr)	322	2597		9	1284		92	131		100	237	
NOx Emissions (g/hr)	63	505		2	250		18	25		19	46	
VOC Emissions (g/hr)	75	602		2	298		21	30		23	55	
Dilemma Vehicles (#)	0	42		0	74		0	4		0	8	
Queue Length 50th (ft)	54	13		1	53		24	18		25	25	
Queue Length 95th (ft)	m24	m452		m1	76		56	58		56	79	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	475	4957		281	4120		240	416		291	452	
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	0.45	0.57		0.05	0.46		0.19	0.20		0.16	0.33	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 4 (4%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 5.5 Intersection LOS: A
 Intersection Capacity Utilization 65.7% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑↑		↖	↑↑↑↑	↖	↖	↖		↖	↖	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995				0.850		0.971			0.931	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6376	0	1770	6408	1583	1770	1809	0	1770	1734	0
Fl _t Permitted	0.133			0.154			0.303			0.154		
Satd. Flow (perm)	248	6376	0	287	6408	1583	564	1809	0	287	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				146		13			49	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			2650			3134			2669	
Travel Time (s)		17.9			40.2			53.4			45.5	
Volume (vph)	301	2202	72	96	1387	217	131	350	84	71	173	149
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	331	2420	79	105	1524	238	144	385	92	78	190	164
Lane Group Flow (vph)	331	2499	0	105	1524	238	144	477	0	78	354	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	21.0	42.0	0.0	9.0	30.0	30.0	9.0	30.0	0.0	9.0	30.0	0.0
Total Split (%)	23.3%	46.7%	0.0%	10.0%	33.3%	33.3%	10.0%	33.3%	0.0%	10.0%	33.3%	0.0%
Maximum Green (s)	16.0	37.0		4.0	25.0	25.0	4.0	25.0		4.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	47.0	39.8		32.4	27.4	27.4	31.8	27.8		31.0	26.0	
Actuated g/C Ratio	0.52	0.44		0.36	0.30	0.30	0.35	0.31		0.34	0.29	
v/c Ratio	0.84	0.88		0.57	0.78	0.41	0.54	0.84		0.43	0.66	
Control Delay	47.5	16.2		26.6	32.3	12.7	28.0	44.5		25.4	31.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	47.5	16.2		26.6	32.3	12.7	28.0	44.5		25.4	31.0	
LOS	D	B		C	C	B	C	D		C	C	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

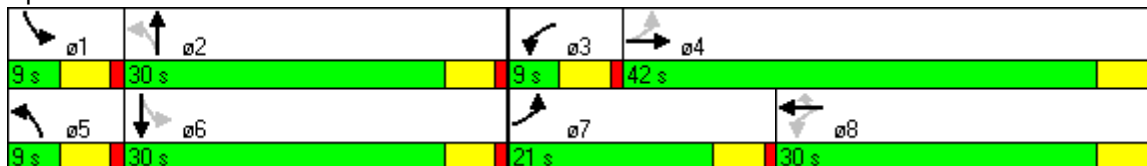


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		19.8			29.5			40.7			30.0	
Approach LOS		B			C			D			C	
90th %ile Green (s)	16.0	37.0		4.0	25.0	25.0	4.0	25.0		4.0	25.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	16.0	37.0		4.0	25.0	25.0	4.0	25.0		4.0	25.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	16.0	37.0		4.0	25.0	25.0	4.0	25.0		4.0	25.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	14.8	37.0		4.0	26.2	26.2	4.0	25.0		4.0	25.0	
30th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	10.3	46.0		0.0	30.7	30.7	4.0	34.0		0.0	25.0	
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Max	MaxR		Skip	MaxR	
Stops (vph)	226	1037		61	1225	73	96	360		46	243	
Fuel Used(gal)	8	38		3	48	5	4	17		2	10	
CO Emissions (g/hr)	561	2644		205	3371	364	313	1167		147	716	
NOx Emissions (g/hr)	109	514		40	656	71	61	227		29	139	
VOC Emissions (g/hr)	130	613		47	781	84	72	271		34	166	
Dilemma Vehicles (#)	0	112		0	77	0	0	23		0	18	
Queue Length 50th (ft)	126	82		29	234	39	53	253		28	152	
Queue Length 95th (ft)	#273	#267		#68	279	103	96	#437		57	249	
Internal Link Dist (ft)		1101			2570			3054			2589	
Turn Bay Length (ft)	507			380		96	160					
Base Capacity (vph)	417	2824		185	1949	583	266	568		181	536	
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	0.79	0.88		0.57	0.78	0.41	0.54	0.84		0.43	0.66	

Intersection Summary

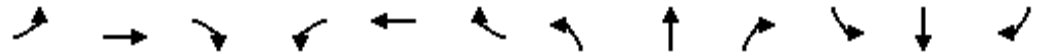
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 26.0 Intersection LOS: C
 Intersection Capacity Utilization 79.2% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.960			0.944			0.988			0.989	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1788	0	1770	1758	0	1770	3497	0	1770	3500	0
Fl _t Permitted	0.226			0.399			0.129			0.184		
Satd. Flow (perm)	421	1788	0	743	1758	0	240	3497	0	343	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			34			19			14	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2574	
Travel Time (s)		24.4			21.2			19.6			43.9	
Volume (vph)	96	285	104	82	172	104	67	1045	91	113	929	76
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	105	313	114	90	189	114	74	1148	100	124	1021	84
Lane Group Flow (vph)	105	427	0	90	303	0	74	1248	0	124	1105	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	30.0	0.0	21.0	21.0	0.0	9.0	50.0	0.0	41.0	41.0	0.0
Total Split (%)	11.3%	37.5%	0.0%	26.3%	26.3%	0.0%	11.3%	62.5%	0.0%	51.3%	51.3%	0.0%
Maximum Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	23.5	23.3		16.3	16.3		46.0	46.2		39.2	39.2	
Actuated g/C Ratio	0.30	0.30		0.21	0.21		0.58	0.60		0.51	0.51	
v/c Ratio	0.50	0.77		0.57	0.76		0.31	0.60		0.71	0.62	
Control Delay	28.7	30.7		43.7	38.7		11.1	11.8		45.6	17.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.7	30.7		43.7	38.7		11.1	11.8		45.6	17.1	
LOS	C	C		D	D		B	B		D	B	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012

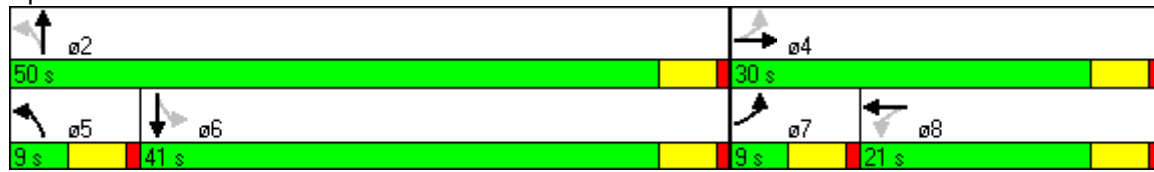


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		30.3			39.9			11.7			20.0	
Approach LOS		C			D			B			B	
90th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
90th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
70th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	4.0	24.3		15.3	15.3		4.0	45.0		36.0	36.0	
30th %ile Term Code	Max	Hold		Gap	Gap		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	13.4		13.4	13.4		0.0	45.0		45.0	45.0	
10th %ile Term Code	Skip	Gap		Hold	Hold		Skip	MaxR		Hold	Hold	
Stops (vph)	67	321		70	216		28	664		85	699	
Fuel Used(gal)	2	9		2	7		1	18		4	28	
CO Emissions (g/hr)	150	654		147	463		66	1266		270	1953	
NOx Emissions (g/hr)	29	127		29	90		13	246		52	380	
VOC Emissions (g/hr)	35	152		34	107		15	293		62	453	
Dilemma Vehicles (#)	0	25		0	17		0	73		0	64	
Queue Length 50th (ft)	37	175		41	127		15	194		50	215	
Queue Length 95th (ft)	74	280		#103	#246		32	256		#151	285	
Internal Link Dist (ft)		1350			1161			1070			2494	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	209	597		162	409		236	2090		174	1775	
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	0.50	0.72		0.56	0.74		0.31	0.60		0.71	0.62	

Intersection Summary

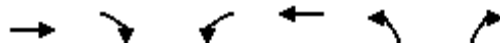
Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	77.5
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	20.7
Intersection LOS:	C
Intersection Capacity Utilization:	77.2%
ICU Level of Service:	D
Analysis Period (min):	15
90th %ile Actuated Cycle:	80
70th %ile Actuated Cycle:	80
50th %ile Actuated Cycle:	80
30th %ile Actuated Cycle:	79.3
10th %ile Actuated Cycle:	68.4
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
20: SW 8th Street & SW 82nd Avenue

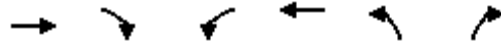
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↙	↑↑↑	↘	↙
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		0	120
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	0.95
Fr _t	0.999					0.850
Fl _t Protected			0.950		0.950	
Satd. Flow (prot)	5080	0	1770	5085	1770	1504
Fl _t Permitted			0.087		0.950	
Satd. Flow (perm)	5080	0	162	5085	1770	1504
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					197
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	2396			1458	2338	
Travel Time (s)	36.3			22.1	39.9	
Volume (vph)	1805	18	187	1819	313	195
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1984	20	205	1999	344	214
Lane Group Flow (vph)	2004	0	205	1999	344	214
Turn Type			pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases			8			2
Detector Phases	4		3	8	2	2
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		9.0	21.0	21.0	21.0
Total Split (s)	46.0	0.0	16.0	62.0	28.0	28.0
Total Split (%)	51.1%	0.0%	17.8%	68.9%	31.1%	31.1%
Maximum Green (s)	41.0		11.0	57.0	23.0	23.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Max	Max
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	43.2		58.0	58.0	24.0	24.0
Actuated g/C Ratio	0.48		0.64	0.64	0.27	0.27
v/c Ratio	0.82		0.69	0.61	0.73	0.39
Control Delay	23.9		24.7	10.3	40.5	7.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	23.9		24.7	10.3	40.5	7.5
LOS	C		C	B	D	A

Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012

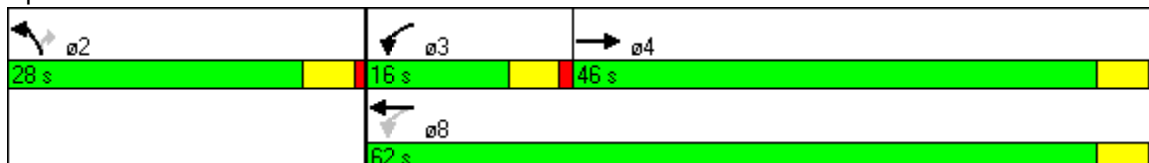


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	23.9			11.7	27.9	
Approach LOS	C			B	C	
90th %ile Green (s)	41.0		11.0	57.0	23.0	23.0
90th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
70th %ile Green (s)	41.0		11.0	57.0	23.0	23.0
70th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
50th %ile Green (s)	41.0		11.0	57.0	23.0	23.0
50th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
30th %ile Green (s)	43.4		8.6	57.0	23.0	23.0
30th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
10th %ile Green (s)	44.8		7.2	57.0	23.0	23.0
10th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
Stops (vph)	1503		103	985	277	32
Fuel Used(gal)	60		4	33	10	4
CO Emissions (g/hr)	4195		279	2327	718	259
NOx Emissions (g/hr)	816		54	453	140	50
VOC Emissions (g/hr)	972		65	539	166	60
Dilemma Vehicles (#)	101		0	101	0	0
Queue Length 50th (ft)	353		57	217	178	7
Queue Length 95th (ft)	422		#132	260	#286	63
Internal Link Dist (ft)	2316			1378	2258	
Turn Bay Length (ft)			154			120
Base Capacity (vph)	2442		319	3277	472	546
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	0.82		0.64	0.61	0.73	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 51 (57%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 18.7
 Intersection LOS: B
 Intersection Capacity Utilization 76.9%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



Lanes, Volumes, Timings
22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↖	↖↖	↑↑↑		↖	↑↑↑	↖	↖	↑↑	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.988				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5024	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.118			0.075		
Satd. Flow (perm)	3433	5085	1583	3433	5024	0	220	5085	1583	140	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			26		8				178			291
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	613	1986	145	282	894	81	128	1512	437	169	717	352
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	674	2182	159	310	982	89	141	1662	480	186	788	387
Lane Group Flow (vph)	674	2182	159	310	1071	0	141	1662	480	186	788	387
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	44.0	81.0	81.0	20.0	57.0	0.0	22.0	61.0	61.0	18.0	57.0	57.0
Total Split (%)	24.4%	45.0%	45.0%	11.1%	31.7%	0.0%	12.2%	33.9%	33.9%	10.0%	31.7%	31.7%
Maximum Green (s)	39.0	76.0	76.0	15.0	52.0		17.0	56.0	56.0	13.0	52.0	52.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	38.5	77.0	77.0	16.0	54.5		72.1	57.0	57.0	69.9	55.9	55.9
Actuated g/C Ratio	0.21	0.43	0.43	0.09	0.30		0.40	0.32	0.32	0.39	0.31	0.31
v/c Ratio	0.92	1.00	0.23	1.02	0.70		0.65	1.03	0.77	1.03	0.72	0.56
Control Delay	82.9	70.6	28.1	112.0	46.4		42.9	90.0	43.6	121.2	59.9	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.9	70.6	28.1	112.0	46.4		42.9	90.0	43.6	121.2	59.9	16.1
LOS	F	E	C	F	D		D	F	D	F	E	B











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	71.1			61.1			77.3			55.8		
Approach LOS	E			E			E			E		
90th %ile Green (s)	39.0	76.0	76.0	15.0	52.0		17.0	56.0	56.0	13.0	52.0	52.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	39.0	76.0	76.0	15.0	52.0		16.5	56.0	56.0	13.0	52.5	52.5
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Gap	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	39.0	76.0	76.0	15.0	52.0		14.5	56.0	56.0	13.0	54.5	54.5
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Gap	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	37.6	76.0	76.0	15.0	53.4		12.6	56.0	56.0	13.0	56.4	56.4
30th %ile Term Code	Gap	Coord	Coord	Max	Coord		Gap	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	32.9	76.0	76.0	15.0	58.1		10.0	56.0	56.0	13.0	59.0	59.0
10th %ile Term Code	Gap	Coord	Coord	Max	Coord		Gap	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	578	1829	75	247	618		80	1386	269	107	630	83
Fuel Used(gal)	26	79	4	12	24		4	69	15	8	29	9
CO Emissions (g/hr)	1810	5489	273	804	1708		299	4845	1021	594	2014	614
NOx Emissions (g/hr)	352	1068	53	156	332		58	943	199	116	392	119
VOC Emissions (g/hr)	420	1272	63	186	396		69	1123	237	138	467	142
Dilemma Vehicles (#)	0	53	0	0	46		0	40	0	0	20	0
Queue Length 50th (ft)	402	~948	98	~202	267		105	~767	341	~180	438	89
Queue Length 95th (ft)	#501	#1061	157	#297	384		159	#860	499	#360	530	209
Internal Link Dist (ft)	2295			1303			260			2774		
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	763	2175	692	305	1527		247	1610	623	181	1099	692
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.88	1.00	0.23	1.02	0.70		0.57	1.03	0.77	1.03	0.72	0.56

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 76 (42%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 68.6 Intersection LOS: E
 Intersection Capacity Utilization 98.3% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 22: Flagler Street & SW 87th Avenue

 ø1	 ø2	 ø3	 ø4
18 s	61 s	20 s	81 s
 ø5	 ø6	 ø7	 ø8
22 s	57 s	44 s	57 s

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖↗	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1395	0	214	1966	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1533	0	235	2160	0	0
Lane Group Flow (vph)	1533	0	235	2160	0	0
Turn Type Prot						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	56.0	0.0	34.0	90.0	0.0	0.0
Total Split (%)	62.2%	0.0%	37.8%	100.0%	0.0%	0.0%
Maximum Green (s)	51.0		29.0	85.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	70.2		11.8	90.0		
Actuated g/C Ratio	0.78		0.13	1.00		
v/c Ratio	0.39		0.52	0.42		
Control Delay	0.4		36.5	0.3		
Queue Delay	0.0		0.0	0.0		
Total Delay	0.4		36.5	0.3		
LOS	A		D	A		

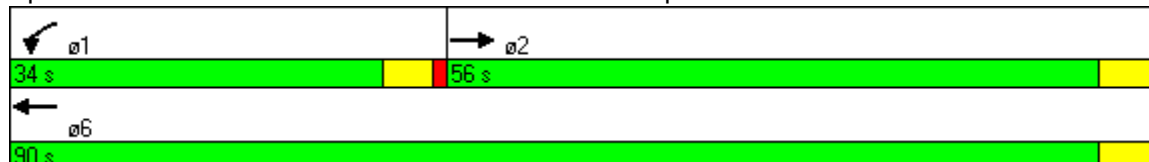


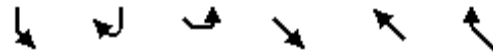
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	0.4			3.8		
Approach LOS	A			A		
90th %ile Green (s)	66.2		13.8	85.0		
90th %ile Term Code	Coord		Gap	Coord		
70th %ile Green (s)	68.0		12.0	85.0		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	69.2		10.8	85.0		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	70.4		9.6	85.0		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	72.1		7.9	85.0		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	22		191	0		
Fuel Used(gal)	2		6	23		
CO Emissions (g/hr)	120		449	1582		
NOx Emissions (g/hr)	23		87	308		
VOC Emissions (g/hr)	28		104	367		
Dilemma Vehicles (#)	8		0	0		
Queue Length 50th (ft)	5		65	0		
Queue Length 95th (ft)	5		97	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	3965		1144	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.39		0.21	0.42		

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 2.5 Intersection LOS: A
 Intersection Capacity Utilization 41.3% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





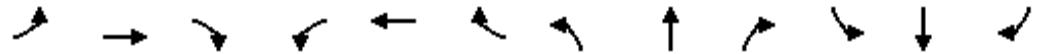
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	214	0	0	520	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	235	0	0	571	0	0
Lane Group Flow (vph)	235	0	0	571	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.1%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.999			0.983			0.948				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5080	0	1770	4999	0	1770	1766	0	3433	1863	1583
Fl _t Permitted	0.119			0.091			0.950			0.950		
Satd. Flow (perm)	222	5080	0	170	4999	0	1770	1766	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			34			23				93
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175				2451
Travel Time (s)		22.7			22.3			3.0				41.8
Volume (vph)	97	2267	16	82	1108	139	51	43	23	383	56	85
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	107	2491	18	90	1218	153	56	47	25	421	62	93
Lane Group Flow (vph)	107	2509	0	90	1371	0	56	72	0	421	62	93
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	12.0	51.0	0.0	9.0	48.0	0.0	9.0	9.0	0.0	21.0	21.0	21.0
Total Split (%)	13.3%	56.7%	0.0%	10.0%	53.3%	0.0%	10.0%	10.0%	0.0%	23.3%	23.3%	23.3%
Maximum Green (s)	7.0	46.0		4.0	43.0		4.0	4.0		16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	54.6	48.8		51.0	47.0		5.0	5.0		18.8	18.8	18.8
Actuated g/C Ratio	0.61	0.54		0.57	0.52		0.06	0.06		0.21	0.21	0.21
v/c Ratio	0.41	0.91		0.49	0.52		0.57	0.60		0.59	0.16	0.23
Control Delay	8.4	7.5		18.3	15.2		65.1	52.2		36.7	32.0	8.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	8.4	7.5		18.3	15.2		65.1	52.2		36.7	32.0	8.6
LOS	A	A		B	B		E	D		D	C	A

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		7.6			15.4			57.8			31.7	
Approach LOS		A			B			E			C	
90th %ile Green (s)	7.0	46.0		4.0	43.0		4.0	4.0		16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
70th %ile Green (s)	6.7	46.0		4.0	43.3		4.0	4.0		16.0	16.0	16.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
50th %ile Green (s)	5.7	46.0		4.0	44.3		4.0	4.0		16.0	16.0	16.0
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
30th %ile Green (s)	5.7	46.0		4.0	44.3		4.0	4.0		16.0	16.0	16.0
30th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	55.0		0.0	55.0		0.0	0.0		25.0	25.0	25.0
10th %ile Term Code	Skip	Coord		Skip	Coord		Skip	Skip		MaxR	MaxR	MaxR
Stops (vph)	23	848		36	770		47	44		339	46	16
Fuel Used(gal)	1	32		1	23		2	2		13	2	2
CO Emissions (g/hr)	89	2265		97	1574		131	145		878	122	120
NOx Emissions (g/hr)	17	441		19	306		25	28		171	24	23
VOC Emissions (g/hr)	21	525		22	365		30	34		204	28	28
Dilemma Vehicles (#)	0	66		0	69		0	3		0	3	0
Queue Length 50th (ft)	4	35		18	180		32	28		115	30	0
Queue Length 95th (ft)	m5	41		46	229		#86	#88		164	65	40
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	274	2756		185	2626		98	120		717	389	404
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	0.39	0.91		0.49	0.52		0.57	0.60		0.59	0.16	0.23

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 8 (9%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 14.2 Intersection LOS: B
 Intersection Capacity Utilization 76.3% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue

 ø5	 ø6	 ø3	 ø4
9 s	21 s	9 s	51 s
		 ø7	 ø8
		12 s	48 s

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗↗		↘	↗↗↗		↘	↗	↗	↘	↗	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.996			0.994				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.978	
Satd. Flow (prot)	1770	5065	0	1770	5055	0	1770	1863	1583	1681	1731	1583
Fl _t Permitted	0.114			0.129			0.950			0.950	0.978	
Satd. Flow (perm)	212	5065	0	240	5055	0	1770	1863	1583	1681	1731	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			8				79			112
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	274	2265	57	35	1106	47	50	48	72	117	47	102
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	301	2489	63	38	1215	52	55	53	79	129	52	112
Lane Group Flow (vph)	301	2552	0	38	1267	0	55	53	79	88	93	112
Turn Type	pm+pt			pm+pt			custom		Perm custom			Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5	5	5	6	6	6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	25.0	51.0	0.0	9.0	35.0	0.0	9.0	9.0	9.0	21.0	21.0	21.0
Total Split (%)	27.8%	56.7%	0.0%	10.0%	38.9%	0.0%	10.0%	10.0%	10.0%	23.3%	23.3%	23.3%
Maximum Green (s)	20.0	46.0		4.0	30.0		4.0	4.0	4.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	56.0	50.6		41.4	36.4		5.0	5.0	5.0	18.8	18.8	18.8
Actuated g/C Ratio	0.62	0.56		0.46	0.40		0.06	0.06	0.06	0.21	0.21	0.21
v/c Ratio	0.75	0.90		0.19	0.62		0.56	0.51	0.48	0.25	0.26	0.27
Control Delay	35.9	19.2		20.1	42.8		64.2	59.1	20.8	33.4	33.4	8.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.9	19.2		20.1	42.8		64.2	59.1	20.8	33.4	33.4	8.3
LOS	D	B		C	D		E	E	C	C	C	A

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012

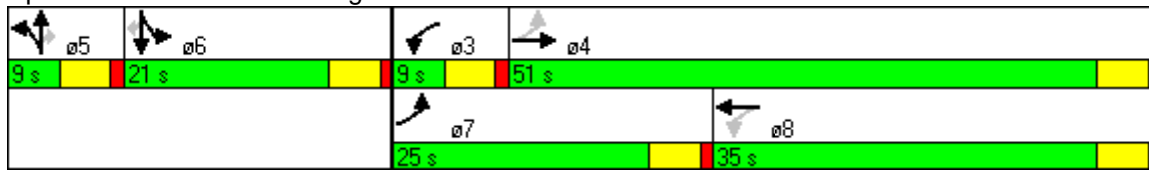


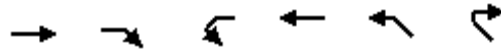
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		21.0			42.1			44.4			23.8	
Approach LOS		C			D			D			C	
90th %ile Green (s)	20.0	46.0		4.0	30.0		4.0	4.0	4.0	16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	17.8	46.0		4.0	32.2		4.0	4.0	4.0	16.0	16.0	16.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	14.9	46.0		4.0	35.1		4.0	4.0	4.0	16.0	16.0	16.0
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	12.0	55.0		0.0	38.0		4.0	4.0	4.0	16.0	16.0	16.0
30th %ile Term Code	Gap	Coord		Skip	Coord		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	8.1	55.0		0.0	41.9		0.0	0.0	0.0	25.0	25.0	25.0
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	MaxR	MaxR	MaxR
Stops (vph)	212	1255		30	1052		46	45	18	66	71	19
Fuel Used(gal)	7	43		1	31		2	2	2	2	2	1
CO Emissions (g/hr)	465	3021		53	2152		129	121	108	142	151	100
NOx Emissions (g/hr)	91	588		10	419		25	24	21	28	29	19
VOC Emissions (g/hr)	108	700		12	499		30	28	25	33	35	23
Dilemma Vehicles (#)	0	145		0	85		0	3	0	0	5	0
Queue Length 50th (ft)	242	570		18	283		31	30	0	45	48	0
Queue Length 95th (ft)	m240	m539		m35	333		#83	#77	43	90	94	43
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	495	2850		196	2051		98	104	163	352	362	419
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.90		0.19	0.62		0.56	0.51	0.48	0.25	0.26	0.27

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	88 (98%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.90
Intersection Signal Delay:	28.1
Intersection LOS:	C
Intersection Capacity Utilization:	69.5%
ICU Level of Service:	C
Analysis Period (min):	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street





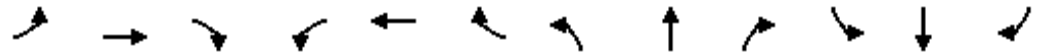
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑			↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt	0.959					
Flt Protected						
Satd. Flow (prot)	4877	0	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	4877	0	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1395	520	0	1966	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1533	571	0	2160	0	0
Lane Group Flow (vph)	2104	0	0	2160	0	0
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.9%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↖	↖↖	↑↑↑	↖	↖	↑↑	↖	↖	↑↑	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	340		155	240		55	380		0
Storage Lanes	2		1	2		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t			0.850			0.850			0.850		0.965	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	3539	1583	1770	3415	0
Fl _t Permitted	0.950			0.950			0.160			0.138		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	298	3539	1583	257	3415	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			90			212			48		44	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2650			345			2574			2388	
Travel Time (s)		40.2			5.2			43.9			40.7	
Volume (vph)	410	1648	94	383	1949	316	173	686	113	265	1035	310
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	451	1811	103	421	2142	347	190	754	124	291	1137	341
Lane Group Flow (vph)	451	1811	103	421	2142	347	190	754	124	291	1478	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt		custom		pm+pt	
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases			4			8	2		2	6		
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	15.0	36.0	36.0	15.0	36.0	36.0	9.0	29.0	29.0	20.0	40.0	0.0
Total Split (%)	15.0%	36.0%	36.0%	15.0%	36.0%	36.0%	9.0%	29.0%	29.0%	20.0%	40.0%	0.0%
Maximum Green (s)	10.0	31.0	31.0	10.0	31.0	31.0	4.0	24.0	24.0	15.0	35.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	11.0	32.0	32.0	11.0	32.0	32.0	30.6	25.6	25.6	45.0	36.0	
Actuated g/C Ratio	0.11	0.32	0.32	0.11	0.32	0.32	0.31	0.26	0.26	0.45	0.36	
v/c Ratio	1.19	1.11	0.18	1.11	1.04	0.53	1.15	0.83	0.28	0.83	1.17	
Control Delay	136.7	82.3	6.1	111.9	61.1	13.7	137.4	40.3	16.1	53.4	110.6	
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	136.7	82.3	6.1	111.9	61.1	13.7	137.4	40.3	16.1	53.4	110.6	
LOS	F	F	A	F	E	B	F	D	B	D	F	

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012

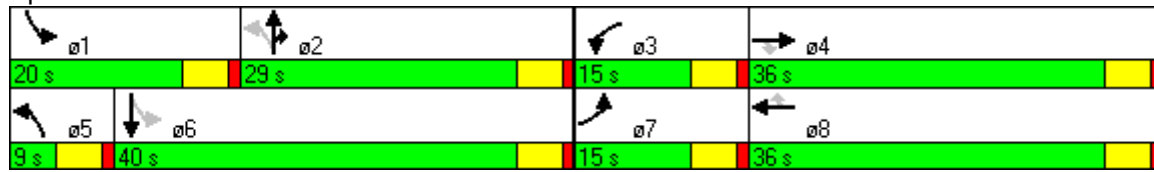


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	89.4			62.8			54.7			101.2		
Approach LOS	F			E			D			F		
90th %ile Green (s)	10.0	31.0	31.0	10.0	31.0	31.0	4.0	24.0	24.0	15.0	35.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	
70th %ile Green (s)	10.0	31.0	31.0	10.0	31.0	31.0	4.0	24.0	24.0	15.0	35.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	
50th %ile Green (s)	10.0	31.0	31.0	10.0	31.0	31.0	4.0	24.0	24.0	15.0	35.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	
30th %ile Green (s)	10.0	31.0	31.0	10.0	31.0	31.0	4.0	24.0	24.0	15.0	35.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	
10th %ile Green (s)	10.0	31.0	31.0	10.0	31.0	31.0	4.0	26.8	26.8	12.2	35.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Gap	MaxR	
Stops (vph)	307	1488	39	318	1747	138	110	628	72	202	747	
Fuel Used(gal)	22	74	2	19	81	8	9	24	3	10	63	
CO Emissions (g/hr)	1558	5206	155	1363	5640	575	625	1662	213	683	4370	
NOx Emissions (g/hr)	303	1013	30	265	1097	112	122	323	42	133	850	
VOC Emissions (g/hr)	361	1206	36	316	1307	133	145	385	49	158	1013	
Dilemma Vehicles (#)	0	22	0	0	42	0	0	28	0	0	126	
Queue Length 50th (ft)	~173	~505	24	~160	~434	92	~85	247	42	161	~562	
Queue Length 95th (ft)	m#218	#604	m29	#255	#513	m172	m#212	m#336	m90	m178	m#569	
Internal Link Dist (ft)	2570			265			2494			2308		
Turn Bay Length (ft)	290			340			155 240			55 380		
Base Capacity (vph)	378	1627	568	378	2051	651	165	905	441	358	1258	
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	1.19	1.11	0.18	1.11	1.04	0.53	1.15	0.83	0.28	0.81	1.17	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green, Master Intersection
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 77.9 Intersection LOS: E
 Intersection Capacity Utilization 104.2% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue



Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.986			0.982	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3490	0	1770	3476	0
Fl _t Permitted	0.950			0.950			0.190			0.174		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	354	3490	0	324	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55			38		10			14	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	377	1755	71	275	2096	71	379	518	53	288	738	99
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	414	1929	78	302	2303	78	416	569	58	316	811	109
Lane Group Flow (vph)	414	1929	78	302	2303	78	416	627	0	316	920	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	14.0	40.0	40.0	13.0	39.0	39.0	20.0	25.0	0.0	22.0	27.0	0.0
Total Split (%)	14.0%	40.0%	40.0%	13.0%	39.0%	39.0%	20.0%	25.0%	0.0%	22.0%	27.0%	0.0%
Maximum Green (s)	9.0	35.0	35.0	8.0	34.0	34.0	15.0	20.0		17.0	22.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	10.0	36.0	36.0	9.0	35.0	35.0	38.0	22.0		40.0	23.0	
Actuated g/C Ratio	0.10	0.36	0.36	0.09	0.35	0.35	0.38	0.22		0.40	0.23	
v/c Ratio	1.21	0.84	0.13	0.98	1.03	0.13	1.15	0.81		0.84	1.14	
Control Delay	157.2	33.3	9.5	105.2	38.3	2.5	122.8	46.3		40.1	111.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	157.2	33.3	9.5	105.2	38.3	2.5	122.8	46.3		40.1	111.9	
LOS	F	C	A	F	D	A	F	D		D	F	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

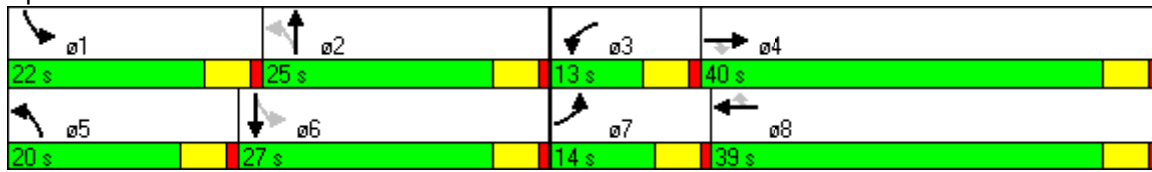


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	53.7			44.7			76.8			93.6		
Approach LOS	D			D			E			F		
90th %ile Green (s)	9.0	35.0	35.0	8.0	34.0	34.0	15.0	20.0		17.0	22.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	9.0	35.0	35.0	8.0	34.0	34.0	15.0	20.0		17.0	22.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	9.0	35.0	35.0	8.0	34.0	34.0	15.0	20.0		17.0	22.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	9.0	35.0	35.0	8.0	34.0	34.0	15.0	20.7		16.3	22.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Gap	MaxR	
10th %ile Green (s)	9.0	35.0	35.0	8.0	34.0	34.0	15.0	24.2		12.8	22.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Gap	MaxR	
Stops (vph)	306	1551	19	248	1554	7	244	507		199	701	
Fuel Used(gal)	23	63	2	12	58	1	20	22		11	46	
CO Emissions (g/hr)	1587	4403	116	828	4020	60	1368	1534		778	3202	
NOx Emissions (g/hr)	309	857	23	161	782	12	266	298		151	623	
VOC Emissions (g/hr)	368	1020	27	192	932	14	317	356		180	742	
Dilemma Vehicles (#)	0	88	0	0	44	0	0	28		0	35	
Queue Length 50th (ft)	~166	322	9	107	~299	0	~266	200		140	~358	
Queue Length 95th (ft)	#262	372	40	#194	#522	m7	#456	#290		#277	#485	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	343	2307	605	309	2243	579	361	775		393	810	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.21	0.84	0.13	0.98	1.03	0.13	1.15	0.81		0.80	1.14	

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	80 (80%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.21
Intersection Signal Delay:	60.4
Intersection LOS:	E
Intersection Capacity Utilization:	99.0%
ICU Level of Service:	F
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
9: SW 8th Street & SW 94th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.998			0.942			0.866	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6395	0	1770	1755	0	1770	1613	0
Fl _t Permitted	0.074			0.080			0.418			0.734		
Satd. Flow (perm)	138	6395	0	149	6395	0	779	1755	0	1367	1613	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4			14			154	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	98	2098	30	28	2262	35	11	20	13	54	24	193
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	108	2305	33	31	2486	38	12	22	14	59	26	212
Lane Group Flow (vph)	108	2338	0	31	2524	0	12	36	0	59	238	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2				6
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	18.0	59.0	0.0	13.0	54.0	0.0	28.0	28.0	0.0	28.0	28.0	0.0
Total Split (%)	18.0%	59.0%	0.0%	13.0%	54.0%	0.0%	28.0%	28.0%	0.0%	28.0%	28.0%	0.0%
Maximum Green (s)	13.0	54.0		8.0	49.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	78.8	73.2		74.9	69.5		12.3	12.3		12.3	12.3	
Actuated g/C Ratio	0.79	0.73		0.75	0.70		0.12	0.12		0.12	0.12	
v/c Ratio	0.44	0.50		0.14	0.57		0.12	0.16		0.35	0.71	
Control Delay	7.7	12.5		3.9	2.9		36.6	25.6		39.4	18.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.7	12.5		3.9	2.9		36.6	25.6		39.4	18.2	
LOS	A	B		A	A		D	C		D	B	

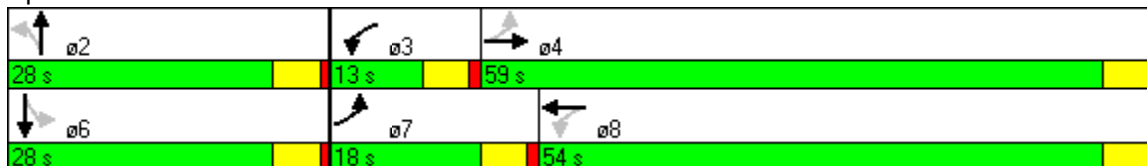


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	12.3		3.0			28.4			22.4			
Approach LOS	B		A			C			C			
90th %ile Green (s)	10.2	60.0		6.3	56.1		18.7	18.7		18.7	18.7	
90th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	7.9	65.5		5.6	63.2		13.9	13.9		13.9	13.9	
70th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	6.8	68.8		5.5	67.5		10.7	10.7		10.7	10.7	
50th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	6.0	82.3		0.0	71.3		7.7	7.7		7.7	7.7	
30th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
10th %ile Green (s)	0.0	84.5		0.0	84.5		5.5	5.5		5.5	5.5	
10th %ile Term Code	Skip	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	35	1510		5	286		11	21		48	79	
Fuel Used(gal)	2	46		0	23		0	1		2	6	
CO Emissions (g/hr)	113	3244		21	1576		25	64		127	386	
NOx Emissions (g/hr)	22	631		4	307		5	12		25	75	
VOC Emissions (g/hr)	26	752		5	365		6	15		29	89	
Dilemma Vehicles (#)	0	6		0	82		0	2		0	11	
Queue Length 50th (ft)	11	391		1	36		7	13		35	51	
Queue Length 95th (ft)	m22	472		m1	m54		22	39		69	122	
Internal Link Dist (ft)	1527			1101			2349			2550		
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	338	4684		260	4447		187	432		328	504	
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	0.32	0.50		0.12	0.57		0.06	0.08		0.18	0.47	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 40 (40%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 8.6 Intersection LOS: A
 Intersection Capacity Utilization 62.0% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.994				0.850		0.953			0.950	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6369	0	1770	6408	1583	1770	1775	0	1770	1770	0
Fl _t Permitted	0.111			0.111			0.138			0.275		
Satd. Flow (perm)	207	6369	0	207	6408	1583	257	1775	0	512	1770	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				76		23			28	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			2650			3134			2669	
Travel Time (s)		17.9			40.2			53.4			45.5	
Volume (vph)	170	1803	73	134	2078	169	114	214	97	188	397	199
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	187	1981	80	147	2284	186	125	235	107	207	436	219
Lane Group Flow (vph)	187	2061	0	147	2284	186	125	342	0	207	655	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	11.0	40.0	0.0	11.0	40.0	40.0	9.0	33.0	0.0	16.0	40.0	0.0
Total Split (%)	11.0%	40.0%	0.0%	11.0%	40.0%	40.0%	9.0%	33.0%	0.0%	16.0%	40.0%	0.0%
Maximum Green (s)	6.0	35.0		6.0	35.0	35.0	4.0	28.0		11.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	43.0	36.0		43.0	36.0	36.0	34.5	29.5		45.0	36.0	
Actuated g/C Ratio	0.43	0.36		0.43	0.36	0.36	0.34	0.30		0.45	0.36	
v/c Ratio	0.94	0.90		0.74	0.99	0.30	0.76	0.63		0.55	1.00	
Control Delay	85.3	21.3		35.6	15.0	1.3	49.6	34.9		22.9	67.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	85.3	21.3		35.6	15.0	1.3	49.6	34.9		22.9	67.2	
LOS	F	C		D	B	A	D	C		C	E	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

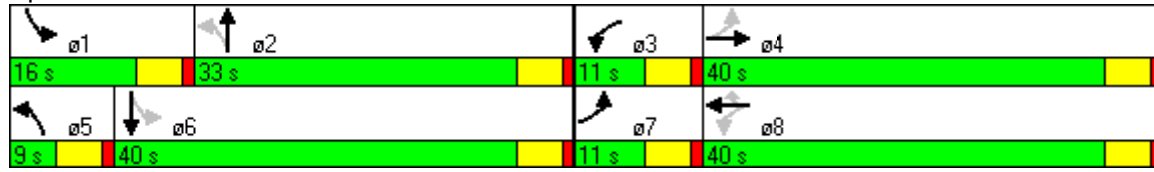


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		26.6			15.2			38.8			56.5	
Approach LOS		C			B			D			E	
90th %ile Green (s)	6.0	35.0		6.0	35.0	35.0	4.0	28.0		11.0	35.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	6.0	35.0		6.0	35.0	35.0	4.0	28.0		11.0	35.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	6.0	35.0		6.0	35.0	35.0	4.0	28.0		11.0	35.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	6.0	35.0		6.0	35.0	35.0	4.0	28.0		11.0	35.0	
30th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	6.0	35.0		6.0	35.0	35.0	4.0	30.4		8.6	35.0	
10th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Gap	MaxR	
Stops (vph)	114	1209		75	754	8	72	250		114	494	
Fuel Used(gal)	6	38		4	51	3	4	11		5	24	
CO Emissions (g/hr)	397	2624		294	3598	213	299	788		378	1663	
NOx Emissions (g/hr)	77	510		57	700	42	58	153		73	324	
VOC Emissions (g/hr)	92	608		68	834	49	69	183		88	385	
Dilemma Vehicles (#)	0	125		0	87	0	0	15		0	27	
Queue Length 50th (ft)	81	49		56	92	2	46	177		80	399	
Queue Length 95th (ft)	#212	192		m50	m87	m1	#121	276		130	#645	
Internal Link Dist (ft)		1101			2570			3054			2589	
Turn Bay Length (ft)	507			380		96	160					
Base Capacity (vph)	198	2299		198	2307	619	164	539		381	655	
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	0.94	0.90		0.74	0.99	0.30	0.76	0.63		0.54	1.00	

Intersection Summary

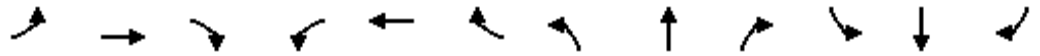
Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	36 (36%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.00
Intersection Signal Delay:	26.9
Intersection LOS:	C
Intersection Capacity Utilization	92.2%
ICU Level of Service	F
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.947			0.963			0.989			0.984	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1764	0	1770	1794	0	1770	3500	0	1770	3483	0
Fl _t Permitted	0.143			0.583			0.078			0.308		
Satd. Flow (perm)	266	1764	0	1086	1794	0	145	3500	0	574	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			16			14			17	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2574	
Travel Time (s)		24.4			21.2			19.6			43.9	
Volume (vph)	71	170	92	123	264	86	152	784	61	59	1219	142
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	78	187	101	135	290	95	167	862	67	65	1340	156
Lane Group Flow (vph)	78	288	0	135	385	0	167	929	0	65	1496	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	37.0	0.0	28.0	28.0	0.0	12.0	63.0	0.0	51.0	51.0	0.0
Total Split (%)	9.0%	37.0%	0.0%	28.0%	28.0%	0.0%	12.0%	63.0%	0.0%	51.0%	51.0%	0.0%
Maximum Green (s)	4.0	32.0		23.0	23.0		7.0	58.0		46.0	46.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	30.4	30.4		23.2	23.2		61.6	61.6		49.5	49.5	
Actuated g/C Ratio	0.30	0.30		0.23	0.23		0.62	0.62		0.50	0.50	
v/c Ratio	0.50	0.52		0.54	0.90		0.76	0.43		0.23	0.86	
Control Delay	35.4	27.9		41.4	56.7		40.1	11.2		3.2	6.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.4	27.9		41.4	56.7		40.1	11.2		3.2	6.5	
LOS	D	C		D	E		D	B		A	A	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		29.5			52.7			15.6			6.3	
Approach LOS		C			D			B			A	
90th %ile Green (s)	4.0	32.0		23.0	23.0		7.0	58.0		46.0	46.0	
90th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
70th %ile Green (s)	4.0	32.0		23.0	23.0		7.0	58.0		46.0	46.0	
70th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
50th %ile Green (s)	4.0	32.0		23.0	23.0		7.0	58.0		46.0	46.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
30th %ile Green (s)	4.0	32.0		23.0	23.0		7.0	58.0		46.0	46.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
10th %ile Green (s)	0.0	18.9		18.9	18.9		7.4	71.1		58.7	58.7	
10th %ile Term Code	Skip	Hold		Gap	Gap		Gap	Coord		Coord	Coord	
Stops (vph)	48	186		107	302		77	417		10	630	
Fuel Used(gal)	2	6		3	10		3	13		1	32	
CO Emissions (g/hr)	117	410		218	696		222	882		82	2219	
NOx Emissions (g/hr)	23	80		42	135		43	172		16	432	
VOC Emissions (g/hr)	27	95		51	161		52	204		19	514	
Dilemma Vehicles (#)	0	13		0	17		0	42		0	27	
Queue Length 50th (ft)	35	130		75	228		53	158		3	105	
Queue Length 95th (ft)	69	209		138	#393		#161	204		m3	m68	
Internal Link Dist (ft)		1350			1161			1070			2494	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	156	602		261	443		221	2162		285	1734	
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	0.50	0.48		0.52	0.87		0.76	0.43		0.23	0.86	

Intersection Summary

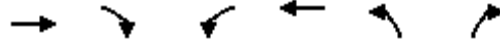
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 94 (94%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 18.4 Intersection LOS: B
 Intersection Capacity Utilization 83.0% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue

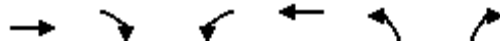


Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↙	↑↑↑	↘	↙
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		0	120
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	0.95
Flt	0.993					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5050	0	1770	5085	1770	1504
Flt Permitted			0.073		0.950	
Satd. Flow (perm)	5050	0	136	5085	1770	1504
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	11					99
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	2397			1458	2338	
Travel Time (s)	36.3			22.1	39.9	
Volume (vph)	2016	100	309	2405	203	90
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2215	110	340	2643	223	99
Lane Group Flow (vph)	2325	0	340	2643	223	99
Turn Type			pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases			8			2
Detector Phases	4		3	8	2	2
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		9.0	21.0	21.0	21.0
Total Split (s)	55.0	0.0	24.0	79.0	21.0	21.0
Total Split (%)	55.0%	0.0%	24.0%	79.0%	21.0%	21.0%
Maximum Green (s)	50.0		19.0	74.0	16.0	16.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Max	Max
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	52.9		75.0	75.0	17.0	17.0
Actuated g/C Ratio	0.53		0.75	0.75	0.17	0.17
v/c Ratio	0.87		0.85	0.69	0.74	0.29
Control Delay	8.8		37.5	7.5	55.6	10.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	8.8		37.5	7.5	55.6	10.1
LOS	A		D	A	E	B

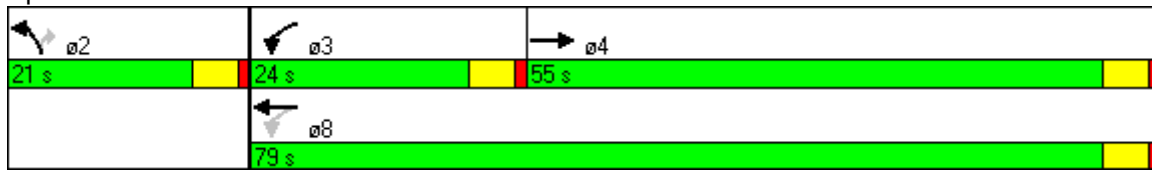


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	8.8			10.9	41.6	
Approach LOS	A			B	D	
90th %ile Green (s)	50.0		19.0	74.0	16.0	16.0
90th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
70th %ile Green (s)	50.0		19.0	74.0	16.0	16.0
70th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
50th %ile Green (s)	50.0		19.0	74.0	16.0	16.0
50th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
30th %ile Green (s)	52.2		16.8	74.0	16.0	16.0
30th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
10th %ile Green (s)	57.1		11.9	74.0	16.0	16.0
10th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
Stops (vph)	1338		208	1134	183	16
Fuel Used(gal)	58		8	41	7	2
CO Emissions (g/hr)	4060		550	2834	511	124
NOx Emissions (g/hr)	790		107	551	100	24
VOC Emissions (g/hr)	941		127	657	119	29
Dilemma Vehicles (#)	40		0	120	0	0
Queue Length 50th (ft)	524		152	266	137	0
Queue Length 95th (ft)	m58		#290	310	#244	46
Internal Link Dist (ft)	2317			1378	2258	
Turn Bay Length (ft)			154			120
Base Capacity (vph)	2675		429	3814	301	338
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	0.87		0.79	0.69	0.74	0.29

Intersection Summary

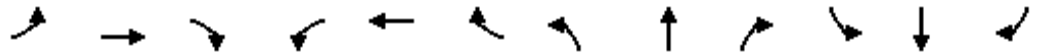
Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	40 (40%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	11.8
Intersection LOS:	B
Intersection Capacity Utilization:	81.4%
ICU Level of Service:	D
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5004	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.160			0.143		
Satd. Flow (perm)	3433	5085	1583	3433	5004	0	298	5085	1583	266	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			56		22				151			222
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	342	1174	124	380	1575	182	270	971	137	227	973	486
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	376	1290	136	418	1731	200	297	1067	151	249	1069	534
Lane Group Flow (vph)	376	1290	136	418	1931	0	297	1067	151	249	1069	534
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	14.0	34.0	34.0	19.0	39.0	0.0	15.0	29.0	29.0	18.0	32.0	32.0
Total Split (%)	14.0%	34.0%	34.0%	19.0%	39.0%	0.0%	15.0%	29.0%	29.0%	18.0%	32.0%	32.0%
Maximum Green (s)	9.0	29.0	29.0	14.0	34.0		10.0	24.0	24.0	13.0	27.0	27.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	10.0	30.2	30.2	14.8	35.0		36.5	25.5	25.5	41.5	28.0	28.0
Actuated g/C Ratio	0.10	0.30	0.30	0.15	0.35		0.36	0.26	0.26	0.42	0.28	0.28
v/c Ratio	1.10	0.84	0.26	0.82	1.09		1.10	0.82	0.29	0.79	1.08	0.89
Control Delay	120.0	38.7	17.3	49.2	67.6		102.1	20.9	2.5	39.3	87.7	38.3
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	120.0	38.7	17.3	49.2	67.6		102.1	20.9	2.5	39.3	87.7	38.3
LOS	F	D	B	D	E		F	C	A	D	F	D

Lanes, Volumes, Timings
22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		54.0			64.3			35.0			66.9	
Approach LOS		D			E			C			E	
90th %ile Green (s)	9.0	29.0	29.0	14.0	34.0		10.0	24.0	24.0	13.0	27.0	27.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	9.0	29.0	29.0	14.0	34.0		10.0	24.0	24.0	13.0	27.0	27.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	9.0	29.0	29.0	14.0	34.0		10.0	24.0	24.0	13.0	27.0	27.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	9.0	29.0	29.0	14.0	34.0		10.0	24.0	24.0	13.0	27.0	27.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	9.0	30.1	30.1	12.9	34.0		10.0	26.4	26.4	10.6	27.0	27.0
10th %ile Term Code	Max	Coord	Coord	Gap	Coord		Max	MaxR	MaxR	Gap	MaxR	MaxR
Stops (vph)	287	1056	55	324	1569		185	695	28	147	845	273
Fuel Used(gal)	17	39	3	11	56		12	29	3	8	45	16
CO Emissions (g/hr)	1166	2694	208	738	3920		869	2022	201	535	3112	1110
NOx Emissions (g/hr)	227	524	40	144	763		169	393	39	104	605	216
VOC Emissions (g/hr)	270	624	48	171	909		201	469	47	124	721	257
Dilemma Vehicles (#)	0	58	0	0	22		0	63	0	0	44	0
Queue Length 50th (ft)	~140	281	37	117	~517		~154	187	15	103	~402	202
Queue Length 95th (ft)	#232	340	85	m140	m#617		m#213	m201	m15	#221	#532	#404
Internal Link Dist (ft)		2295			1303			260			2774	
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	343	1537	517	515	1766		270	1295	516	322	991	603
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	1.10	0.84	0.26	0.81	1.09		1.10	0.82	0.29	0.77	1.08	0.89

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 65 (65%), Referenced to phase 4:EBT and 8:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay: 56.6 Intersection LOS: E

Intersection Capacity Utilization 99.4% ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

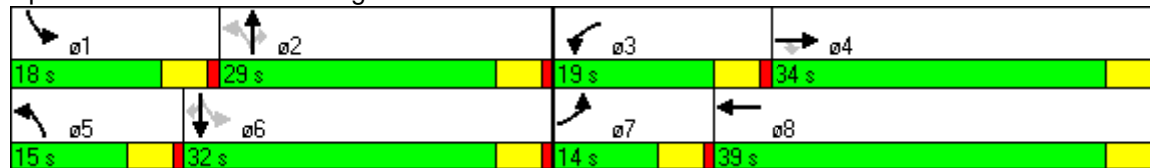
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

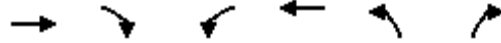
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖↗	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1601	0	524	2745	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1759	0	576	3016	0	0
Lane Group Flow (vph)	1759	0	576	3016	0	0
Turn Type						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	29.0	0.0	21.0	50.0	0.0	0.0
Total Split (%)	58.0%	0.0%	42.0%	100.0%	0.0%	0.0%
Maximum Green (s)	24.0		16.0	45.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	27.9		14.1	50.0		
Actuated g/C Ratio	0.56		0.28	1.00		
v/c Ratio	0.62		0.60	0.59		
Control Delay	7.8		16.7	0.5		
Queue Delay	0.0		0.0	0.0		
Total Delay	7.8		16.7	0.5		
LOS	A		B	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012

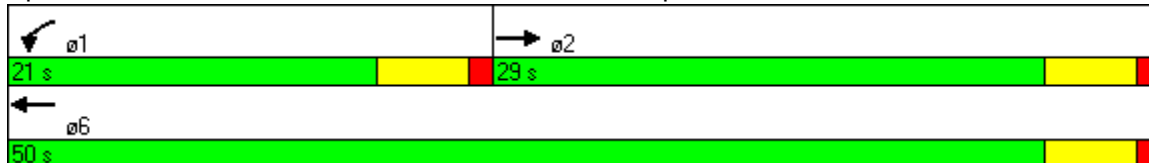


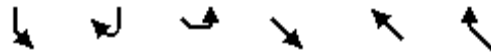
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	7.8			3.1		
Approach LOS	A			A		
90th %ile Green (s)	24.0		16.0	45.0		
90th %ile Term Code	Coord		Max	Coord		
70th %ile Green (s)	24.5		15.5	45.0		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	27.2		12.8	45.0		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	28.4		11.6	45.0		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	30.5		9.5	45.0		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	727		415	1		
Fuel Used(gal)	13		13	32		
CO Emissions (g/hr)	918		905	2220		
NOx Emissions (g/hr)	179		176	432		
VOC Emissions (g/hr)	213		210	514		
Dilemma Vehicles (#)	173		0	0		
Queue Length 50th (ft)	155		74	0		
Queue Length 95th (ft)	210		104	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	2840		1167	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.62		0.49	0.59		

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 19 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 4.7
 Intersection LOS: A
 Intersection Capacity Utilization 56.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 23: SW 8th Street & SR 826 Ramp



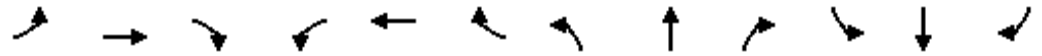


Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↙			↘		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	524	0	0	549	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	576	0	0	603	0	0
Lane Group Flow (vph)	576	0	0	603	0	0
Sign Control	Free			Yield	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.5%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

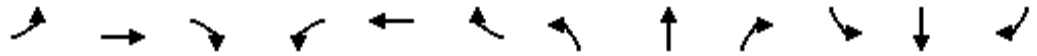
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.994			0.978			0.941				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5055	0	1770	4973	0	1770	1753	0	3433	1863	1583
Fl _t Permitted	0.074			0.130			0.950			0.950		
Satd. Flow (perm)	138	5055	0	242	4973	0	1770	1753	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			54			25				108
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175				2451
Travel Time (s)		22.7			22.3			3.0				41.8
Volume (vph)	129	1228	47	91	2038	352	56	53	35	403	69	98
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	142	1349	52	100	2240	387	62	58	38	443	76	108
Lane Group Flow (vph)	142	1401	0	100	2627	0	62	96	0	443	76	108
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	10.0	58.0	0.0	11.0	59.0	0.0	10.0	10.0	0.0	21.0	21.0	21.0
Total Split (%)	10.0%	58.0%	0.0%	11.0%	59.0%	0.0%	10.0%	10.0%	0.0%	21.0%	21.0%	21.0%
Maximum Green (s)	5.0	53.0		6.0	54.0		5.0	5.0		16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	61.0	56.2		62.0	55.0		6.0	6.0		17.0	17.0	17.0
Actuated g/C Ratio	0.61	0.56		0.62	0.55		0.06	0.06		0.17	0.17	0.17
v/c Ratio	0.78	0.49		0.39	0.95		0.58	0.74		0.76	0.24	0.30
Control Delay	58.7	6.8		11.1	30.5		68.5	67.8		49.0	38.3	9.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	58.7	6.8		11.1	30.5		68.5	67.8		49.0	38.3	9.7
LOS	E	A		B	C		E	E		D	D	A

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012

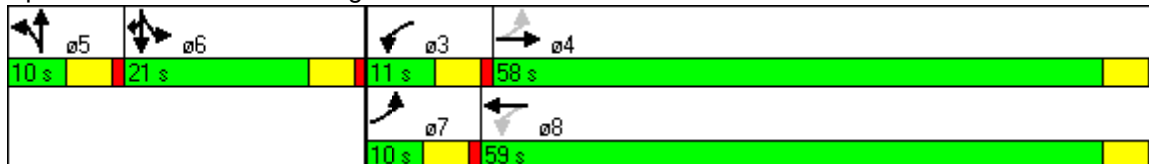


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		11.6			29.8			68.1			40.9	
Approach LOS		B			C			E			D	
90th %ile Green (s)	5.0	53.0		6.0	54.0		5.0	5.0		16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
70th %ile Green (s)	5.0	53.0		6.0	54.0		5.0	5.0		16.0	16.0	16.0
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
50th %ile Green (s)	5.0	53.0		6.0	54.0		5.0	5.0		16.0	16.0	16.0
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
30th %ile Green (s)	5.0	53.0		6.0	54.0		5.0	5.0		16.0	16.0	16.0
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
10th %ile Green (s)	5.0	64.0		0.0	54.0		5.0	5.0		16.0	16.0	16.0
10th %ile Term Code	Max	Coord		Skip	Coord		Max	Max		MaxR	MaxR	MaxR
Stops (vph)	104	263		33	2025		52	56		372	58	17
Fuel Used(gal)	4	16		1	56		2	3		14	2	2
CO Emissions (g/hr)	261	1108		94	3913		146	209		1005	158	139
NOx Emissions (g/hr)	51	216		18	761		28	41		196	31	27
VOC Emissions (g/hr)	60	257		22	907		34	49		233	37	32
Dilemma Vehicles (#)	0	111		0	117		0	4		0	3	0
Queue Length 50th (ft)	68	46		21	540		39	45		140	42	0
Queue Length 95th (ft)	#145	122		40	#698		#97	#131		#195	85	46
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	182	2845		257	2759		106	129		584	317	359
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	0.78	0.49		0.39	0.95		0.58	0.74		0.76	0.24	0.30

Intersection Summary

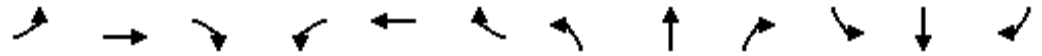
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 26.8 Intersection LOS: C
 Intersection Capacity Utilization 82.5% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue



Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖	↖	↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.998			0.988				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.988	
Satd. Flow (prot)	1770	5075	0	1770	5024	0	1770	1863	1583	1681	1748	1583
Fl _t Permitted	0.073			0.153			0.950			0.950	0.988	
Satd. Flow (perm)	136	5075	0	285	5024	0	1770	1863	1583	1681	1748	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			20				48			112
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	176	1263	20	51	1974	169	52	56	44	70	45	203
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	193	1388	22	56	2169	186	57	62	48	77	49	223
Lane Group Flow (vph)	193	1410	0	56	2355	0	57	62	48	61	65	223
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	15.0	61.0	0.0	9.0	55.0	0.0	9.0	9.0	9.0	21.0	21.0	21.0
Total Split (%)	15.0%	61.0%	0.0%	9.0%	55.0%	0.0%	9.0%	9.0%	9.0%	21.0%	21.0%	21.0%
Maximum Green (s)	10.0	56.0		4.0	50.0		4.0	4.0	4.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	66.0	58.8		56.3	51.3		5.0	5.0	5.0	18.8	18.8	18.8
Actuated g/C Ratio	0.66	0.59		0.56	0.51		0.05	0.05	0.05	0.19	0.19	0.19
v/c Ratio	0.73	0.47		0.24	0.91		0.64	0.67	0.38	0.19	0.20	0.57
Control Delay	22.0	13.1		7.2	14.0		78.6	80.2	22.9	37.7	37.7	25.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	13.1		7.2	14.0		78.6	80.2	22.9	37.7	37.7	25.5
LOS	C	B		A	B		E	F	C	D	D	C

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012

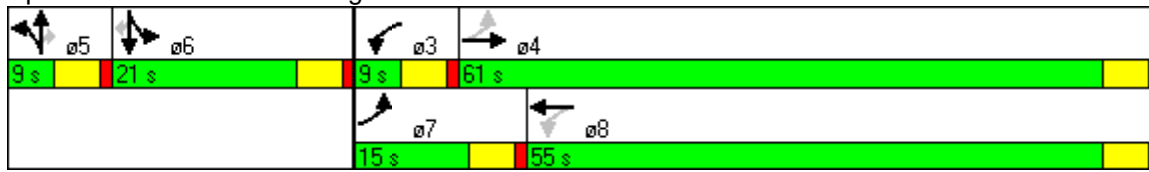


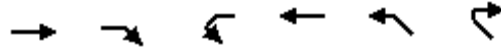
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		14.1			13.9			63.2			29.9	
Approach LOS		B			B			E			C	
90th %ile Green (s)	10.0	56.0		4.0	50.0		4.0	4.0	4.0	16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	10.0	56.0		4.0	50.0		4.0	4.0	4.0	16.0	16.0	16.0
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	10.0	56.0		4.0	50.0		4.0	4.0	4.0	16.0	16.0	16.0
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	10.0	56.0		4.0	50.0		4.0	4.0	4.0	16.0	16.0	16.0
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	8.6	65.0		0.0	51.4		0.0	0.0	0.0	25.0	25.0	25.0
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	MaxR	MaxR	MaxR
Stops (vph)	129	1060		13	806		47	50	13	48	50	97
Fuel Used(gal)	4	26		1	33		2	2	1	1	2	4
CO Emissions (g/hr)	259	1808		46	2332		144	156	69	104	109	289
NOx Emissions (g/hr)	50	352		9	454		28	30	13	20	21	56
VOC Emissions (g/hr)	60	419		11	540		33	36	16	24	25	67
Dilemma Vehicles (#)	0	18		0	166		0	3	0	0	3	0
Queue Length 50th (ft)	25	282		9	137		36	40	0	35	37	64
Queue Length 95th (ft)	m64	335		m11	m173		#100	#106	36	75	80	144
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	270	2985		235	2586		89	93	125	316	328	388
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.47		0.24	0.91		0.64	0.67	0.38	0.19	0.20	0.57

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 13 (13%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 17.0 Intersection LOS: B
 Intersection Capacity Utilization 71.4% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street





Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑			↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt	0.962					
Flt Protected						
Satd. Flow (prot)	4892	0	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	4892	0	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1601	549	0	2745	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1759	603	0	3016	0	0
Lane Group Flow (vph)	2362	0	0	3016	0	0
Sign Control	Free			Free	Free	

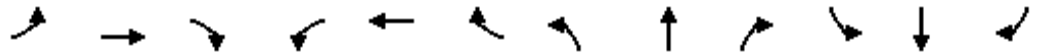
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.4%
ICU Level of Service	B
Analysis Period (min)	15

2040 No Build

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖	↑↑	↖	↖	↑↑	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	340		155	240		55	380		0
Storage Lanes	2		1	2		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t			0.850			0.850			0.850		0.967	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	3539	1583	1770	3422	0
Fl _t Permitted	0.950			0.950			0.105			0.095		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	196	3539	1583	177	3422	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			105			73			26		33	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2650			345			2574			2388	
Travel Time (s)		40.2			5.2			43.9			40.7	
Volume (vph)	939	1844	134	239	1735	307	138	1301	126	239	948	266
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1032	2026	147	263	1907	337	152	1430	138	263	1042	292
Lane Group Flow (vph)	1032	2026	147	263	1907	337	152	1430	138	263	1334	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt		custom		pm+pt	
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases			4			8	2		2	6		
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	30.0	52.0	52.0	13.0	35.0	35.0	9.0	42.0	42.0	13.0	46.0	0.0
Total Split (%)	25.0%	43.3%	43.3%	10.8%	29.2%	29.2%	7.5%	35.0%	35.0%	10.8%	38.3%	0.0%
Maximum Green (s)	25.0	47.0	47.0	8.0	30.0	30.0	4.0	37.0	37.0	8.0	41.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	26.0	48.0	48.0	9.0	31.0	31.0	43.0	38.0	38.0	51.0	42.0	
Actuated g/C Ratio	0.22	0.40	0.40	0.08	0.26	0.26	0.36	0.32	0.32	0.42	0.35	
v/c Ratio	1.39	1.00	0.21	1.02	1.15	0.73	1.12	1.28	0.27	1.35	1.09	
Control Delay	219.0	55.2	8.6	116.8	116.3	41.9	140.9	166.4	26.3	213.0	92.0	
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	219.0	55.2	8.6	116.8	116.3	41.9	140.9	166.4	26.3	213.0	92.0	
LOS	F	E	A	F	F	D	F	F	C	F	F	

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012

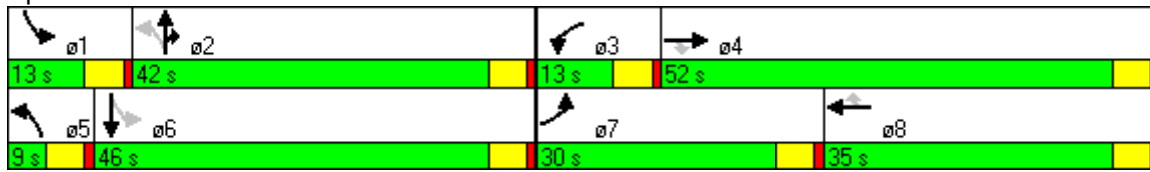


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	105.8			106.4			152.9			111.9		
Approach LOS	F			F			F			F		
90th %ile Green (s)	25.0	47.0	47.0	8.0	30.0	30.0	4.0	37.0	37.0	8.0	41.0	
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	
70th %ile Green (s)	25.0	47.0	47.0	8.0	30.0	30.0	4.0	37.0	37.0	8.0	41.0	
70th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	
50th %ile Green (s)	25.0	47.0	47.0	8.0	30.0	30.0	4.0	37.0	37.0	8.0	41.0	
50th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	
30th %ile Green (s)	25.0	47.0	47.0	8.0	30.0	30.0	4.0	37.0	37.0	8.0	41.0	
30th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	
10th %ile Green (s)	25.0	47.0	47.0	8.0	30.0	30.0	4.0	37.0	37.0	8.0	41.0	
10th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	
Stops (vph)	723	1665	30	205	1494	224	78	1050	75	127	1038	
Fuel Used(gal)	67	73	3	12	91	11	7	77	4	16	55	
CO Emissions (g/hr)	4684	5112	204	873	6329	759	499	5391	252	1121	3873	
NOx Emissions (g/hr)	911	995	40	170	1231	148	97	1049	49	218	754	
VOC Emissions (g/hr)	1085	1185	47	202	1467	176	116	1249	58	260	898	
Dilemma Vehicles (#)	0	74	0	0	62	0	0	43	0	0	45	
Queue Length 50th (ft)	~548	565	20	~111	~505	190	~84	~737	64	~217	~606	
Queue Length 95th (ft)	#678	#691	62	#198	#581	302	#224	#876	118	#389	#747	
Internal Link Dist (ft)	2570			265			2494			2308		
Turn Bay Length (ft)	290			340		155	240		55	380		
Base Capacity (vph)	744	2034	696	257	1655	463	136	1121	519	195	1219	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.39	1.00	0.21	1.02	1.15	0.73	1.12	1.28	0.27	1.35	1.09	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Natural Cycle:	120
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.39
Intersection Signal Delay:	116.0
Intersection LOS:	F
Intersection Capacity Utilization:	114.5%
ICU Level of Service:	H
Analysis Period (min):	15
90th %ile Actuated Cycle:	120
70th %ile Actuated Cycle:	120
50th %ile Actuated Cycle:	120
30th %ile Actuated Cycle:	120
10th %ile Actuated Cycle:	120
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue



Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔	↑↑		↔	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.984			0.975	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3483	0	1770	3451	0
Fl _t Permitted	0.950			0.950			0.224			0.089		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	417	3483	0	166	3451	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			31			63		7			13	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	398	2659	99	188	1699	174	177	724	88	455	594	117
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	437	2922	109	207	1867	191	195	796	97	500	653	129
Lane Group Flow (vph)	437	2922	109	207	1867	191	195	893	0	500	782	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	27.0	78.0	78.0	13.0	64.0	64.0	27.0	45.0	0.0	44.0	62.0	0.0
Total Split (%)	15.0%	43.3%	43.3%	7.2%	35.6%	35.6%	15.0%	25.0%	0.0%	24.4%	34.4%	0.0%
Maximum Green (s)	22.0	73.0	73.0	8.0	59.0	59.0	22.0	40.0		39.0	57.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	23.0	74.0	74.0	9.0	60.0	60.0	59.2	41.0		85.0	62.8	
Actuated g/C Ratio	0.13	0.41	0.41	0.05	0.33	0.33	0.33	0.23		0.47	0.35	
v/c Ratio	1.00	1.11	0.16	1.20	0.87	0.34	0.71	1.12		1.15	0.64	
Control Delay	118.3	103.7	24.4	177.9	51.2	25.5	40.3	129.7		140.1	51.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	118.3	103.7	24.4	177.9	51.2	25.5	40.3	129.7		140.1	51.9	
LOS	F	F	C	F	D	C	D	F		F	D	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

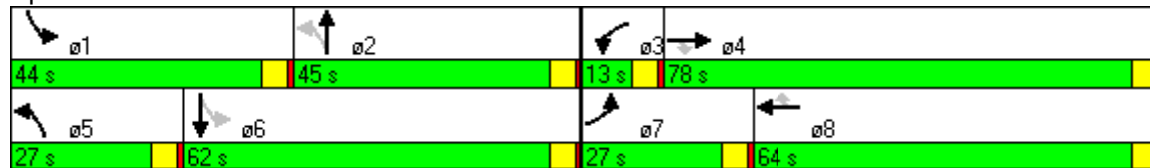


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	103.0			60.6			113.6			86.3		
Approach LOS	F			E			F			F		
90th %ile Green (s)	22.0	73.0	73.0	8.0	59.0	59.0	22.0	40.0		39.0	57.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	22.0	73.0	73.0	8.0	59.0	59.0	19.5	40.0		39.0	59.5	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
50th %ile Green (s)	22.0	73.0	73.0	8.0	59.0	59.0	17.2	40.0		39.0	61.8	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
30th %ile Green (s)	22.0	73.0	73.0	8.0	59.0	59.0	15.0	40.0		39.0	64.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
10th %ile Green (s)	22.0	73.0	73.0	8.0	59.0	59.0	12.1	40.0		39.0	66.9	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
Stops (vph)	362	2361	45	147	1587	101	127	705		346	582	
Fuel Used(gal)	21	134	3	11	55	4	6	45		27	30	
CO Emissions (g/hr)	1488	9343	199	741	3856	278	440	3138		1899	2105	
NOx Emissions (g/hr)	290	1818	39	144	750	54	86	610		369	410	
VOC Emissions (g/hr)	345	2165	46	172	894	64	102	727		440	488	
Dilemma Vehicles (#)	0	66	0	0	27	0	0	20		0	20	
Queue Length 50th (ft)	270	~1140	57	~148	652	140	136	~633		~641	403	
Queue Length 95th (ft)	#394	#1187	104	#244	469	167	195	#774		#883	500	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	439	2634	669	172	2136	570	321	799		435	1213	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.00	1.11	0.16	1.20	0.87	0.34	0.61	1.12		1.15	0.64	

Intersection Summary

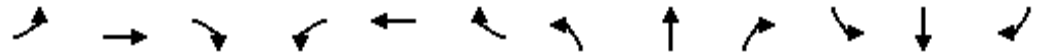
Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	101 (56%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.20
Intersection Signal Delay:	90.0
Intersection LOS:	F
Intersection Capacity Utilization	105.3%
ICU Level of Service	G
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.997			0.916			0.897	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6389	0	1770	1706	0	1770	1671	0
Fl _t Permitted	0.085			0.093			0.483			0.693		
Satd. Flow (perm)	158	6395	0	173	6389	0	900	1706	0	1291	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			6			53			108	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	229	2945	42	20	1962	44	44	38	48	56	52	114
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	252	3236	46	22	2156	48	48	42	53	62	57	125
Lane Group Flow (vph)	252	3282	0	22	2204	0	48	95	0	62	182	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	22.0	60.0	0.0	9.0	47.0	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Total Split (%)	24.4%	66.7%	0.0%	10.0%	52.2%	0.0%	23.3%	23.3%	0.0%	23.3%	23.3%	0.0%
Maximum Green (s)	17.0	55.0		4.0	42.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	70.8	66.8		59.4	53.0		11.2	11.2		11.2	11.2	
Actuated g/C Ratio	0.79	0.74		0.66	0.59		0.12	0.12		0.12	0.12	
v/c Ratio	0.68	0.69		0.10	0.59		0.43	0.37		0.39	0.60	
Control Delay	30.8	12.9		3.6	7.5		39.4	19.2		37.4	19.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.8	12.9		3.6	7.5		39.4	19.2		37.4	19.3	
LOS	C	B		A	A		D	B		D	B	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

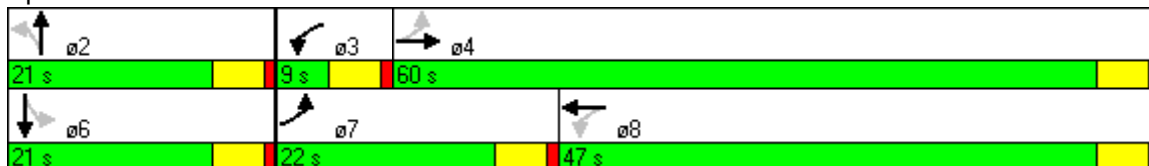


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		14.1			7.5			26.0			23.9	
Approach LOS		B			A			C			C	
90th %ile Green (s)	17.4	55.0		4.4	42.0		15.6	15.6		15.6	15.6	
90th %ile Term Code	Max	Coord		Max	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	16.6	57.2		5.8	46.4		12.0	12.0		12.0	12.0	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap		Hold	Hold	
50th %ile Green (s)	13.2	70.1		0.0	51.9		9.9	9.9		9.9	9.9	
50th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)	10.2	72.2		0.0	57.0		7.8	7.8		7.8	7.8	
30th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Gap	Gap	
10th %ile Green (s)	6.7	74.5		0.0	62.8		5.5	5.5		5.5	5.5	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	204	1465		5	491		40	39		50	67	
Fuel Used(gal)	6	57		0	25		1	2		2	4	
CO Emissions (g/hr)	445	3998		16	1716		100	149		130	301	
NOx Emissions (g/hr)	87	778		3	334		19	29		25	59	
VOC Emissions (g/hr)	103	927		4	398		23	35		30	70	
Dilemma Vehicles (#)	0	183		0	117		0	5		0	9	
Queue Length 50th (ft)	206	512		3	165		26	22		33	39	
Queue Length 95th (ft)	m188	m488		m7	264		58	62		68	98	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	448	4748		227	3766		170	365		244	403	
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	0.56	0.69		0.10	0.59		0.28	0.26		0.25	0.45	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 20 (22%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 12.4 Intersection LOS: B
 Intersection Capacity Utilization 73.1% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995				0.850		0.971			0.931	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6376	0	1770	6408	1583	1770	1809	0	1770	1734	0
Fl _t Permitted	0.065			0.069			0.150			0.077		
Satd. Flow (perm)	121	6376	0	129	6408	1583	279	1809	0	143	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				80		7			24	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			2650			3134			2669	
Travel Time (s)		17.9			40.2			53.4			45.5	
Volume (vph)	343	2644	84	115	1662	272	152	407	98	86	210	177
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	377	2905	92	126	1826	299	167	447	108	95	231	195
Lane Group Flow (vph)	377	2997	0	126	1826	299	167	555	0	95	426	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	44.0	92.0	0.0	14.0	62.0	62.0	18.0	62.0	0.0	12.0	56.0	0.0
Total Split (%)	24.4%	51.1%	0.0%	7.8%	34.4%	34.4%	10.0%	34.4%	0.0%	6.7%	31.1%	0.0%
Maximum Green (s)	39.0	87.0		9.0	57.0	57.0	13.0	57.0		7.0	51.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	102.0	88.0		71.2	61.2	61.2	70.0	58.0		60.2	52.2	
Actuated g/C Ratio	0.57	0.49		0.40	0.34	0.34	0.39	0.32		0.33	0.29	
v/c Ratio	0.93	0.96		0.89	0.84	0.51	0.75	0.94		0.79	0.82	
Control Delay	69.3	34.6		95.6	59.7	38.2	58.4	83.6		78.0	70.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	69.3	34.6		95.6	59.7	38.2	58.4	83.6		78.0	70.0	
LOS	E	C		F	E	D	E	F		E	E	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

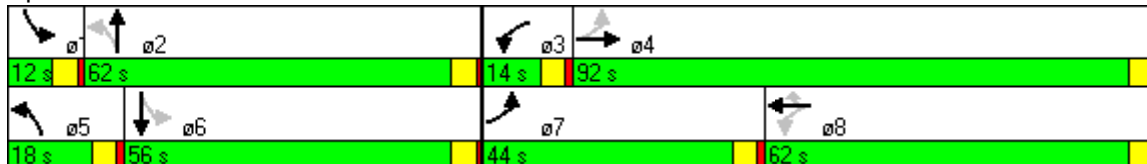


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		38.5			58.8			77.8			71.5	
Approach LOS		D			E			E			E	
90th %ile Green (s)	39.0	87.0		9.0	57.0	57.0	13.0	57.0		7.0	51.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	39.0	87.0		9.0	57.0	57.0	13.0	57.0		7.0	51.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	39.0	87.0		9.0	57.0	57.0	13.0	57.0		7.0	51.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	35.5	87.0		9.0	60.5	60.5	13.0	57.0		7.0	51.0	
30th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	26.5	87.0		9.0	69.5	69.5	12.0	57.0		7.0	52.0	
10th %ile Term Code	Gap	Coord		Max	Coord	Coord	Gap	MaxR		Max	MaxR	
Stops (vph)	305	2343		75	1510	161	100	453		55	336	
Fuel Used(gal)	11	69		5	68	9	6	24		3	16	
CO Emissions (g/hr)	787	4841		360	4722	615	421	1663		242	1108	
NOx Emissions (g/hr)	153	942		70	919	120	82	323		47	216	
VOC Emissions (g/hr)	182	1122		83	1094	142	98	385		56	257	
Dilemma Vehicles (#)	0	75		0	46	0	0	13		0	11	
Queue Length 50th (ft)	385	700		96	597	214	133	636		73	450	
Queue Length 95th (ft)	#570	753		#238	644	318	#212	#879		#169	#603	
Internal Link Dist (ft)		1101			2570			3054			2589	
Turn Bay Length (ft)	507			380		96	160					
Base Capacity (vph)	435	3120		142	2179	591	224	588		120	520	
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	0.87	0.96		0.89	0.84	0.51	0.75	0.94		0.79	0.82	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 2 (1%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 51.8 Intersection LOS: D
 Intersection Capacity Utilization 91.6% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.959			0.947			0.988			0.988	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1786	0	1770	1764	0	1770	3497	0	1770	3497	0
Fl _t Permitted	0.190			0.338			0.111			0.125		
Satd. Flow (perm)	354	1786	0	630	1764	0	207	3497	0	233	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			33			18			14	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2574	
Travel Time (s)		24.4			21.2			19.6			43.9	
Volume (vph)	113	321	122	99	209	113	82	1273	107	127	1084	91
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	124	353	134	109	230	124	90	1399	118	140	1191	100
Lane Group Flow (vph)	124	487	0	109	354	0	90	1517	0	140	1291	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	30.0	0.0	21.0	21.0	0.0	9.0	45.0	0.0	36.0	36.0	0.0
Total Split (%)	12.0%	40.0%	0.0%	28.0%	28.0%	0.0%	12.0%	60.0%	0.0%	48.0%	48.0%	0.0%
Maximum Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	23.9	23.8		16.8	16.8		41.0	41.1		34.1	34.1	
Actuated g/C Ratio	0.32	0.33		0.23	0.23		0.55	0.56		0.47	0.47	
v/c Ratio	0.60	0.81		0.75	0.82		0.41	0.77		1.28	0.79	
Control Delay	30.9	30.4		60.0	41.7		14.0	16.0		209.6	22.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.9	30.4		60.0	41.7		14.0	16.0		209.6	22.4	
LOS	C	C		E	D		B	B		F	C	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012

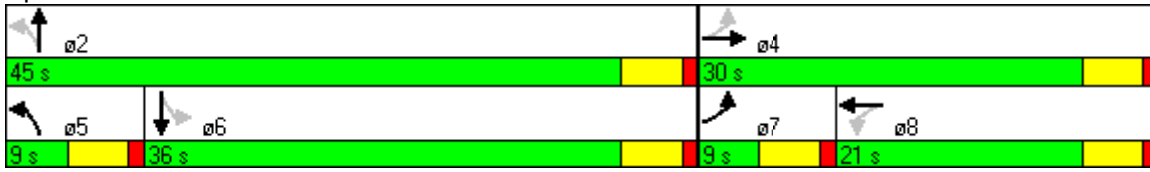


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		30.5			46.0			15.9			40.7	
Approach LOS		C			D			B			D	
90th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
90th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
70th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	14.7		14.7	14.7		0.0	40.0		40.0	40.0	
10th %ile Term Code	Skip	Gap		Hold	Hold		Skip	MaxR		Hold	Hold	
Stops (vph)	77	357		80	254		36	1000		83	924	
Fuel Used(gal)	3	11		3	8		1	25		8	35	
CO Emissions (g/hr)	179	738		198	555		86	1753		591	2443	
NOx Emissions (g/hr)	35	143		38	108		17	341		115	475	
VOC Emissions (g/hr)	42	171		46	129		20	406		137	566	
Dilemma Vehicles (#)	0	29		0	21		0	94		0	79	
Queue Length 50th (ft)	40	187		48	143		18	270		~89	273	
Queue Length 95th (ft)	#82	#333		#132	#284		39	360		#154	#379	
Internal Link Dist (ft)		1350			1161			1070			2494	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	208	637		147	436		218	1981		109	1644	
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	0.60	0.76		0.74	0.81		0.41	0.77		1.28	0.79	

Intersection Summary

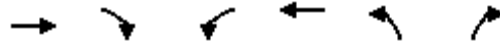
Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	72.9
Natural Cycle:	75
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.28
Intersection Signal Delay:	30.1
Intersection LOS:	C
Intersection Capacity Utilization	88.8%
ICU Level of Service	E
Analysis Period (min)	15
90th %ile Actuated Cycle:	75
70th %ile Actuated Cycle:	75
50th %ile Actuated Cycle:	75
30th %ile Actuated Cycle:	75
10th %ile Actuated Cycle:	64.7
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
20: SW 8th Street & SW 82nd Avenue

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↙	↑↑↑	↘	↙
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		0	120
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	0.95
Flt	0.997					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5070	0	1770	5085	1770	1504
Flt Permitted			0.078		0.950	
Satd. Flow (perm)	5070	0	145	5085	1770	1504
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	5					180
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	2396			1458	2338	
Travel Time (s)	36.3			22.1	39.9	
Volume (vph)	2213	51	227	2004	345	230
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2432	56	249	2202	379	253
Lane Group Flow (vph)	2488	0	249	2202	379	253
Turn Type			pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases			8			2
Detector Phases	4		3	8	2	2
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		9.0	21.0	21.0	21.0
Total Split (s)	51.0	0.0	14.0	65.0	25.0	25.0
Total Split (%)	56.7%	0.0%	15.6%	72.2%	27.8%	27.8%
Maximum Green (s)	46.0		9.0	60.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Max	Max
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	47.0		61.0	61.0	21.0	21.0
Actuated g/C Ratio	0.52		0.68	0.68	0.23	0.23
v/c Ratio	0.94		0.89	0.64	0.92	0.52
Control Delay	28.8		52.0	9.2	63.3	13.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	28.8		52.0	9.2	63.3	13.8
LOS	C		D	A	E	B

Lanes, Volumes, Timings
20: SW 8th Street & SW 82nd Avenue

2/1/2012

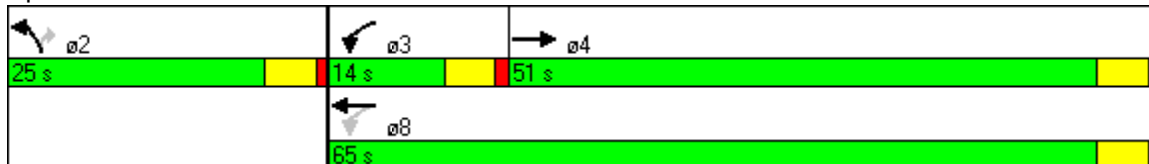


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	28.8			13.5	43.5	
Approach LOS	C			B	D	
90th %ile Green (s)	46.0		9.0	60.0	20.0	20.0
90th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
70th %ile Green (s)	46.0		9.0	60.0	20.0	20.0
70th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
50th %ile Green (s)	46.0		9.0	60.0	20.0	20.0
50th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
30th %ile Green (s)	46.0		9.0	60.0	20.0	20.0
30th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
10th %ile Green (s)	46.0		9.0	60.0	20.0	20.0
10th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
Stops (vph)	1935		125	1045	298	68
Fuel Used(gal)	78		6	36	13	5
CO Emissions (g/hr)	5427		427	2497	898	347
NOx Emissions (g/hr)	1056		83	486	175	67
VOC Emissions (g/hr)	1258		99	579	208	80
Dilemma Vehicles (#)	123		0	111	0	0
Queue Length 50th (ft)	459		89	227	211	35
Queue Length 95th (ft)	#572		#229	270	#380	109
Internal Link Dist (ft)	2316			1378	2258	
Turn Bay Length (ft)			154			120
Base Capacity (vph)	2650		279	3447	413	489
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	0.94		0.89	0.64	0.92	0.52

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 56 (62%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 23.8
 Intersection LOS: C
 Intersection Capacity Utilization 90.3%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

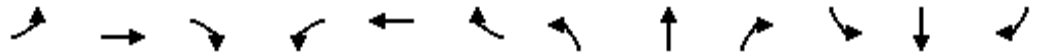
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.987				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5019	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.069			0.071		
Satd. Flow (perm)	3433	5085	1583	3433	5019	0	129	5085	1583	132	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29		8				163			273
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	698	2370	190	323	1071	98	141	1816	525	204	870	391
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	767	2604	209	355	1177	108	155	1996	577	224	956	430
Lane Group Flow (vph)	767	2604	209	355	1285	0	155	1996	577	224	956	430
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1		6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	45.0	81.0	81.0	19.0	55.0	0.0	20.0	62.0	62.0	18.0	60.0	60.0
Total Split (%)	25.0%	45.0%	45.0%	10.6%	30.6%	0.0%	11.1%	34.4%	34.4%	10.0%	33.3%	33.3%
Maximum Green (s)	40.0	76.0	76.0	14.0	50.0		15.0	57.0	57.0	13.0	55.0	55.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	41.0	77.0	77.0	15.0	51.0		73.2	58.0	58.0	70.8	56.8	56.8
Actuated g/C Ratio	0.23	0.43	0.43	0.08	0.28		0.41	0.32	0.32	0.39	0.32	0.32
v/c Ratio	0.98	1.20	0.30	1.24	0.90		0.81	1.22	0.93	1.25	0.86	0.63
Control Delay	95.7	137.7	30.2	202.2	51.2		70.2	153.8	64.1	190.8	66.6	22.7
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	95.7	137.7	30.2	202.2	51.2		70.2	153.8	64.1	190.8	66.6	22.7
LOS	F	F	C	F	D		E	F	E	F	E	C

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	122.4			83.9			130.0			72.2		
Approach LOS	F			F			F			E		
90th %ile Green (s)	40.0	76.0	76.0	14.0	50.0		15.0	57.0	57.0	13.0	55.0	55.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	40.0	76.0	76.0	14.0	50.0		15.0	57.0	57.0	13.0	55.0	55.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	40.0	76.0	76.0	14.0	50.0		15.0	57.0	57.0	13.0	55.0	55.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	40.0	76.0	76.0	14.0	50.0		14.5	57.0	57.0	13.0	55.5	55.5
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Gap	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	40.0	76.0	76.0	14.0	50.0		11.4	57.0	57.0	13.0	58.6	58.6
10th %ile Term Code	Max	Coord	Coord	Max	Coord		Gap	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	642	1980	106	263	866		96	1506	369	122	797	131
Fuel Used(gal)	31	124	5	19	32		6	105	20	13	36	11
CO Emissions (g/hr)	2178	8673	369	1322	2214		389	7357	1411	914	2550	745
NOx Emissions (g/hr)	424	1687	72	257	431		76	1431	275	178	496	145
VOC Emissions (g/hr)	505	2010	85	306	513		90	1705	327	212	591	173
Dilemma Vehicles (#)	0	55	0	0	58		0	42	0	0	24	0
Queue Length 50th (ft)	470	~1358	138	~273	342		130	~1053	514	~279	564	161
Queue Length 95th (ft)	#608	#1427	208	#388	404		#248	#1141	#765	#470	657	292
Internal Link Dist (ft)	2295			1303			260			2774		
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	782	2175	694	286	1428		199	1639	621	179	1117	687
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	0.98	1.20	0.30	1.24	0.90		0.78	1.22	0.93	1.25	0.86	0.63

Intersection Summary

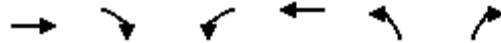
Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 16 (9%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.25
 Intersection Signal Delay: 109.5 Intersection LOS: F
 Intersection Capacity Utilization 114.7% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 22: Flagler Street & SW 87th Avenue

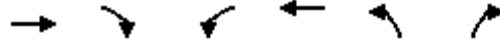
 ø1	 ø2	 ø3	 ø4
18 s	62 s	19 s	81 s
 ø5	 ø6	 ø7	 ø8
20 s	60 s	45 s	55 s

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖↗	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1742	0	252	2273	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1914	0	277	2498	0	0
Lane Group Flow (vph)	1914	0	277	2498	0	0
Turn Type						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	59.0	0.0	31.0	90.0	0.0	0.0
Total Split (%)	65.6%	0.0%	34.4%	100.0%	0.0%	0.0%
Maximum Green (s)	54.0		26.0	85.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	69.0		13.0	90.0		
Actuated g/C Ratio	0.77		0.14	1.00		
v/c Ratio	0.49		0.56	0.49		
Control Delay	0.4		36.1	0.3		
Queue Delay	0.0		0.0	0.0		
Total Delay	0.4		36.1	0.3		
LOS	A		D	A		



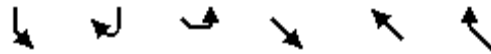
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	0.4			3.9		
Approach LOS	A			A		
90th %ile Green (s)	64.7		15.3	85.0		
90th %ile Term Code	Coord		Gap	Coord		
70th %ile Green (s)	66.7		13.3	85.0		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	68.1		11.9	85.0		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	69.4		10.6	85.0		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	71.3		8.7	85.0		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	28		226	0		
Fuel Used(gal)	2		8	26		
CO Emissions (g/hr)	151		528	1832		
NOx Emissions (g/hr)	29		103	356		
VOC Emissions (g/hr)	35		122	424		
Dilemma Vehicles (#)	10		0	0		
Queue Length 50th (ft)	6		76	0		
Queue Length 95th (ft)	m6		111	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	3901		1030	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.49		0.27	0.49		

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 2.5
 Intersection LOS: A
 Intersection Capacity Utilization 47.5%
 ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	252	0	0	617	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	277	0	0	678	0	0
Lane Group Flow (vph)	277	0	0	678	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.3%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

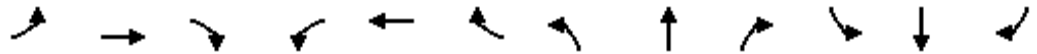
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.999			0.982			0.937				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5080	0	1770	4994	0	1770	1745	0	3433	1863	1583
Fl _t Permitted	0.086			0.039			0.950			0.950		
Satd. Flow (perm)	160	5080	0	73	4994	0	1770	1745	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			23			16				120
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	145	2744	25	86	1331	180	75	72	52	466	68	109
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	159	3015	27	95	1463	198	82	79	57	512	75	120
Lane Group Flow (vph)	159	3042	0	95	1661	0	82	136	0	512	75	120
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	22.0	117.0	0.0	12.0	107.0	0.0	18.0	18.0	0.0	33.0	33.0	33.0
Total Split (%)	12.2%	65.0%	0.0%	6.7%	59.4%	0.0%	10.0%	10.0%	0.0%	18.3%	18.3%	18.3%
Maximum Green (s)	17.0	112.0		7.0	102.0		13.0	13.0		28.0	28.0	28.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	124.2	113.0		115.5	107.5		14.0	14.0		29.0	29.0	29.0
Actuated g/C Ratio	0.69	0.63		0.64	0.60		0.08	0.08		0.16	0.16	0.16
v/c Ratio	0.69	0.95		0.78	0.56		0.59	0.91		0.93	0.25	0.34
Control Delay	38.2	24.8		74.6	22.7		98.4	122.3		97.3	68.6	12.3
Queue Delay	0.0	0.4		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	38.2	25.3		74.6	22.7		98.4	122.3		97.3	68.6	12.3
LOS	D	C		E	C		F	F		F	E	B

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

2/1/2012









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		25.9			25.5			113.3			79.8	
Approach LOS		C			C			F			E	
90th %ile Green (s)	17.0	112.0		7.0	102.0		13.0	13.0		28.0	28.0	28.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
70th %ile Green (s)	15.4	112.0		7.0	103.6		13.0	13.0		28.0	28.0	28.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
50th %ile Green (s)	12.3	112.0		7.0	106.7		13.0	13.0		28.0	28.0	28.0
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
30th %ile Green (s)	10.3	112.0		7.0	108.7		13.0	13.0		28.0	28.0	28.0
30th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
10th %ile Green (s)	7.5	112.0		7.0	111.5		13.0	13.0		28.0	28.0	28.0
10th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
Stops (vph)	82	1654		43	875		72	98		434	58	14
Fuel Used(gal)	3	55		2	29		3	6		21	3	2
CO Emissions (g/hr)	227	3858		174	2028		230	407		1485	185	155
NOx Emissions (g/hr)	44	751		34	395		45	79		289	36	30
VOC Emissions (g/hr)	52	894		40	470		53	94		344	43	36
Dilemma Vehicles (#)	0	116		0	42		0	3		0	2	0
Queue Length 50th (ft)	84	699		58	413		96	144		312	79	0
Queue Length 95th (ft)	m113	810		#168	486		161	#288		#420	135	64
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	272	3189		122	2992		138	150		553	300	356
Starvation Cap Reductn	0	23		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	0.58	0.96		0.78	0.56		0.59	0.91		0.93	0.25	0.34

Intersection Summary

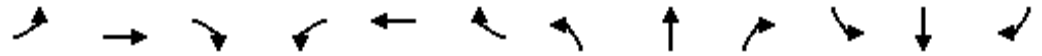
Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 172 (96%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 35.5 Intersection LOS: D
 Intersection Capacity Utilization 91.9% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue

 ø5 18 s	 ø6 33 s	 ø3 12 s	 ø4 117 s
		 ø7 22 s	 ø8 107 s

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

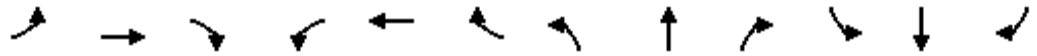
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.996			0.994				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.979	
Satd. Flow (prot)	1770	5065	0	1770	5055	0	1770	1863	1583	1681	1732	1583
Fl _t Permitted	0.085			0.045			0.950			0.950	0.979	
Satd. Flow (perm)	158	5065	0	84	5055	0	1770	1863	1583	1681	1732	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			5				53			135
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	315	2758	66	42	1347	54	60	57	97	140	58	123
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	346	3031	73	46	1480	59	66	63	107	154	64	135
Lane Group Flow (vph)	346	3104	0	46	1539	0	66	63	107	106	112	135
Turn Type	pm+pt			pm+pt			custom		Perm custom			Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5	5	5	6	6	6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	46.0	129.0	0.0	9.0	92.0	0.0	19.0	19.0	19.0	23.0	23.0	23.0
Total Split (%)	25.6%	71.7%	0.0%	5.0%	51.1%	0.0%	10.6%	10.6%	10.6%	12.8%	12.8%	12.8%
Maximum Green (s)	41.0	124.0		4.0	87.0		14.0	14.0	14.0	18.0	18.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	134.0	126.8		101.6	96.6		12.5	12.5	12.5	21.5	21.5	21.5
Actuated g/C Ratio	0.74	0.70		0.56	0.54		0.07	0.07	0.07	0.12	0.12	0.12
v/c Ratio	0.83	0.87		0.49	0.57		0.54	0.49	0.67	0.53	0.54	0.44
Control Delay	65.9	14.9		41.2	14.8		90.0	87.9	54.9	85.7	86.0	14.9
Queue Delay	0.0	0.3		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	15.3		41.2	14.8		90.0	87.9	54.9	85.7	86.0	14.9
LOS	E	B		D	B		F	F	D	F	F	B

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012

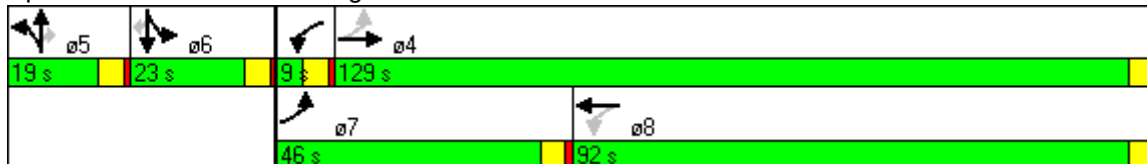


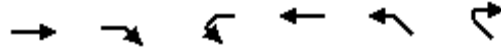
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	20.4		15.5				73.5			58.7		
Approach LOS	C				B			E				
90th %ile Green (s)	41.0	124.0		4.0	87.0		14.0	14.0	14.0	18.0	18.0	18.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	37.7	124.0		4.0	90.3		14.0	14.0	14.0	18.0	18.0	18.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	33.0	124.0		4.0	95.0		12.0	12.0	12.0	20.0	20.0	20.0
50th %ile Term Code	Gap	Coord		Max	Coord		Gap	Gap	Gap	MaxR	MaxR	MaxR
30th %ile Green (s)	28.5	124.0		4.0	99.5		10.0	10.0	10.0	22.0	22.0	22.0
30th %ile Term Code	Gap	Coord		Max	Coord		Gap	Gap	Gap	MaxR	MaxR	MaxR
10th %ile Green (s)	21.9	133.0		0.0	106.1		7.3	7.3	7.3	24.7	24.7	24.7
10th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap	Gap	MaxR	MaxR	MaxR
Stops (vph)	449	1058		25	361		57	53	49	91	97	16
Fuel Used(gal)	12	45		1	20		3	2	3	4	4	2
CO Emissions (g/hr)	810	3180		68	1424		178	167	210	250	266	127
NOx Emissions (g/hr)	158	619		13	277		35	32	41	49	52	25
VOC Emissions (g/hr)	188	737		16	330		41	39	49	58	62	30
Dilemma Vehicles (#)	0	31		0	37		0	1	0	0	3	0
Queue Length 50th (ft)	334	374		10	143		77	73	63	126	133	0
Queue Length 95th (ft)	m274	m227		m53	164		133	128	136	206	214	71
Internal Link Dist (ft)	1303			1249			2113			1096		
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	494	3570		94	2715		148	155	181	201	207	308
Starvation Cap Reductn	0	111		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	70		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.90		0.49	0.57		0.45	0.41	0.59	0.53	0.54	0.44

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 6 (3%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 23.6 Intersection LOS: C
 Intersection Capacity Utilization 80.2% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street





Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑			↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt	0.961					
Flt Protected						
Satd. Flow (prot)	4887	0	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	4887	0	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1742	617	0	2273	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1914	678	0	2498	0	0
Lane Group Flow (vph)	2592	0	0	2498	0	0
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.8%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

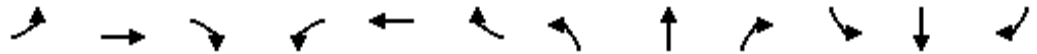
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↖	↖↖	↑↑↑	↖	↖	↑↑	↖	↖	↑↑	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	340		155	240		55	380		0
Storage Lanes	2		1	2		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t			0.850			0.850			0.850		0.967	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	3539	1583	1770	3422	0
Fl _t Permitted	0.950			0.950			0.114			0.103		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	212	3539	1583	192	3422	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			162			41		32	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2650			345			2574			2388	
Travel Time (s)		40.2			5.2			43.9			40.7	
Volume (vph)	470	1874	113	417	2363	378	202	750	132	310	1234	349
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	516	2059	124	458	2597	415	222	824	145	341	1356	384
Lane Group Flow (vph)	516	2059	124	458	2597	415	222	824	145	341	1740	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt		custom		pm+pt	
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases			4			8	2		2	6		
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	19.0	48.0	48.0	17.0	46.0	46.0	12.0	39.0	39.0	26.0	53.0	0.0
Total Split (%)	14.6%	36.9%	36.9%	13.1%	35.4%	35.4%	9.2%	30.0%	30.0%	20.0%	40.8%	0.0%
Maximum Green (s)	14.0	43.0	43.0	12.0	41.0	41.0	7.0	34.0	34.0	21.0	48.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	15.0	44.0	44.0	13.0	42.0	42.0	43.1	35.1	35.1	61.0	49.0	
Actuated g/C Ratio	0.12	0.34	0.34	0.10	0.32	0.32	0.33	0.27	0.27	0.47	0.38	
v/c Ratio	1.30	1.20	0.21	1.34	1.25	0.67	1.34	0.86	0.32	0.96	1.33	
Control Delay	175.5	133.9	22.9	203.8	160.5	35.7	208.8	58.3	32.0	53.7	168.3	
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	175.5	133.9	22.9	203.8	160.5	35.7	208.8	58.3	32.0	53.7	168.3	
LOS	F	F	C	F	F	D	F	E	C	D	F	

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	136.8			151.3			83.1			149.5		
Approach LOS	F			F			F			F		
90th %ile Green (s)	14.0	43.0	43.0	12.0	41.0	41.0	7.0	34.0	34.0	21.0	48.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	
70th %ile Green (s)	14.0	43.0	43.0	12.0	41.0	41.0	7.0	34.0	34.0	21.0	48.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	
50th %ile Green (s)	14.0	43.0	43.0	12.0	41.0	41.0	7.0	34.0	34.0	21.0	48.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	
30th %ile Green (s)	14.0	43.0	43.0	12.0	41.0	41.0	7.0	34.0	34.0	21.0	48.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	
10th %ile Green (s)	14.0	43.0	43.0	12.0	41.0	41.0	7.0	34.5	34.5	20.5	48.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Gap	MaxR	
Stops (vph)	375	1619	77	323	1964	252	127	710	93	279	1109	
Fuel Used(gal)	30	103	3	29	144	13	13	29	4	12	94	
CO Emissions (g/hr)	2065	7233	240	2009	10045	882	934	2025	285	829	6602	
NOx Emissions (g/hr)	402	1407	47	391	1954	172	182	394	55	161	1284	
VOC Emissions (g/hr)	479	1676	56	466	2328	204	216	469	66	192	1530	
Dilemma Vehicles (#)	0	12	0	0	21	0	0	16	0	0	67	
Queue Length 50th (ft)	~295	~789	69	~260	~808	243	~195	363	79	189	~976	
Queue Length 95th (ft)	m#336	m#866	m80	m#366	#880	m345	m#345	m442	m140	m153	m#783	
Internal Link Dist (ft)	2570			265			2494			2308		
Turn Bay Length (ft)	290			340			155	240		55	380	
Base Capacity (vph)	396	1721	586	343	2070	621	166	956	457	357	1310	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.30	1.20	0.21	1.34	1.25	0.67	1.34	0.86	0.32	0.96	1.33	

Intersection Summary

























Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green, Master Intersection
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.34
 Intersection Signal Delay: 138.2 Intersection LOS: F
 Intersection Capacity Utilization 117.9% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue

 ø1	 ø2	 ø3	 ø4
26 s	39 s	17 s	48 s
 ø5	 ø6	 ø7	 ø8
12 s	53 s	19 s	46 s

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.985			0.980	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3486	0	1770	3468	0
Fl _t Permitted	0.950			0.950			0.129			0.125		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	240	3486	0	233	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			42			52		9			13	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	440	2013	82	334	2497	147	428	614	68	335	845	134
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	484	2212	90	367	2744	162	470	675	75	368	929	147
Lane Group Flow (vph)	484	2212	90	367	2744	162	470	750	0	368	1076	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	18.0	50.0	50.0	18.0	50.0	50.0	26.0	35.0	0.0	27.0	36.0	0.0
Total Split (%)	13.8%	38.5%	38.5%	13.8%	38.5%	38.5%	20.0%	26.9%	0.0%	20.8%	27.7%	0.0%
Maximum Green (s)	13.0	45.0	45.0	13.0	45.0	45.0	21.0	30.0		22.0	31.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	14.0	46.0	46.0	14.0	46.0	46.0	53.0	31.0		55.0	32.0	
Actuated g/C Ratio	0.11	0.35	0.35	0.11	0.35	0.35	0.41	0.24		0.42	0.25	
v/c Ratio	1.31	0.98	0.15	0.99	1.21	0.27	1.32	0.89		0.99	1.25	
Control Delay	201.6	55.5	16.9	95.5	127.5	11.7	194.0	61.7		82.7	161.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	201.6	55.5	16.9	95.5	127.5	11.7	194.0	61.7		82.7	161.3	
LOS	F	E	B	F	F	B	F	E		F	F	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	79.6			118.2			112.7			141.3		
Approach LOS	E			F			F			F		
90th %ile Green (s)	13.0	45.0	45.0	13.0	45.0	45.0	21.0	30.0		22.0	31.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	13.0	45.0	45.0	13.0	45.0	45.0	21.0	30.0		22.0	31.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	13.0	45.0	45.0	13.0	45.0	45.0	21.0	30.0		22.0	31.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	13.0	45.0	45.0	13.0	45.0	45.0	21.0	30.0		22.0	31.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	13.0	45.0	45.0	13.0	45.0	45.0	21.0	30.0		22.0	31.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
Stops (vph)	345	1846	31	284	2137	84	280	621		242	793	
Fuel Used(gal)	30	82	2	14	117	3	28	29		16	63	
CO Emissions (g/hr)	2119	5742	150	944	8208	205	1981	1993		1115	4414	
NOx Emissions (g/hr)	412	1117	29	184	1597	40	385	388		217	859	
VOC Emissions (g/hr)	491	1331	35	219	1902	47	459	462		258	1023	
Dilemma Vehicles (#)	0	75	0	0	17	0	0	26		0	30	
Queue Length 50th (ft)	~270	531	27	151	~835	59	~462	321		260	~592	
Queue Length 95th (ft)	#380	#622	66	#263	#907	m111	#679	#429		#469	#730	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	370	2267	587	370	2267	594	357	838		371	863	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.31	0.98	0.15	0.99	1.21	0.27	1.32	0.89		0.99	1.25	

Intersection Summary

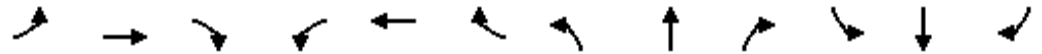
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 103 (79%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.32
 Intersection Signal Delay: 108.9 Intersection LOS: F
 Intersection Capacity Utilization 113.4% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue

 ø1	 ø2	 ø3	 ø4
27 s	35 s	18 s	50 s
 ø5	 ø6	 ø7	 ø8
26 s	36 s	18 s	50 s

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

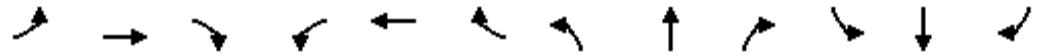
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.997			0.940			0.869	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6389	0	1770	1751	0	1770	1619	0
Fl _t Permitted	0.051			0.054			0.293			0.728		
Satd. Flow (perm)	95	6395	0	101	6389	0	546	1751	0	1356	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4			18			108	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	113	2347	37	40	2739	52	18	25	16	85	33	228
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	124	2579	41	44	3010	57	20	27	18	93	36	251
Lane Group Flow (vph)	124	2620	0	44	3067	0	20	45	0	93	287	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	18.0	85.0	0.0	11.0	78.0	0.0	34.0	34.0	0.0	34.0	34.0	0.0
Total Split (%)	13.8%	65.4%	0.0%	8.5%	60.0%	0.0%	26.2%	26.2%	0.0%	26.2%	26.2%	0.0%
Maximum Green (s)	13.0	80.0		6.0	73.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	100.2	92.4		94.0	87.2		20.9	20.9		20.9	20.9	
Actuated g/C Ratio	0.77	0.71		0.72	0.67		0.16	0.16		0.16	0.16	
v/c Ratio	0.62	0.58		0.27	0.72		0.23	0.15		0.43	0.82	
Control Delay	26.2	15.9		16.8	5.5		47.2	29.6		49.6	37.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.2	15.9		16.8	5.5		47.2	29.6		49.6	37.9	
LOS	C	B		B	A		D	C		D	D	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

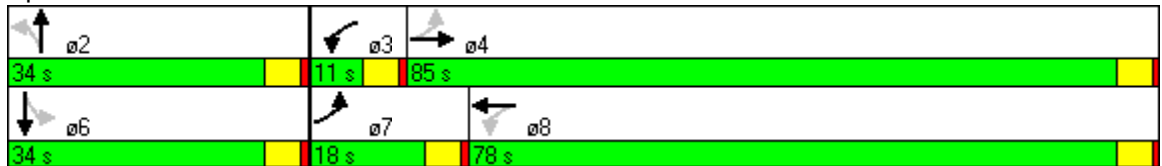


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		16.4			5.6			35.0			40.8	
Approach LOS		B			A			C			D	
90th %ile Green (s)	13.0	80.0		6.0	73.0		29.0	29.0		29.0	29.0	
90th %ile Term Code	Max	Coord		Max	Coord		Hold	Hold		Max	Max	
70th %ile Green (s)	11.3	84.4		6.5	79.6		24.1	24.1		24.1	24.1	
70th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	8.5	89.4		5.6	86.5		20.0	20.0		20.0	20.0	
50th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	6.1	93.5		5.5	92.9		16.0	16.0		16.0	16.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
10th %ile Green (s)	5.5	109.5		0.0	99.0		10.5	10.5		10.5	10.5	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	87	1796		21	510		15	21		74	160	
Fuel Used(gal)	3	55		1	31		1	1		3	8	
CO Emissions (g/hr)	200	3840		49	2157		42	79		212	571	
NOx Emissions (g/hr)	39	747		10	420		8	15		41	111	
VOC Emissions (g/hr)	46	890		11	500		10	18		49	132	
Dilemma Vehicles (#)	0	6		0	72		0	1		0	10	
Queue Length 50th (ft)	36	597		2	68		15	20		71	150	
Queue Length 95th (ft)	m28	m663		m2	m83		38	51		117	238	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	254	4544		164	4287		126	418		313	457	
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	0.49	0.58		0.27	0.72		0.16	0.11		0.30	0.63	

Intersection Summary

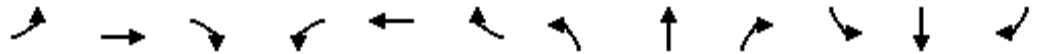
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 32 (25%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 12.7 Intersection LOS: B
 Intersection Capacity Utilization 72.6% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.994				0.850		0.954			0.951	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6369	0	1770	6408	1583	1770	1777	0	1770	1771	0
Fl _t Permitted	0.078			0.078			0.095			0.233		
Satd. Flow (perm)	145	6369	0	145	6408	1583	177	1777	0	434	1771	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				59		18			22	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			2650			3134			2669	
Travel Time (s)		17.9			40.2			53.4			45.5	
Volume (vph)	195	2068	88	163	2509	194	136	257	112	206	474	232
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	214	2273	97	179	2757	213	149	282	123	226	521	255
Lane Group Flow (vph)	214	2370	0	179	2757	213	149	405	0	226	776	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	13.0	55.0	0.0	13.0	55.0	55.0	9.0	46.0	0.0	16.0	53.0	0.0
Total Split (%)	10.0%	42.3%	0.0%	10.0%	42.3%	42.3%	6.9%	35.4%	0.0%	12.3%	40.8%	0.0%
Maximum Green (s)	8.0	50.0		8.0	50.0	50.0	4.0	41.0		11.0	48.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	60.0	51.0		60.0	51.0	51.0	47.0	42.0		58.0	49.0	
Actuated g/C Ratio	0.46	0.39		0.46	0.39	0.39	0.36	0.32		0.45	0.38	
v/c Ratio	1.20	0.95		1.00	1.10	0.32	1.19	0.69		0.71	1.14	
Control Delay	170.6	25.8		74.6	57.6	3.0	169.0	43.8		37.1	116.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	170.6	25.8		74.6	57.6	3.0	169.0	43.8		37.1	116.4	
LOS	F	C		E	E	A	F	D		D	F	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

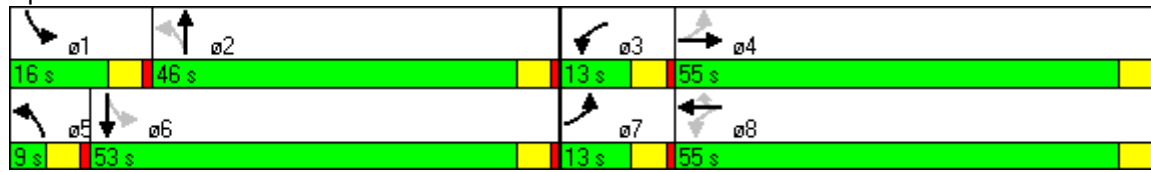


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		37.8			54.9			77.5			98.5	
Approach LOS		D			D			E			F	
90th %ile Green (s)	8.0	50.0		8.0	50.0	50.0	4.0	41.0		11.0	48.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	8.0	50.0		8.0	50.0	50.0	4.0	41.0		11.0	48.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	8.0	50.0		8.0	50.0	50.0	4.0	41.0		11.0	48.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	8.0	50.0		8.0	50.0	50.0	4.0	41.0		11.0	48.0	
30th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	8.0	50.0		8.0	50.0	50.0	4.0	41.0		11.0	48.0	
10th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
Stops (vph)	132	1439		99	622	15	74	306		128	580	
Fuel Used(gal)	10	46		7	80	4	8	14		7	35	
CO Emissions (g/hr)	693	3200		455	5615	255	580	989		457	2461	
NOx Emissions (g/hr)	135	623		89	1092	50	113	192		89	479	
VOC Emissions (g/hr)	161	742		105	1301	59	134	229		106	570	
Dilemma Vehicles (#)	0	108		0	94	0	0	14		0	23	
Queue Length 50th (ft)	~173	76		120	~731	10	~99	285		119	~752	
Queue Length 95th (ft)	#340	#249		m85	m108	m3	#244	404		#182	#1000	
Internal Link Dist (ft)		1101			2570			3054			2589	
Turn Bay Length (ft)	507			380		96	160					
Base Capacity (vph)	179	2503		179	2514	657	125	586		317	681	
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	1.20	0.95		1.00	1.10	0.32	1.19	0.69		0.71	1.14	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 31 (24%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 56.6 Intersection LOS: E
 Intersection Capacity Utilization 107.1% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue

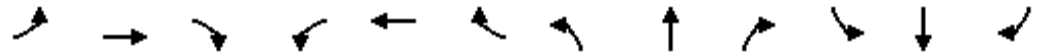


Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.946			0.962			0.989			0.985	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1762	0	1770	1792	0	1770	3500	0	1770	3486	0
Fl _t Permitted	0.114			0.450			0.056			0.281		
Satd. Flow (perm)	212	1762	0	838	1792	0	104	3500	0	523	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			12			12			14	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2574	
Travel Time (s)		24.4			21.2			19.6			43.9	
Volume (vph)	80	186	105	134	298	99	178	846	67	75	1429	161
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	88	204	115	147	327	109	196	930	74	82	1570	177
Lane Group Flow (vph)	88	319	0	147	436	0	196	1004	0	82	1747	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	44.0	0.0	35.0	35.0	0.0	15.0	86.0	0.0	71.0	71.0	0.0
Total Split (%)	6.9%	33.8%	0.0%	26.9%	26.9%	0.0%	11.5%	66.2%	0.0%	54.6%	54.6%	0.0%
Maximum Green (s)	4.0	39.0		30.0	30.0		10.0	81.0		66.0	66.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	40.0	40.0		31.0	31.0		82.0	82.0		67.0	67.0	
Actuated g/C Ratio	0.31	0.31		0.24	0.24		0.63	0.63		0.52	0.52	
v/c Ratio	0.70	0.57		0.74	1.00		0.95	0.45		0.30	0.97	
Control Delay	64.0	39.7		68.3	91.2		83.6	13.0		2.6	11.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	64.0	39.7		68.3	91.2		83.6	13.0		2.6	11.5	
LOS	E	D		E	F		F	B		A	B	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		45.0			85.4			24.6			11.1	
Approach LOS		D			F			C			B	
90th %ile Green (s)	4.0	39.0		30.0	30.0		10.0	81.0		66.0	66.0	
90th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
70th %ile Green (s)	4.0	39.0		30.0	30.0		10.0	81.0		66.0	66.0	
70th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
50th %ile Green (s)	4.0	39.0		30.0	30.0		10.0	81.0		66.0	66.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
30th %ile Green (s)	4.0	39.0		30.0	30.0		10.0	81.0		66.0	66.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
10th %ile Green (s)	4.0	39.0		30.0	30.0		10.0	81.0		66.0	66.0	
10th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
Stops (vph)	54	223		118	341		104	444		14	1230	
Fuel Used(gal)	2	7		4	14		5	14		1	44	
CO Emissions (g/hr)	164	514		290	983		380	973		104	3045	
NOx Emissions (g/hr)	32	100		56	191		74	189		20	593	
VOC Emissions (g/hr)	38	119		67	228		88	226		24	706	
Dilemma Vehicles (#)	0	11		0	14		0	35		0	20	
Queue Length 50th (ft)	54	210		115	361		115	213		6	591	
Queue Length 95th (ft)	#105	310		#223	#585		#269	260		m6	m168	
Internal Link Dist (ft)		1350			1161			1070			2494	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	125	558		200	436		207	2212		270	1803	
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	0.70	0.57		0.74	1.00		0.95	0.45		0.30	0.97	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 111 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 29.3 Intersection LOS: C

Intersection Capacity Utilization 94.0% ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue

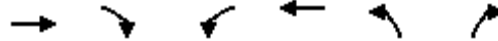


Lanes, Volumes, Timings
20: SW 8th Street & SW 82nd Avenue

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↘	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		0	120
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	0.95
Flt	0.992					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5045	0	1770	5085	1770	1504
Flt Permitted			0.053		0.950	
Satd. Flow (perm)	5045	0	99	5085	1770	1504
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	10					90
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	2397			1458	2338	
Travel Time (s)	36.3			22.1	39.9	
Volume (vph)	2251	122	348	2815	240	113
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2474	134	382	3093	264	124
Lane Group Flow (vph)	2608	0	382	3093	264	124
Turn Type			pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases			8			2
Detector Phases	4		3	8	2	2
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		9.0	21.0	21.0	21.0
Total Split (s)	75.0	0.0	30.0	105.0	25.0	25.0
Total Split (%)	57.7%	0.0%	23.1%	80.8%	19.2%	19.2%
Maximum Green (s)	70.0		25.0	100.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Max	Max
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	71.5		101.0	101.0	21.0	21.0
Actuated g/C Ratio	0.55		0.78	0.78	0.16	0.16
v/c Ratio	0.94		0.95	0.78	0.92	0.39
Control Delay	11.8		63.5	9.7	90.6	20.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	11.8		63.5	9.7	90.6	20.1
LOS	B		E	A	F	C



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	11.8			15.6	68.0	
Approach LOS	B			B	E	
90th %ile Green (s)	70.0		25.0	100.0	20.0	20.0
90th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
70th %ile Green (s)	70.0		25.0	100.0	20.0	20.0
70th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
50th %ile Green (s)	70.0		25.0	100.0	20.0	20.0
50th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
30th %ile Green (s)	70.0		25.0	100.0	20.0	20.0
30th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
10th %ile Green (s)	72.7		22.3	100.0	20.0	20.0
10th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
Stops (vph)	1858		257	1485	214	34
Fuel Used(gal)	71		11	51	10	3
CO Emissions (g/hr)	4965		768	3540	722	181
NOx Emissions (g/hr)	966		149	689	141	35
VOC Emissions (g/hr)	1151		178	820	167	42
Dilemma Vehicles (#)	35		0	108	0	0
Queue Length 50th (ft)	789		266	463	222	26
Queue Length 95th (ft)	m675		#459	513	#389	89
Internal Link Dist (ft)	2317			1378	2258	
Turn Bay Length (ft)			154			120
Base Capacity (vph)	2781		411	3951	286	318
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	0.94		0.93	0.78	0.92	0.39

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 37 (28%), Referenced to phase 4:EBT and 8:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 17.2

Intersection LOS: B

Intersection Capacity Utilization 91.1%





ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

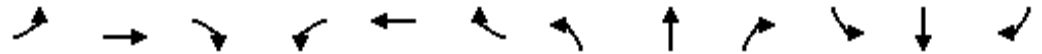
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue

 ø2	 ø3	 ø4
25 s	30 s	75 s
	 ø8	
	105 s	

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5009	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.114			0.105		
Satd. Flow (perm)	3433	5085	1583	3433	5009	0	212	5085	1583	196	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			42		17				121			186
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	393	1416	139	461	1914	215	315	1142	165	266	1187	568
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	432	1556	153	507	2103	236	346	1255	181	292	1304	624
Lane Group Flow (vph)	432	1556	153	507	2339	0	346	1255	181	292	1304	624
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	16.0	46.0	46.0	23.0	53.0	0.0	19.0	39.0	39.0	22.0	42.0	42.0
Total Split (%)	12.3%	35.4%	35.4%	17.7%	40.8%	0.0%	14.6%	30.0%	30.0%	16.9%	32.3%	32.3%
Maximum Green (s)	11.0	41.0	41.0	18.0	48.0		14.0	34.0	34.0	17.0	37.0	37.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	12.0	42.0	42.0	19.0	49.0		50.0	35.0	35.0	56.0	38.0	38.0
Actuated g/C Ratio	0.09	0.32	0.32	0.15	0.38		0.38	0.27	0.27	0.43	0.29	0.29
v/c Ratio	1.36	0.95	0.28	1.01	1.23		1.33	0.92	0.35	0.97	1.26	1.05
Control Delay	225.8	55.8	25.1	72.6	139.1		195.4	30.3	4.0	80.2	164.1	82.3
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	225.8	55.8	25.1	72.6	139.1		195.4	30.3	4.0	80.2	164.1	82.3
LOS	F	E	C	E	F		F	C	A	F	F	F

Lanes, Volumes, Timings
22: Flagler Street & SW 87th Avenue

2/1/2012

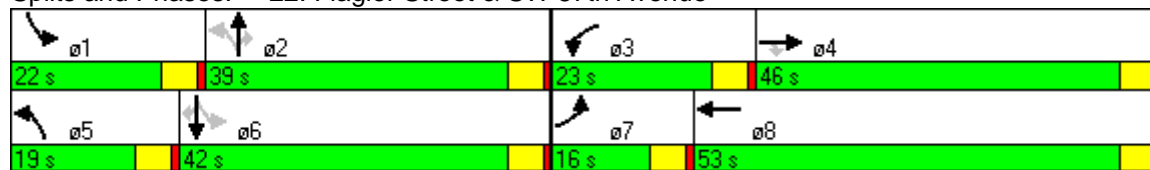


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	87.9			127.3			59.7			130.1		
Approach LOS	F			F			E			F		
90th %ile Green (s)	11.0	41.0	41.0	18.0	48.0		14.0	34.0	34.0	17.0	37.0	37.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	11.0	41.0	41.0	18.0	48.0		14.0	34.0	34.0	17.0	37.0	37.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	11.0	41.0	41.0	18.0	48.0		14.0	34.0	34.0	17.0	37.0	37.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	11.0	41.0	41.0	18.0	48.0		14.0	34.0	34.0	17.0	37.0	37.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	11.0	41.0	41.0	18.0	48.0		14.0	34.0	34.0	17.0	37.0	37.0
10th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	301	1300	74	398	1778		240	852	42	180	965	367
Fuel Used(gal)	27	52	4	15	98		21	37	4	11	72	24
CO Emissions (g/hr)	1912	3613	257	1052	6829		1448	2555	252	787	5042	1686
NOx Emissions (g/hr)	372	703	50	205	1329		282	497	49	153	981	328
VOC Emissions (g/hr)	443	837	60	244	1583		336	592	58	182	1168	391
Dilemma Vehicles (#)	0	53	0	0	26		0	54	0	0	36	0
Queue Length 50th (ft)	~246	468	68	~217	~902		~317	291	27	195	~724	~454
Queue Length 95th (ft)	#354	#567	126	m#259	m#988		m#374	m298	m25	#379	#864	#689
Internal Link Dist (ft)	2295			1303			260			2774		
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	317	1643	540	502	1899		261	1369	515	302	1034	594
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	1.36	0.95	0.28	1.01	1.23		1.33	0.92	0.35	0.97	1.26	1.05

Intersection Summary

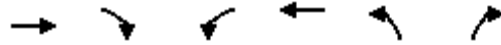
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 69 (53%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.36
 Intersection Signal Delay: 105.2 Intersection LOS: F
 Intersection Capacity Utilization 116.6% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖↗	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1750	0	599	3161	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1923	0	658	3474	0	0
Lane Group Flow (vph)	1923	0	658	3474	0	0
Turn Type						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	38.0	0.0	27.0	65.0	0.0	0.0
Total Split (%)	58.5%	0.0%	41.5%	100.0%	0.0%	0.0%
Maximum Green (s)	33.0		22.0	60.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	38.7		18.3	65.0		
Actuated g/C Ratio	0.60		0.28	1.00		
v/c Ratio	0.64		0.68	0.68		
Control Delay	9.7		22.0	0.8		
Queue Delay	0.0		0.0	0.0		
Total Delay	9.7		22.0	0.8		
LOS	A		C	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012

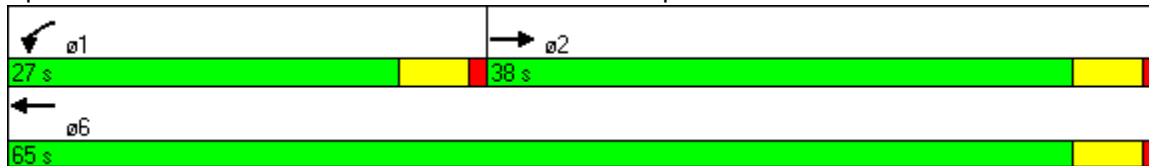


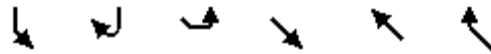
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	9.7			4.1		
Approach LOS	A			A		
90th %ile Green (s)	33.0		22.0	60.0		
90th %ile Term Code	Coord		Max	Coord		
70th %ile Green (s)	35.7		19.3	60.0		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	37.2		17.8	60.0		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	40.0		15.0	60.0		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	42.6		12.4	60.0		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	833		497	2		
Fuel Used(gal)	15		16	37		
CO Emissions (g/hr)	1083		1100	2568		
NOx Emissions (g/hr)	211		214	500		
VOC Emissions (g/hr)	251		255	595		
Dilemma Vehicles (#)	131		0	0		
Queue Length 50th (ft)	251		117	0		
Queue Length 95th (ft)	m297		151	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	3027		1215	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.64		0.54	0.68		

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 3 (5%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 5.9
 Intersection LOS: A
 Intersection Capacity Utilization 64.4%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





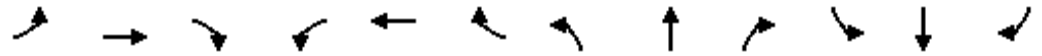
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	599	0	0	646	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	658	0	0	710	0	0
Lane Group Flow (vph)	658	0	0	710	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.8%
	ICU Level of Service B
Analysis Period (min)	15

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.995			0.978			0.941				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5060	0	1770	4973	0	1770	1753	0	3433	1863	1583
Fl _t Permitted	0.051			0.091			0.950			0.950		
Satd. Flow (perm)	95	5060	0	170	4973	0	1770	1753	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			46			19				111
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	170	1493	52	103	2472	419	63	60	39	492	85	193
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	187	1641	57	113	2716	460	69	66	43	541	93	212
Lane Group Flow (vph)	187	1698	0	113	3176	0	69	109	0	541	93	212
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	13.0	82.0	0.0	14.0	83.0	0.0	11.0	11.0	0.0	23.0	23.0	23.0
Total Split (%)	10.0%	63.1%	0.0%	10.8%	63.8%	0.0%	8.5%	8.5%	0.0%	17.7%	17.7%	17.7%
Maximum Green (s)	8.0	77.0		9.0	78.0		6.0	6.0		18.0	18.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	88.1	79.1		87.9	79.0		7.0	7.0		19.0	19.0	19.0
Actuated g/C Ratio	0.68	0.61		0.68	0.61		0.05	0.05		0.15	0.15	0.15
v/c Ratio	1.04	0.55		0.50	1.04		0.73	0.97		1.08	0.34	0.65
Control Delay	116.1	7.7		15.0	55.0		99.1	128.3		114.4	53.9	34.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	116.1	7.7		15.0	55.0		99.1	128.3		114.4	53.9	34.7
LOS	F	A		B	E		F	F		F	D	C

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

2/1/2012









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		18.4			53.7			117.0			87.8	
Approach LOS		B			D			F			F	
90th %ile Green (s)	8.0	77.0		9.0	78.0		6.0	6.0		18.0	18.0	18.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
70th %ile Green (s)	8.0	77.2		8.8	78.0		6.0	6.0		18.0	18.0	18.0
70th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		MaxR	MaxR	MaxR
50th %ile Green (s)	8.0	78.0		8.0	78.0		6.0	6.0		18.0	18.0	18.0
50th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		MaxR	MaxR	MaxR
30th %ile Green (s)	8.0	78.7		7.3	78.0		6.0	6.0		18.0	18.0	18.0
30th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		MaxR	MaxR	MaxR
10th %ile Green (s)	8.0	79.6		6.4	78.0		6.0	6.0		18.0	18.0	18.0
10th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		MaxR	MaxR	MaxR
Stops (vph)	133	290		34	2516		57	66		427	75	91
Fuel Used(gal)	7	19		2	83		3	5		24	3	5
CO Emissions (g/hr)	479	1342		109	5785		191	325		1666	215	382
NOx Emissions (g/hr)	93	261		21	1126		37	63		324	42	74
VOC Emissions (g/hr)	111	311		25	1341		44	75		386	50	89
Dilemma Vehicles (#)	0	99		0	105		0	3		0	3	0
Queue Length 50th (ft)	~137	83		27	~1057		58	77		~261	71	80
Queue Length 95th (ft)	#281	164		59	#1136		#139	#201		#376	126	169
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	180	3082		239	3040		95	112		502	272	326
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	1.04	0.55		0.47	1.04		0.73	0.97		1.08	0.34	0.65

Intersection Summary

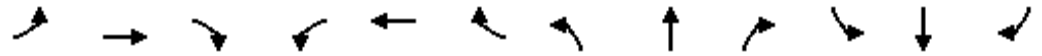
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 94 (72%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 49.4 Intersection LOS: D
 Intersection Capacity Utilization 97.2% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue

 ø5	 ø6	 ø3	 ø4
11 s	23 s	14 s	82 s
		 ø7	 ø8
		13 s	83 s

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

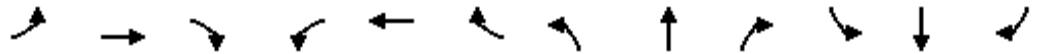
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖	↖	↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.997			0.989				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.990	
Satd. Flow (prot)	1770	5070	0	1770	5029	0	1770	1863	1583	1681	1752	1583
Fl _t Permitted	0.051			0.105			0.950			0.950	0.990	
Satd. Flow (perm)	95	5070	0	196	5029	0	1770	1863	1583	1681	1752	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			16				55			115
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	194	1522	31	76	2347	186	61	67	50	92	64	246
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	213	1673	34	84	2579	204	67	74	55	101	70	270
Lane Group Flow (vph)	213	1707	0	84	2783	0	67	74	55	83	88	270
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	18.0	86.0	0.0	11.0	79.0	0.0	11.0	11.0	11.0	22.0	22.0	22.0
Total Split (%)	13.8%	66.2%	0.0%	8.5%	60.8%	0.0%	8.5%	8.5%	8.5%	16.9%	16.9%	16.9%
Maximum Green (s)	13.0	81.0		6.0	74.0		6.0	6.0	6.0	17.0	17.0	17.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	93.0	82.2		82.4	75.6		7.0	7.0	7.0	18.0	18.0	18.0
Actuated g/C Ratio	0.72	0.63		0.63	0.58		0.05	0.05	0.05	0.14	0.14	0.14
v/c Ratio	0.89	0.53		0.41	0.95		0.71	0.74	0.40	0.36	0.36	0.85
Control Delay	49.7	14.7		6.7	8.2		96.5	99.3	23.8	55.6	55.6	55.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.7	14.7		6.7	8.2		96.5	99.3	23.8	55.6	55.6	55.2
LOS	D	B		A	A		F	F	C	E	E	E

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012









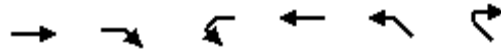
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	18.6		8.2		77.1			55.3				
Approach LOS	B		A		E			E				
90th %ile Green (s)	13.0	81.0		6.0	74.0		6.0	6.0	6.0	17.0	17.0	17.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	13.0	81.0		6.0	74.0		6.0	6.0	6.0	17.0	17.0	17.0
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	13.0	81.1		5.9	74.0		6.0	6.0	6.0	17.0	17.0	17.0
50th %ile Term Code	Max	Coord		Gap	Coord		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	13.0	81.2		5.8	74.0		6.0	6.0	6.0	17.0	17.0	17.0
30th %ile Term Code	Max	Coord		Gap	Coord		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	10.0	81.5		5.5	77.0		6.0	6.0	6.0	17.0	17.0	17.0
10th %ile Term Code	Gap	Coord		Gap	Coord		Max	Max	Max	MaxR	MaxR	MaxR
Stops (vph)	249	1314		11	1325		56	60	13	68	72	132
Fuel Used(gal)	6	32		1	40		3	3	1	2	2	7
CO Emissions (g/hr)	435	2246		63	2803		186	206	78	163	171	464
NOx Emissions (g/hr)	85	437		12	545		36	40	15	32	33	90
VOC Emissions (g/hr)	101	521		15	650		43	48	18	38	40	108
Dilemma Vehicles (#)	0	16		0	72		0	3	0	0	3	0
Queue Length 50th (ft)	94	455		6	295		57	63	0	67	71	132
Queue Length 95th (ft)	m115	m493		m6	m266		#134	#145	44	124	129	#283
Internal Link Dist (ft)	1303		1249		2113			1096				
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	248	3205		209	2931		95	100	137	233	243	318
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.53		0.40	0.95		0.71	0.74	0.40	0.36	0.36	0.85

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 119 (92%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 18.2 Intersection LOS: B
 Intersection Capacity Utilization 81.1% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street

 ø5	 ø6	 ø3	 ø4
11 s	22 s	11 s	86 s
		 ø7	 ø8
		18 s	79 s



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑			↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt	0.960					
Flt Protected						
Satd. Flow (prot)	4882	0	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	4882	0	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1750	646	0	3161	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1923	710	0	3474	0	0
Lane Group Flow (vph)	2633	0	0	3474	0	0
Sign Control	Free			Free	Free	

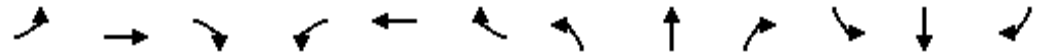
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.4%
ICU Level of Service	C
Analysis Period (min)	15

2020 Alternatives 1a, 1b, 2a, 2b, 3a and 3b

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

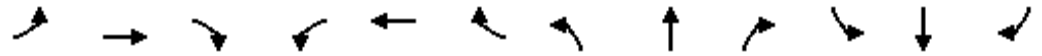
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔↔	↑↑↑↑	↔	↔	↑↑↑		↔↔	↑↑	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	720		0	720		155	240		240	600		250
Storage Lanes	2		0	2		1	1		1	2		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	0.86	0.97	0.81	1.00	1.00	0.91	0.91	0.97	0.95	1.00
Fr _t		0.990				0.850		0.991				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6344	0	3433	7544	1583	1770	5040	0	3433	3539	1583
Fl _t Permitted	0.950			0.950			0.174			0.950		
Satd. Flow (perm)	3433	6344	0	3433	7544	1583	324	5040	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				102		10				237
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40				40
Link Distance (ft)		2650			1007			2574				2388
Travel Time (s)		40.2			15.3			43.9				40.7
Volume (vph)	856	1525	109	208	1464	278	125	1093	66	198	828	216
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	941	1676	120	229	1609	305	137	1201	73	218	910	237
Lane Group Flow (vph)	941	1796	0	229	1609	305	137	1274	0	218	910	237
Turn Type	Prot			Prot		Perm	pm+pt			Prot		Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases						8	2					6
Detector Phases	7	4		3	8	8	5	2		1		6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0
Total Split (s)	29.0	38.0	0.0	15.0	24.0	24.0	9.0	27.0	0.0	10.0	28.0	28.0
Total Split (%)	32.2%	42.2%	0.0%	16.7%	26.7%	26.7%	10.0%	30.0%	0.0%	11.1%	31.1%	31.1%
Maximum Green (s)	24.0	33.0		10.0	19.0	19.0	4.0	22.0		5.0	23.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	Max
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	25.0	34.4		10.6	20.0	20.0	28.0	23.0		6.0	24.0	24.0
Actuated g/C Ratio	0.28	0.38		0.12	0.22	0.22	0.31	0.26		0.07	0.27	0.27
v/c Ratio	0.99	0.74		0.57	0.96	0.71	0.76	0.98		0.95	0.96	0.40
Control Delay	47.2	10.5		35.4	47.6	29.6	39.6	47.7		96.8	43.1	5.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	47.2	10.5		35.4	47.6	29.6	39.6	47.7		96.8	43.1	5.1
LOS	D	B		D	D	C	D	D		F	D	A

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

2/1/2012

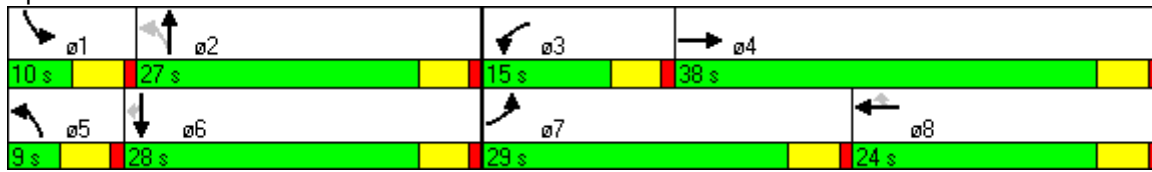


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	23.1		43.7				46.9		45.0			
Approach LOS	C			D			D			D		
90th %ile Green (s)	24.0	33.0		10.0	19.0	19.0	4.0	22.0		5.0	23.0	23.0
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	MaxR
70th %ile Green (s)	24.0	33.0		10.0	19.0	19.0	4.0	22.0		5.0	23.0	23.0
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	MaxR
50th %ile Green (s)	24.0	33.0		10.0	19.0	19.0	4.0	22.0		5.0	23.0	23.0
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	MaxR
30th %ile Green (s)	24.0	33.0		10.0	19.0	19.0	4.0	22.0		5.0	23.0	23.0
30th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	MaxR
10th %ile Green (s)	24.0	34.9		8.1	19.0	19.0	4.0	22.0		5.0	23.0	23.0
10th %ile Term Code	Max	Coord		Gap	Coord	Coord	Max	MaxR		Max	MaxR	MaxR
Stops (vph)	595	1323		187	1346	203	69	1040		173	650	53
Fuel Used(gal)	30	48		8	57	9	4	42		9	29	5
CO Emissions (g/hr)	2122	3359		526	3984	639	270	2916		648	2025	331
NOx Emissions (g/hr)	413	653		102	775	124	53	567		126	394	64
VOC Emissions (g/hr)	492	778		122	923	148	63	676		150	469	77
Dilemma Vehicles (#)	0	19		0	67	0	0	52		0	44	0
Queue Length 50th (ft)	170	203		55	228	112	32	267		69	183	5
Queue Length 95th (ft) m#351		238		88	#293	#211	m#108	#367		m#96	m#333	m8
Internal Link Dist (ft)	2570			927			2494		2308			
Turn Bay Length (ft)	720			720		155	240			600		250
Base Capacity (vph)	954	2435		420	1676	431	181	1295		229	944	596
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.99	0.74		0.55	0.96	0.71	0.76	0.98		0.95	0.96	0.40

Intersection Summary








































Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 37.2 Intersection LOS: D
 Intersection Capacity Utilization 84.5% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue



Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  	 	  	  	 	 	 	 	 	 	 
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.984			0.984	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3483	0	1770	3483	0
Fl _t Permitted	0.950			0.950			0.358			0.182		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	667	3483	0	339	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			76		13			15	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	374	2221	80	155	1468	95	150	593	73	379	510	63
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	411	2441	88	170	1613	104	165	652	80	416	560	69
Lane Group Flow (vph)	411	2441	88	170	1613	104	165	732	0	416	629	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	17.0	39.0	39.0	9.0	31.0	31.0	12.0	22.0	0.0	20.0	30.0	0.0
Total Split (%)	18.9%	43.3%	43.3%	10.0%	34.4%	34.4%	13.3%	24.4%	0.0%	22.2%	33.3%	0.0%
Maximum Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	13.0	35.0	35.0	5.0	27.0	27.0	26.0	18.0		38.0	26.0	
Actuated g/C Ratio	0.14	0.39	0.39	0.06	0.30	0.30	0.29	0.20		0.42	0.29	
v/c Ratio	0.83	0.98	0.14	0.89	0.84	0.20	0.57	1.04		1.05	0.62	
Control Delay	53.1	41.7	8.5	96.8	17.8	3.2	26.4	79.4		82.6	30.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	53.1	41.7	8.5	96.8	17.8	3.2	26.4	79.4		82.6	30.2	
LOS	D	D	A	F	B	A	C	E		F	C	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

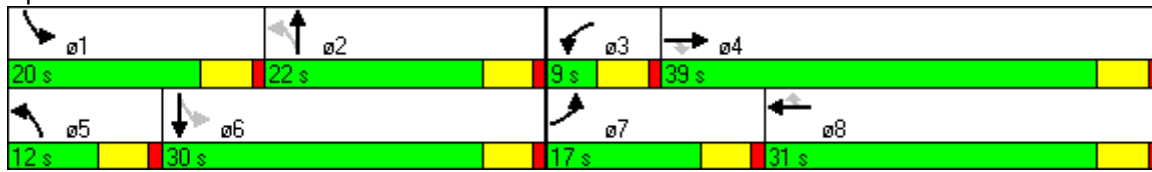


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	42.3			24.1			69.7			51.0		
Approach LOS	D			C			E			D		
90th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
Stops (vph)	340	1977	23	138	1329	18	114	570		248	469	
Fuel Used(gal)	15	84	2	6	37	1	5	30		18	22	
CO Emissions (g/hr)	1052	5850	131	447	2598	89	347	2089		1244	1515	
NOx Emissions (g/hr)	205	1138	25	87	506	17	68	406		242	295	
VOC Emissions (g/hr)	244	1356	30	104	602	21	81	484		288	351	
Dilemma Vehicles (#)	0	118	0	0	38	0	0	33		0	32	
Queue Length 50th (ft)	118	390	11	54	189	0	58	~235		~208	158	
Queue Length 95th (ft)	#192	#491	40	#115	285	2	102	#351		#391	215	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	496	2492	650	191	1922	528	291	707		398	1017	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.83	0.98	0.14	0.89	0.84	0.20	0.57	1.04		1.05	0.62	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	83 (92%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.05
Intersection Signal Delay:	42.2
Intersection LOS:	D
Intersection Capacity Utilization:	89.7%
ICU Level of Service:	E
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.998			0.912			0.897	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6395	0	1770	1699	0	1770	1671	0
Fl _t Permitted	0.093			0.103			0.581			0.702		
Satd. Flow (perm)	173	6395	0	192	6395	0	1082	1699	0	1308	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			4			49			104	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	195	2546	41	13	1707	25	41	32	45	43	43	95
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	214	2798	45	14	1876	27	45	35	49	47	47	104
Lane Group Flow (vph)	214	2843	0	14	1903	0	45	84	0	47	151	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	23.0	54.0	0.0	12.0	43.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Total Split (%)	25.6%	60.0%	0.0%	13.3%	47.8%	0.0%	26.7%	26.7%	0.0%	26.7%	26.7%	0.0%
Maximum Green (s)	18.0	49.0		7.0	38.0		19.0	19.0		19.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	71.9	69.7		64.5	58.0		10.1	10.1		10.1	10.1	
Actuated g/C Ratio	0.80	0.77		0.72	0.64		0.11	0.11		0.11	0.11	
v/c Ratio	0.68	0.57		0.06	0.46		0.37	0.36		0.32	0.54	
Control Delay	20.6	3.7		1.5	3.4		37.8	18.9		36.9	15.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.6	3.7		1.5	3.4		37.8	18.9		36.9	15.6	
LOS	C	A		A	A		D	B		D	B	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

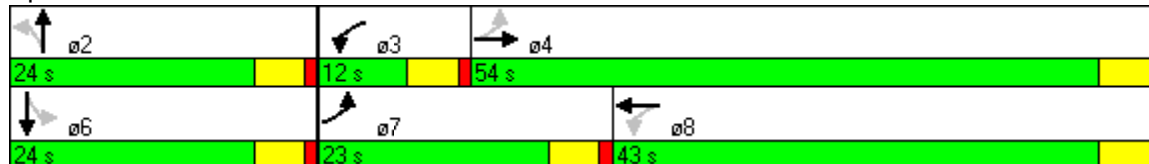


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		4.9			3.4			25.5			20.7	
Approach LOS		A			A			C			C	
90th %ile Green (s)	15.9	55.9		5.7	45.7		13.4	13.4		13.4	13.4	
90th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	10.0	69.4		0.0	54.4		10.6	10.6		10.6	10.6	
70th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Hold	Hold	
50th %ile Green (s)	7.4	71.1		0.0	58.7		8.9	8.9		8.9	8.9	
50th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)	5.7	72.8		0.0	62.1		7.2	7.2		7.2	7.2	
30th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Hold	Hold	
10th %ile Green (s)	5.6	74.5		0.0	63.9		5.5	5.5		5.5	5.5	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	141	659		2	282		38	33		38	47	
Fuel Used(gal)	5	37		0	18		1	2		1	3	
CO Emissions (g/hr)	322	2597		9	1257		92	131		100	237	
NOx Emissions (g/hr)	63	505		2	244		18	25		19	46	
VOC Emissions (g/hr)	75	602		2	291		21	30		23	55	
Dilemma Vehicles (#)	0	42		0	64		0	4		0	8	
Queue Length 50th (ft)	54	13		1	50		24	18		25	25	
Queue Length 95th (ft)	m24	m452		m1	76		56	58		56	79	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	475	4957		281	4120		240	416		291	452	
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	0.45	0.57		0.05	0.46		0.19	0.20		0.16	0.33	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 40 (44%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 5.4 Intersection LOS: A
 Intersection Capacity Utilization 65.7% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑↑		↖	↑↑↑↑	↖	↖	↖		↖	↖	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		0	160		0	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995				0.850		0.971			0.931	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6376	0	1770	6408	1583	1770	1809	0	1770	1734	0
Flt Permitted	0.133			0.154			0.303			0.154		
Satd. Flow (perm)	248	6376	0	287	6408	1583	564	1809	0	287	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				238		13			49	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			2650			3134			2669	
Travel Time (s)		17.9			40.2			53.4			45.5	
Volume (vph)	301	2202	72	96	1387	217	131	350	84	71	173	149
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	331	2420	79	105	1524	238	144	385	92	78	190	164
Lane Group Flow (vph)	331	2499	0	105	1524	238	144	477	0	78	354	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	21.0	42.0	0.0	9.0	30.0	30.0	9.0	30.0	0.0	9.0	30.0	0.0
Total Split (%)	23.3%	46.7%	0.0%	10.0%	33.3%	33.3%	10.0%	33.3%	0.0%	10.0%	33.3%	0.0%
Maximum Green (s)	16.0	37.0		4.0	25.0	25.0	4.0	25.0		4.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	47.0	39.8		32.4	27.4	27.4	31.8	27.8		31.0	26.0	
Actuated g/C Ratio	0.52	0.44		0.36	0.30	0.30	0.35	0.31		0.34	0.29	
v/c Ratio	0.84	0.88		0.57	0.78	0.37	0.54	0.84		0.43	0.66	
Control Delay	47.5	16.2		26.7	8.9	0.7	28.0	44.5		25.4	31.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	47.5	16.2		26.7	8.9	0.7	28.0	44.5		25.4	31.0	
LOS	D	B		C	A	A	C	D		C	C	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

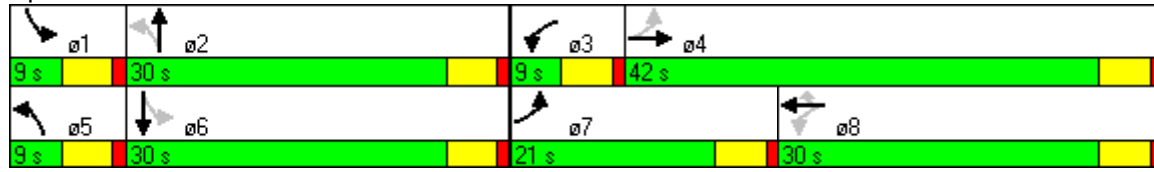


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		19.8			8.9			40.7			30.0	
Approach LOS		B			A			D			C	
90th %ile Green (s)	16.0	37.0		4.0	25.0	25.0	4.0	25.0		4.0	25.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	16.0	37.0		4.0	25.0	25.0	4.0	25.0		4.0	25.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	16.0	37.0		4.0	25.0	25.0	4.0	25.0		4.0	25.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	14.8	37.0		4.0	26.2	26.2	4.0	25.0		4.0	25.0	
30th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	10.3	46.0		0.0	30.7	30.7	4.0	34.0		0.0	25.0	
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Max	MaxR		Skip	MaxR	
Stops (vph)	226	1037		71	286	0	96	360		46	243	
Fuel Used(gal)	8	38		3	30	4	4	17		2	10	
CO Emissions (g/hr)	561	2644		214	2093	263	313	1167		147	716	
NOx Emissions (g/hr)	109	514		42	407	51	61	227		29	139	
VOC Emissions (g/hr)	130	613		49	485	61	72	271		34	166	
Dilemma Vehicles (#)	0	112		0	23	0	0	23		0	18	
Queue Length 50th (ft)	126	82		20	47	0	53	253		28	152	
Queue Length 95th (ft)	#273	#267		m31	m47	m0	96	#437		57	249	
Internal Link Dist (ft)		1101			2570			3054			2589	
Turn Bay Length (ft)	507			380			160					
Base Capacity (vph)	417	2824		185	1949	647	266	568		181	536	
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	0.79	0.88		0.57	0.78	0.37	0.54	0.84		0.43	0.66	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 36 (40%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 19.3 Intersection LOS: B
 Intersection Capacity Utilization 79.2% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.960			0.944			0.988			0.989	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1788	0	1770	1758	0	1770	3497	0	1770	3500	0
Fl _t Permitted	0.216			0.344			0.145			0.185		
Satd. Flow (perm)	402	1788	0	641	1758	0	270	3497	0	345	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			31			18			13	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2574	
Travel Time (s)		24.4			21.2			19.6			43.9	
Volume (vph)	96	285	104	82	172	104	67	1045	91	113	929	76
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	105	313	114	90	189	114	74	1148	100	124	1021	84
Lane Group Flow (vph)	105	427	0	90	303	0	74	1248	0	124	1105	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	32.0	0.0	23.0	23.0	0.0	9.0	58.0	0.0	49.0	49.0	0.0
Total Split (%)	10.0%	35.6%	0.0%	25.6%	25.6%	0.0%	10.0%	64.4%	0.0%	54.4%	54.4%	0.0%
Maximum Green (s)	4.0	27.0		18.0	18.0		4.0	53.0		44.0	44.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	25.7	25.7		18.5	18.5		56.3	56.3		48.8	48.8	
Actuated g/C Ratio	0.29	0.29		0.21	0.21		0.63	0.63		0.54	0.54	
v/c Ratio	0.55	0.81		0.68	0.78		0.28	0.57		0.66	0.58	
Control Delay	35.1	37.2		58.8	44.5		10.2	11.4		16.9	3.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.1	37.2		58.8	44.5		10.2	11.4		16.9	3.4	
LOS	D	D		E	D		B	B		B	A	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		36.8			47.8			11.4			4.7	
Approach LOS		D			D			B			A	
90th %ile Green (s)	4.0	27.0		18.0	18.0		4.0	53.0		44.0	44.0	
90th %ile Term Code	Max	Max		Max	Max		Max	Coord		Coord	Coord	
70th %ile Green (s)	4.0	27.0		18.0	18.0		4.0	53.0		44.0	44.0	
70th %ile Term Code	Max	Max		Max	Max		Max	Coord		Coord	Coord	
50th %ile Green (s)	4.0	27.0		18.0	18.0		4.0	53.0		44.0	44.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
30th %ile Green (s)	4.0	25.7		16.7	16.7		5.3	54.3		44.0	44.0	
30th %ile Term Code	Max	Hold		Gap	Gap		Max	Coord		Coord	Coord	
10th %ile Green (s)	0.0	16.9		16.9	16.9		0.0	63.1		63.1	63.1	
10th %ile Term Code	Skip	Gap		Hold	Hold		Skip	Coord		Coord	Coord	
Stops (vph)	70	331		71	223		26	622		65	136	
Fuel Used(gal)	2	10		2	7		1	18		3	20	
CO Emissions (g/hr)	161	697		166	490		64	1232		210	1370	
NOx Emissions (g/hr)	31	136		32	95		12	240		41	266	
VOC Emissions (g/hr)	37	162		38	114		15	285		49	317	
Dilemma Vehicles (#)	0	21		0	15		0	63		0	6	
Queue Length 50th (ft)	43	206		47	147		16	208		7	29	
Queue Length 95th (ft)	83	#326		#122	#271		33	269		m9	m31	
Internal Link Dist (ft)		1350			1161			1070			2494	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	191	571		135	396		261	2193		188	1905	
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	0.55	0.75		0.67	0.77		0.28	0.57		0.66	0.58	

Intersection Summary

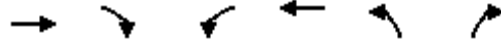
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 73 (81%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 17.0 Intersection LOS: B
 Intersection Capacity Utilization 77.2% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

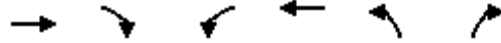
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑		↙	↑↑↑↑	↘	↙
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		200	200
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.86	0.86	1.00	0.86	0.97	1.00
Flt	0.999					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	6401	0	1770	6408	3433	1583
Flt Permitted			0.098		0.950	
Satd. Flow (perm)	6401	0	183	6408	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					214
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	1735			301	2338	
Travel Time (s)	26.3			4.6	39.9	
Volume (vph)	1805	18	187	1819	313	195
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1984	20	205	1999	344	214
Lane Group Flow (vph)	2004	0	205	1999	344	214
Turn Type			pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases			8			2
Detector Phases	4		3	8	2	2
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		9.0	21.0	21.0	21.0
Total Split (s)	41.0	0.0	24.0	65.0	25.0	25.0
Total Split (%)	45.6%	0.0%	26.7%	72.2%	27.8%	27.8%
Maximum Green (s)	36.0		19.0	60.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Max	Max
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	45.2		61.0	61.0	21.0	21.0
Actuated g/C Ratio	0.50		0.68	0.68	0.23	0.23
v/c Ratio	0.62		0.62	0.46	0.43	0.40
Control Delay	3.3		14.7	7.2	31.4	6.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	3.3		14.7	7.2	31.4	6.7
LOS	A		B	A	C	A

Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012

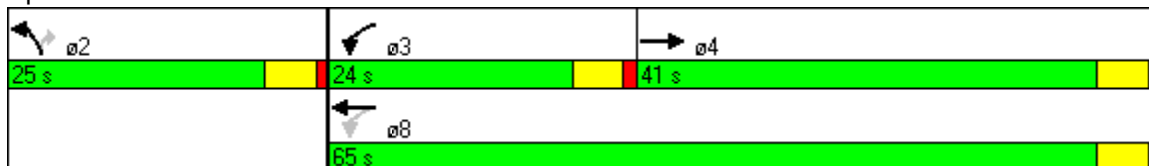


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	3.3			7.9	21.9	
Approach LOS	A			A	C	
90th %ile Green (s)	38.9		16.1	60.0	20.0	20.0
90th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
70th %ile Green (s)	42.5		12.5	60.0	20.0	20.0
70th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
50th %ile Green (s)	45.1		9.9	60.0	20.0	20.0
50th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
30th %ile Green (s)	46.7		8.3	60.0	20.0	20.0
30th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
10th %ile Green (s)	48.0		7.0	60.0	20.0	20.0
10th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
Stops (vph)	476		88	773	258	26
Fuel Used(gal)	40		3	29	9	4
CO Emissions (g/hr)	2768		239	2061	664	253
NOx Emissions (g/hr)	539		47	401	129	49
VOC Emissions (g/hr)	642		55	478	154	59
Dilemma Vehicles (#)	36		0	101	0	0
Queue Length 50th (ft)	17		46	134	86	0
Queue Length 95th (ft)	m27		113	157	126	54
Internal Link Dist (ft)	1655			221	2258	
Turn Bay Length (ft)			154		200	200
Base Capacity (vph)	3219		477	4343	801	533
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.62		0.43	0.46	0.43	0.40

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 35 (39%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 7.6
 Intersection LOS: A
 Intersection Capacity Utilization 55.7%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.988				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5024	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.154			0.160		
Satd. Flow (perm)	3433	5085	1583	3433	5024	0	287	5085	1583	298	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			50		16				174			354
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	613	1986	145	282	894	81	128	1512	437	169	717	352
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	674	2182	159	310	982	89	141	1662	480	186	788	387
Lane Group Flow (vph)	674	2182	159	310	1071	0	141	1662	480	186	788	387
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	22.0	40.0	40.0	11.0	29.0	0.0	10.0	30.0	30.0	9.0	29.0	29.0
Total Split (%)	24.4%	44.4%	44.4%	12.2%	32.2%	0.0%	11.1%	33.3%	33.3%	10.0%	32.2%	32.2%
Maximum Green (s)	17.0	35.0	35.0	6.0	24.0		5.0	25.0	25.0	4.0	24.0	24.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	18.0	36.0	36.0	7.0	25.0		32.0	26.0	26.0	30.0	25.0	25.0
Actuated g/C Ratio	0.20	0.40	0.40	0.08	0.28		0.36	0.29	0.29	0.33	0.28	0.28
v/c Ratio	0.98	1.07	0.24	1.16	0.76		0.70	1.13	0.83	1.03	0.80	0.56
Control Delay	67.3	70.4	13.2	125.6	44.7		31.0	90.5	21.4	101.5	37.6	7.7
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	67.3	70.4	13.2	125.6	44.7		31.0	90.5	21.4	101.5	37.6	7.7
LOS	E	E	B	F	D		C	F	C	F	D	A

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012

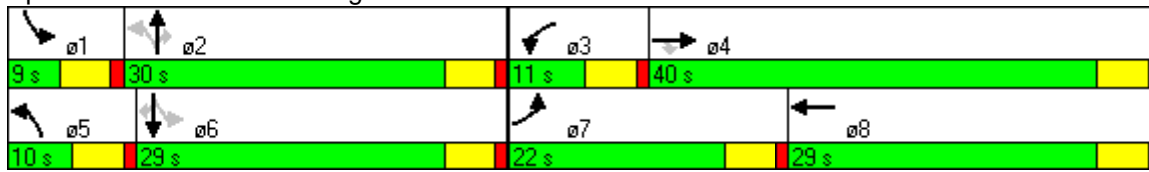


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	66.7			62.9			72.3			37.8		
Approach LOS	E			E			E			D		
90th %ile Green (s)	17.0	35.0	35.0	6.0	24.0		5.0	25.0	25.0	4.0	24.0	24.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	17.0	35.0	35.0	6.0	24.0		5.0	25.0	25.0	4.0	24.0	24.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	17.0	35.0	35.0	6.0	24.0		5.0	25.0	25.0	4.0	24.0	24.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	17.0	35.0	35.0	6.0	24.0		5.0	25.0	25.0	4.0	24.0	24.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	17.0	35.0	35.0	6.0	24.0		5.0	25.0	25.0	4.0	24.0	24.0
10th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	540	1732	63	223	958		69	1198	263	105	641	54
Fuel Used(gal)	24	77	3	12	27		4	68	13	8	26	8
CO Emissions (g/hr)	1648	5415	234	842	1918		269	4726	879	545	1794	552
NOx Emissions (g/hr)	321	1053	45	164	373		52	919	171	106	349	107
VOC Emissions (g/hr)	382	1255	54	195	444		62	1095	204	126	416	128
Dilemma Vehicles (#)	0	100	0	0	4		0	50	0	0	40	0
Queue Length 50th (ft)	197	~509	39	~105	239		44	~391	97	~74	218	14
Queue Length 95th (ft)	#312	#605	82	#190	287		m48	m#413	m98	#190	288	88
Internal Link Dist (ft)	2295			1303			260			2774		
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	687	2034	663	267	1407		201	1469	581	181	983	695
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	0.98	1.07	0.24	1.16	0.76		0.70	1.13	0.83	1.03	0.80	0.56

Intersection Summary

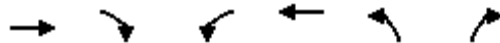
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 39 (43%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 62.7 Intersection LOS: E
 Intersection Capacity Utilization 98.3% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
23: SW 8th Street & SR 826 Ramp

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1395	0	214	1966	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1533	0	235	2160	0	0
Lane Group Flow (vph)	1533	0	235	2160	0	0
Turn Type Prot						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	28.0	0.0	17.0	45.0	0.0	0.0
Total Split (%)	62.2%	0.0%	37.8%	100.0%	0.0%	0.0%
Maximum Green (s)	23.0		12.0	40.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag Lead Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	28.2		11.7	45.0		
Actuated g/C Ratio	0.63		0.26	1.00		
v/c Ratio	0.48		0.26	0.42		
Control Delay	4.0		13.3	0.3		
Queue Delay	0.0		0.0	0.0		
Total Delay	4.0		13.3	0.3		
LOS	A		B	A		

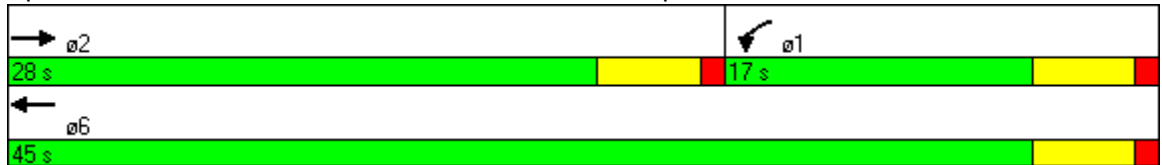


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	4.0			1.5		
Approach LOS	A			A		
90th %ile Green (s)	23.0		12.0	40.0		
90th %ile Term Code	Coord		Hold	Coord		
70th %ile Green (s)	23.0		12.0	40.0		
70th %ile Term Code	Coord		Hold	Coord		
50th %ile Green (s)	23.0		12.0	40.0		
50th %ile Term Code	Coord		Hold	Coord		
30th %ile Green (s)	23.0		12.0	40.0		
30th %ile Term Code	Coord		Hold	Coord		
10th %ile Green (s)	40.0		0.0	40.0		
10th %ile Term Code	Coord		Skip	Coord		
Stops (vph)	362		153	1		
Fuel Used(gal)	7		5	23		
CO Emissions (g/hr)	487		345	1583		
NOx Emissions (g/hr)	95		67	308		
VOC Emissions (g/hr)	113		80	367		
Dilemma Vehicles (#)	132		0	0		
Queue Length 50th (ft)	51		23	0		
Queue Length 95th (ft)	161		43	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	3187		992	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.48		0.24	0.42		

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	45
Offset:	7 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	2.5
Intersection LOS:	A
Intersection Capacity Utilization:	41.3%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	214	0	0	520	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	235	0	0	571	0	0
Lane Group Flow (vph)	235	0	0	571	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.1%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.999			0.983			0.948				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5080	0	1770	4999	0	1770	1766	0	3433	1863	1583
Fl _t Permitted	0.119			0.091			0.950			0.950		
Satd. Flow (perm)	222	5080	0	170	4999	0	1770	1766	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			34			23				93
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	97	2267	16	82	1108	139	51	43	23	383	56	85
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	107	2491	18	90	1218	153	56	47	25	421	62	93
Lane Group Flow (vph)	107	2509	0	90	1371	0	56	72	0	421	62	93
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	12.0	51.0	0.0	9.0	48.0	0.0	9.0	9.0	0.0	21.0	21.0	21.0
Total Split (%)	13.3%	56.7%	0.0%	10.0%	53.3%	0.0%	10.0%	10.0%	0.0%	23.3%	23.3%	23.3%
Maximum Green (s)	7.0	46.0		4.0	43.0		4.0	4.0		16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	55.2	48.8		50.4	46.4		5.0	5.0		18.8	18.8	18.8
Actuated g/C Ratio	0.61	0.54		0.56	0.52		0.06	0.06		0.21	0.21	0.21
v/c Ratio	0.40	0.91		0.49	0.53		0.57	0.60		0.59	0.16	0.23
Control Delay	16.3	19.8		18.6	15.6		65.1	52.2		36.7	32.0	8.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	16.3	19.8		18.6	15.6		65.1	52.2		36.7	32.0	8.6
LOS	B	B		B	B		E	D		D	C	A

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		19.7			15.8			57.8			31.7	
Approach LOS		B			B			E			C	
90th %ile Green (s)	7.0	46.0		4.0	43.0		4.0	4.0		16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
70th %ile Green (s)	7.0	46.0		4.0	43.0		4.0	4.0		16.0	16.0	16.0
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
50th %ile Green (s)	7.0	46.0		4.0	43.0		4.0	4.0		16.0	16.0	16.0
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
30th %ile Green (s)	6.9	46.0		4.0	43.1		4.0	4.0		16.0	16.0	16.0
30th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	55.0		0.0	55.0		0.0	0.0		25.0	25.0	25.0
10th %ile Term Code	Skip	Coord		Skip	Coord		Skip	Skip		MaxR	MaxR	MaxR
Stops (vph)	46	1063		36	779		47	44		339	46	16
Fuel Used(gal)	2	40		1	23		2	2		13	2	2
CO Emissions (g/hr)	115	2813		97	1587		131	145		878	122	120
NOx Emissions (g/hr)	22	547		19	309		25	28		171	24	23
VOC Emissions (g/hr)	27	652		23	368		30	34		204	28	28
Dilemma Vehicles (#)	0	232		0	69		0	3		0	3	0
Queue Length 50th (ft)	23	228		18	186		32	28		115	30	0
Queue Length 95th (ft)	m29	#278		46	229		#86	#88		164	65	40
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	274	2756		184	2595		98	120		717	389	404
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	0.39	0.91		0.49	0.53		0.57	0.60		0.59	0.16	0.23

Intersection Summary

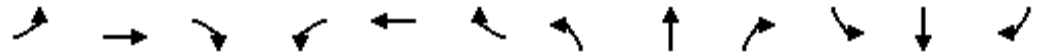
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 50 (56%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 21.0 Intersection LOS: C
 Intersection Capacity Utilization 76.3% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue

 ø5	 ø6	 ø3	 ø4
9 s	21 s	9 s	51 s
		 ø7	 ø8
		12 s	48 s

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖	↖	↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.996			0.994				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.978	
Satd. Flow (prot)	1770	5065	0	1770	5055	0	1770	1863	1583	1681	1731	1583
Fl _t Permitted	0.114			0.129			0.950			0.950	0.978	
Satd. Flow (perm)	212	5065	0	240	5055	0	1770	1863	1583	1681	1731	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			8				79			112
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	274	2265	57	35	1106	47	50	48	72	117	47	102
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	301	2489	63	38	1215	52	55	53	79	129	52	112
Lane Group Flow (vph)	301	2552	0	38	1267	0	55	53	79	88	93	112
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	25.0	51.0	0.0	9.0	35.0	0.0	9.0	9.0	9.0	21.0	21.0	21.0
Total Split (%)	27.8%	56.7%	0.0%	10.0%	38.9%	0.0%	10.0%	10.0%	10.0%	23.3%	23.3%	23.3%
Maximum Green (s)	20.0	46.0		4.0	30.0		4.0	4.0	4.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	56.0	50.6		40.5	35.5		5.0	5.0	5.0	18.8	18.8	18.8
Actuated g/C Ratio	0.62	0.56		0.45	0.39		0.06	0.06	0.06	0.21	0.21	0.21
v/c Ratio	0.72	0.90		0.20	0.63		0.56	0.51	0.48	0.25	0.26	0.27
Control Delay	33.4	7.4		11.0	19.4		64.2	59.1	20.8	33.4	33.4	8.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.4	7.4		11.0	19.4		64.2	59.1	20.8	33.4	33.4	8.3
LOS	C	A		B	B		E	E	C	C	C	A

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012









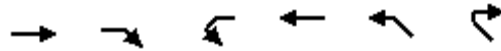
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		10.2			19.2			44.4			23.8	
Approach LOS		B			B			D			C	
90th %ile Green (s)	20.0	46.0		4.0	30.0		4.0	4.0	4.0	16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	19.2	46.0		4.0	30.8		4.0	4.0	4.0	16.0	16.0	16.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	16.2	46.0		4.0	33.8		4.0	4.0	4.0	16.0	16.0	16.0
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	13.2	55.0		0.0	36.8		4.0	4.0	4.0	16.0	16.0	16.0
30th %ile Term Code	Gap	Coord		Skip	Coord		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	8.7	55.0		0.0	41.3		0.0	0.0	0.0	25.0	25.0	25.0
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	MaxR	MaxR	MaxR
Stops (vph)	328	566		16	479		46	45	18	66	71	19
Fuel Used(gal)	8	31		1	20		2	2	2	2	2	1
CO Emissions (g/hr)	535	2157		39	1374		129	121	108	142	151	100
NOx Emissions (g/hr)	104	420		7	267		25	24	21	28	29	19
VOC Emissions (g/hr)	124	500		9	318		30	28	25	33	35	23
Dilemma Vehicles (#)	0	41		0	135		0	3	0	0	5	0
Queue Length 50th (ft)	132	119		8	109		31	30	0	45	48	0
Queue Length 95th (ft)	m123	m117		m19	169		#83	#77	43	90	94	43
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	495	2850		193	2001		98	104	163	352	362	419
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.90		0.20	0.63		0.56	0.51	0.48	0.25	0.26	0.27

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 58 (64%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 14.9 Intersection LOS: B
 Intersection Capacity Utilization 69.5% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street

 ø5	 ø6	 ø3	 ø4
9 s	21 s	9 s	51 s
		 ø7	 ø8
		25 s	35 s



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑	↑		↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1157			148	217	
Travel Time (s)	17.5			2.2	4.9	
Volume (vph)	1395	520	0	1966	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1533	571	0	2160	0	0
Lane Group Flow (vph)	1533	571	0	2160	0	0
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.3%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔↔	↑↑↑↑	↔	↔	↑↑↑		↔↔	↑↑	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	720		0	720		155	240		240	600		250
Storage Lanes	2		0	2		1	1		1	2		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	0.86	0.97	0.81	1.00	1.00	0.91	0.91	0.97	0.95	1.00
Fr _t		0.992				0.850		0.979				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6357	0	3433	7544	1583	1770	4979	0	3433	3539	1583
Fl _t Permitted	0.950			0.950			0.154			0.950		
Satd. Flow (perm)	3433	6357	0	3433	7544	1583	287	4979	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				209		30				293
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40				40
Link Distance (ft)		2650			1007			2574				2388
Travel Time (s)		40.2			15.3			43.9				40.7
Volume (vph)	410	1648	94	383	1949	316	173	686	113	265	1035	310
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	451	1811	103	421	2142	347	190	754	124	291	1137	341
Lane Group Flow (vph)	451	1914	0	421	2142	347	190	878	0	291	1137	341
Turn Type	Prot			Prot		Perm	pm+pt			Prot		Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases						8	2					6
Detector Phases	7	4		3	8	8	5	2		1		6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0
Total Split (s)	18.0	35.0	0.0	17.0	34.0	34.0	11.0	30.0	0.0	18.0	37.0	37.0
Total Split (%)	18.0%	35.0%	0.0%	17.0%	34.0%	34.0%	11.0%	30.0%	0.0%	18.0%	37.0%	37.0%
Maximum Green (s)	13.0	30.0		12.0	29.0	29.0	6.0	25.0		13.0	32.0	32.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	Max
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	14.0	31.0		13.0	30.0	30.0	34.0	27.0		13.0	33.0	33.0
Actuated g/C Ratio	0.14	0.31		0.13	0.30	0.30	0.34	0.27		0.13	0.33	0.33
v/c Ratio	0.94	0.97		0.94	0.95	0.56	0.94	0.64		0.65	0.97	0.47
Control Delay	54.1	34.8		68.0	41.8	16.9	67.6	29.6		51.6	29.5	2.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	54.1	34.8		68.0	41.8	16.9	67.6	29.6		51.6	29.5	2.8
LOS	D	C		E	D	B	E	C		D	C	A

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

2/1/2012

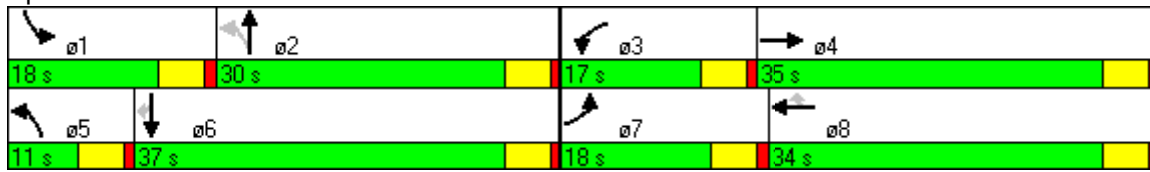


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		38.5			42.6			36.4			28.0	
Approach LOS		D			D			D			C	
90th %ile Green (s)	13.0	30.0		12.0	29.0	29.0	6.0	25.0		13.0	32.0	32.0
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	MaxR
70th %ile Green (s)	13.0	30.0		12.0	29.0	29.0	6.0	25.0		13.0	32.0	32.0
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	MaxR
50th %ile Green (s)	13.0	30.0		12.0	29.0	29.0	6.0	25.0		13.0	32.0	32.0
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	MaxR
30th %ile Green (s)	13.0	30.0		12.0	29.0	29.0	6.0	26.3		11.7	32.0	32.0
30th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Gap	MaxR	MaxR
10th %ile Green (s)	13.0	30.0		12.0	29.0	29.0	6.0	28.8		9.2	32.0	32.0
10th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Gap	MaxR	MaxR
Stops (vph)	316	1663		340	1792	148	111	685		211	810	75
Fuel Used(gal)	15	63		16	74	9	6	26		10	33	7
CO Emissions (g/hr)	1083	4403		1142	5142	598	454	1783		682	2330	465
NOx Emissions (g/hr)	211	857		222	1000	116	88	347		133	453	90
VOC Emissions (g/hr)	251	1021		265	1192	139	105	413		158	540	108
Dilemma Vehicles (#)	0	24		0	46	0	0	34		0	56	0
Queue Length 50th (ft)	117	381		140	332	95	73	184		72	316	22
Queue Length 95th (ft) m#181	#448			#234	#399	178	m#187	m230		m78	m342	m25
Internal Link Dist (ft)		2570			927			2494			2308	
Turn Bay Length (ft)	720			720		155	240			600		250
Base Capacity (vph)	481	1979		446	2263	621	202	1367		481	1168	719
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.94	0.97		0.94	0.95	0.56	0.94	0.64		0.60	0.97	0.47

Intersection Summary

























Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 37.4 Intersection LOS: D
 Intersection Capacity Utilization 87.9% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue



Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.986			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3490	0	1770	3476	0
Flt Permitted	0.950			0.950			0.190			0.174		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	354	3490	0	324	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55			38		10			14	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	377	1755	71	275	2096	71	379	518	53	288	738	99
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	414	1929	78	302	2303	78	416	569	58	316	811	109
Lane Group Flow (vph)	414	1929	78	302	2303	78	416	627	0	316	920	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	14.0	40.0	40.0	13.0	39.0	39.0	20.0	25.0	0.0	22.0	27.0	0.0
Total Split (%)	14.0%	40.0%	40.0%	13.0%	39.0%	39.0%	20.0%	25.0%	0.0%	22.0%	27.0%	0.0%
Maximum Green (s)	9.0	35.0	35.0	8.0	34.0	34.0	15.0	20.0		17.0	22.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	10.0	36.0	36.0	9.0	35.0	35.0	38.0	22.0		40.0	23.0	
Actuated g/C Ratio	0.10	0.36	0.36	0.09	0.35	0.35	0.38	0.22		0.40	0.23	
v/c Ratio	1.21	0.84	0.13	0.98	1.03	0.13	1.15	0.81		0.84	1.14	
Control Delay	157.2	33.3	9.5	94.0	48.7	6.3	122.8	46.3		40.1	111.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	157.2	33.3	9.5	94.0	48.7	6.3	122.8	46.3		40.1	111.9	
LOS	F	C	A	F	D	A	F	D		D	F	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

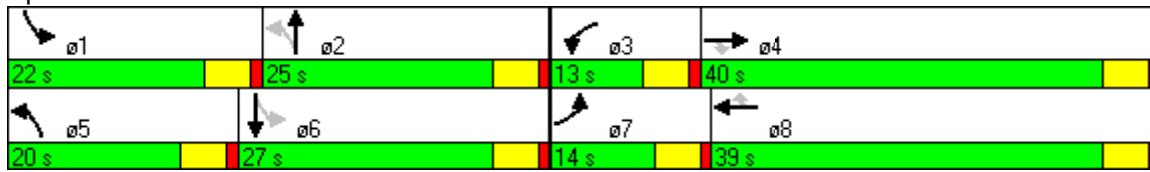


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	53.7			52.5			76.8			93.6		
Approach LOS	D			D			E			F		
90th %ile Green (s)	9.0	35.0	35.0	8.0	34.0	34.0	15.0	20.0		17.0	22.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	9.0	35.0	35.0	8.0	34.0	34.0	15.0	20.0		17.0	22.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	9.0	35.0	35.0	8.0	34.0	34.0	15.0	20.0		17.0	22.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	9.0	35.0	35.0	8.0	34.0	34.0	15.0	20.7		16.3	22.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Gap	MaxR	
10th %ile Green (s)	9.0	35.0	35.0	8.0	34.0	34.0	15.0	24.2		12.8	22.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Gap	MaxR	
Stops (vph)	306	1551	19	221	1978	31	244	507		199	701	
Fuel Used(gal)	23	63	2	11	67	1	20	22		11	46	
CO Emissions (g/hr)	1587	4403	116	761	4700	85	1368	1534		778	3202	
NOx Emissions (g/hr)	309	857	23	148	914	17	266	298		151	623	
VOC Emissions (g/hr)	368	1020	27	176	1089	20	317	356		180	742	
Dilemma Vehicles (#)	0	88	0	0	11	0	0	28		0	35	
Queue Length 50th (ft)	~166	322	9	88	~475	12	~266	200		140	~358	
Queue Length 95th (ft)	#262	372	40	#182	#548	m34	#456	#290		#277	#485	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	343	2307	605	309	2243	579	361	775		393	810	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.21	0.84	0.13	0.98	1.03	0.13	1.15	0.81		0.80	1.14	

Intersection Summary

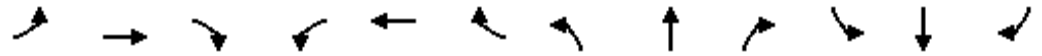
Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	93 (93%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.21
Intersection Signal Delay:	63.2
Intersection LOS:	E
Intersection Capacity Utilization:	99.0%
ICU Level of Service:	F
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.998			0.942			0.866	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6395	0	1770	1755	0	1770	1613	0
Fl _t Permitted	0.074			0.080			0.418			0.734		
Satd. Flow (perm)	138	6395	0	149	6395	0	779	1755	0	1367	1613	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4			14			154	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	98	2098	30	28	2262	35	11	20	13	54	24	193
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	108	2305	33	31	2486	38	12	22	14	59	26	212
Lane Group Flow (vph)	108	2338	0	31	2524	0	12	36	0	59	238	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	18.0	59.0	0.0	13.0	54.0	0.0	28.0	28.0	0.0	28.0	28.0	0.0
Total Split (%)	18.0%	59.0%	0.0%	13.0%	54.0%	0.0%	28.0%	28.0%	0.0%	28.0%	28.0%	0.0%
Maximum Green (s)	13.0	54.0		8.0	49.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	78.3	73.2		74.7	67.9		12.3	12.3		12.3	12.3	
Actuated g/C Ratio	0.78	0.73		0.75	0.68		0.12	0.12		0.12	0.12	
v/c Ratio	0.46	0.50		0.14	0.58		0.12	0.16		0.35	0.71	
Control Delay	22.7	4.9		3.9	3.0		36.6	25.6		39.4	18.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.7	4.9		3.9	3.0		36.6	25.6		39.4	18.2	
LOS	C	A		A	A		D	C		D	B	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

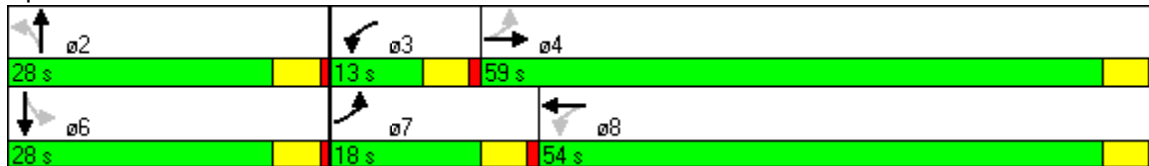


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		5.7			3.0			28.4			22.4	
Approach LOS		A			A			C			C	
90th %ile Green (s)	9.8	60.0		6.3	56.5		18.7	18.7		18.7	18.7	
90th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	7.2	65.5		5.6	63.9		13.9	13.9		13.9	13.9	
70th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	5.8	68.6		5.7	68.5		10.7	10.7		10.7	10.7	
50th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	5.6	82.3		0.0	71.7		7.7	7.7		7.7	7.7	
30th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
10th %ile Green (s)	5.5	84.5		0.0	74.0		5.5	5.5		5.5	5.5	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	56	1039		5	299		11	21		48	79	
Fuel Used(gal)	2	37		0	23		0	1		2	6	
CO Emissions (g/hr)	152	2604		21	1589		25	64		127	386	
NOx Emissions (g/hr)	30	507		4	309		5	12		25	75	
VOC Emissions (g/hr)	35	603		5	368		6	15		29	89	
Dilemma Vehicles (#)	0	31		0	75		0	2		0	11	
Queue Length 50th (ft)	27	19		1	34		7	13		35	51	
Queue Length 95th (ft)	m25	435		m1	m53		22	39		69	122	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	338	4681		261	4345		187	432		328	504	
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	0.32	0.50		0.12	0.58		0.06	0.08		0.18	0.47	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 38 (38%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 5.5 Intersection LOS: A
 Intersection Capacity Utilization 62.0% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		0	160		0	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.994				0.850		0.953			0.950	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6369	0	1770	6408	1583	1770	1775	0	1770	1770	0
Fl _t Permitted	0.111			0.111			0.138			0.275		
Satd. Flow (perm)	207	6369	0	207	6408	1583	257	1775	0	512	1770	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				173		23			28	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			2650			3134			2669	
Travel Time (s)		17.9			40.2			53.4			45.5	
Volume (vph)	170	1803	73	134	2078	169	114	214	97	188	397	199
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	187	1981	80	147	2284	186	125	235	107	207	436	219
Lane Group Flow (vph)	187	2061	0	147	2284	186	125	342	0	207	655	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	11.0	40.0	0.0	11.0	40.0	40.0	9.0	33.0	0.0	16.0	40.0	0.0
Total Split (%)	11.0%	40.0%	0.0%	11.0%	40.0%	40.0%	9.0%	33.0%	0.0%	16.0%	40.0%	0.0%
Maximum Green (s)	6.0	35.0		6.0	35.0	35.0	4.0	28.0		11.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	43.0	36.0		43.0	36.0	36.0	34.5	29.5		45.0	36.0	
Actuated g/C Ratio	0.43	0.36		0.43	0.36	0.36	0.34	0.30		0.45	0.36	
v/c Ratio	0.94	0.90		0.74	0.99	0.27	0.76	0.63		0.55	1.00	
Control Delay	86.3	20.5		46.0	21.4	0.4	49.6	34.9		22.9	67.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	86.3	20.5		46.0	21.4	0.4	49.6	34.9		22.9	67.2	
LOS	F	C		D	C	A	D	C		C	E	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

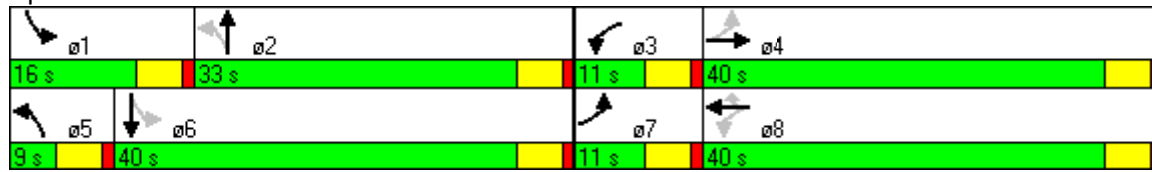


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		26.0			21.3			38.8			56.5	
Approach LOS		C			C			D			E	
90th %ile Green (s)	6.0	35.0		6.0	35.0	35.0	4.0	28.0		11.0	35.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	6.0	35.0		6.0	35.0	35.0	4.0	28.0		11.0	35.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	6.0	35.0		6.0	35.0	35.0	4.0	28.0		11.0	35.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	6.0	35.0		6.0	35.0	35.0	4.0	28.0		11.0	35.0	
30th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	6.0	35.0		6.0	35.0	35.0	4.0	30.4		8.6	35.0	
10th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Gap	MaxR	
Stops (vph)	117	1127		90	557	0	72	250		114	494	
Fuel Used(gal)	6	36		5	52	3	4	11		5	24	
CO Emissions (g/hr)	402	2534		327	3615	204	299	788		378	1663	
NOx Emissions (g/hr)	78	493		64	703	40	58	153		73	324	
VOC Emissions (g/hr)	93	587		76	838	47	69	183		88	385	
Dilemma Vehicles (#)	0	114		0	69	0	0	15		0	27	
Queue Length 50th (ft)	81	71		59	89	0	46	177		80	399	
Queue Length 95th (ft)	#212	192		m71	m#118	m0	#121	276		130	#645	
Internal Link Dist (ft)		1101			2570			3054			2589	
Turn Bay Length (ft)	507			380			160					
Base Capacity (vph)	198	2299		198	2307	681	164	539		381	655	
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	0.94	0.90		0.74	0.99	0.27	0.76	0.63		0.54	1.00	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 34 (34%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 29.2 Intersection LOS: C
 Intersection Capacity Utilization 92.2% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Conseco St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.947			0.963			0.989			0.984	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1764	0	1770	1794	0	1770	3500	0	1770	3483	0
Fl _t Permitted	0.143			0.583			0.078			0.308		
Satd. Flow (perm)	266	1764	0	1086	1794	0	145	3500	0	574	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			16			14			17	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2574	
Travel Time (s)		24.4			21.2			19.6			43.9	
Volume (vph)	71	170	92	123	264	86	152	784	61	59	1219	142
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	78	187	101	135	290	95	167	862	67	65	1340	156
Lane Group Flow (vph)	78	288	0	135	385	0	167	929	0	65	1496	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	37.0	0.0	28.0	28.0	0.0	12.0	63.0	0.0	51.0	51.0	0.0
Total Split (%)	9.0%	37.0%	0.0%	28.0%	28.0%	0.0%	12.0%	63.0%	0.0%	51.0%	51.0%	0.0%
Maximum Green (s)	4.0	32.0		23.0	23.0		7.0	58.0		46.0	46.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	30.4	30.4		23.2	23.2		61.6	61.6		49.5	49.5	
Actuated g/C Ratio	0.30	0.30		0.23	0.23		0.62	0.62		0.50	0.50	
v/c Ratio	0.50	0.52		0.54	0.90		0.76	0.43		0.23	0.86	
Control Delay	35.4	27.9		41.4	56.7		40.1	11.2		3.4	7.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.4	27.9		41.4	56.7		40.1	11.2		3.4	7.7	
LOS	D	C		D	E		D	B		A	A	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		29.5			52.7			15.6			7.5	
Approach LOS		C			D			B			A	
90th %ile Green (s)	4.0	32.0		23.0	23.0		7.0	58.0		46.0	46.0	
90th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
70th %ile Green (s)	4.0	32.0		23.0	23.0		7.0	58.0		46.0	46.0	
70th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
50th %ile Green (s)	4.0	32.0		23.0	23.0		7.0	58.0		46.0	46.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
30th %ile Green (s)	4.0	32.0		23.0	23.0		7.0	58.0		46.0	46.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
10th %ile Green (s)	0.0	18.9		18.9	18.9		7.4	71.1		58.7	58.7	
10th %ile Term Code	Skip	Hold		Gap	Gap		Gap	Coord		Coord	Coord	
Stops (vph)	48	186		107	302		77	417		10	723	
Fuel Used(gal)	2	6		3	10		3	13		1	33	
CO Emissions (g/hr)	117	410		218	696		222	882		82	2307	
NOx Emissions (g/hr)	23	80		42	135		43	172		16	449	
VOC Emissions (g/hr)	27	95		51	161		52	204		19	535	
Dilemma Vehicles (#)	0	13		0	17		0	42		0	48	
Queue Length 50th (ft)	35	130		75	228		53	158		3	28	
Queue Length 95th (ft)	69	209		138	#393		#161	204		m4	m37	
Internal Link Dist (ft)		1350			1161			1070			2494	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	156	602		261	443		221	2162		285	1734	
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	0.50	0.48		0.52	0.87		0.76	0.43		0.23	0.86	

Intersection Summary

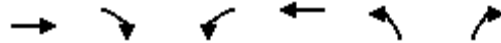
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 91 (91%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 18.9 Intersection LOS: B
 Intersection Capacity Utilization 83.0% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑		↙	↑↑↑↑	↘	↙
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		200	200
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.86	0.86	1.00	0.86	0.97	1.00
Flt	0.993					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	6363	0	1770	6408	3433	1583
Flt Permitted			0.082		0.950	
Satd. Flow (perm)	6363	0	153	6408	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	13					99
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	1735			301	2338	
Travel Time (s)	26.3			4.6	39.9	
Volume (vph)	2016	100	309	2405	203	90
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2215	110	340	2643	223	99
Lane Group Flow (vph)	2325	0	340	2643	223	99
Turn Type			pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases			8			2
Detector Phases	4		3	8	2	2
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		9.0	21.0	21.0	21.0
Total Split (s)	49.0	0.0	30.0	79.0	21.0	21.0
Total Split (%)	49.0%	0.0%	30.0%	79.0%	21.0%	21.0%
Maximum Green (s)	44.0		25.0	74.0	16.0	16.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Max	Max
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	51.7		75.0	75.0	17.0	17.0
Actuated g/C Ratio	0.52		0.75	0.75	0.17	0.17
v/c Ratio	0.70		0.80	0.55	0.38	0.28
Control Delay	5.2		27.0	5.7	39.0	9.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	5.2		27.0	5.7	39.0	9.9
LOS	A		C	A	D	A

Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012

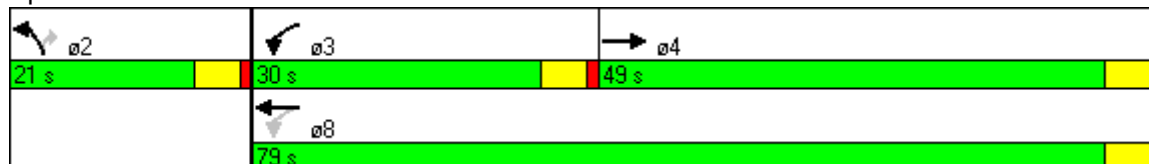


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	5.2			8.2	30.1	
Approach LOS	A			A	C	
90th %ile Green (s)	44.0		25.0	74.0	16.0	16.0
90th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
70th %ile Green (s)	46.9		22.1	74.0	16.0	16.0
70th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
50th %ile Green (s)	50.3		18.7	74.0	16.0	16.0
50th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
30th %ile Green (s)	53.8		15.2	74.0	16.0	16.0
30th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
10th %ile Green (s)	58.7		10.3	74.0	16.0	16.0
10th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
Stops (vph)	800		203	915	176	16
Fuel Used(gal)	50		7	37	7	2
CO Emissions (g/hr)	3486		500	2583	459	123
NOx Emissions (g/hr)	678		97	503	89	24
VOC Emissions (g/hr)	808		116	599	106	29
Dilemma Vehicles (#)	21		0	120	0	0
Queue Length 50th (ft)	34		144	173	65	0
Queue Length 95th (ft)	m227		231	195	101	44
Internal Link Dist (ft)	1655			221	2258	
Turn Bay Length (ft)			154		200	200
Base Capacity (vph)	3299		535	4806	584	351
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	0.70		0.64	0.55	0.38	0.28

Intersection Summary

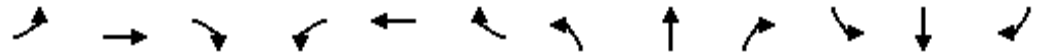
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 44 (44%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 8.2
 Intersection LOS: A
 Intersection Capacity Utilization 63.8%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5004	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.160			0.143		
Satd. Flow (perm)	3433	5085	1583	3433	5004	0	298	5085	1583	266	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			56		22				151			222
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	342	1174	124	380	1575	182	270	971	137	227	973	486
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	376	1290	136	418	1731	200	297	1067	151	249	1069	534
Lane Group Flow (vph)	376	1290	136	418	1931	0	297	1067	151	249	1069	534
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	14.0	34.0	34.0	19.0	39.0	0.0	15.0	29.0	29.0	18.0	32.0	32.0
Total Split (%)	14.0%	34.0%	34.0%	19.0%	39.0%	0.0%	15.0%	29.0%	29.0%	18.0%	32.0%	32.0%
Maximum Green (s)	9.0	29.0	29.0	14.0	34.0		10.0	24.0	24.0	13.0	27.0	27.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	10.0	30.2	30.2	14.8	35.0		36.5	25.5	25.5	41.5	28.0	28.0
Actuated g/C Ratio	0.10	0.30	0.30	0.15	0.35		0.36	0.26	0.26	0.42	0.28	0.28
v/c Ratio	1.10	0.84	0.26	0.82	1.09		1.10	0.82	0.29	0.79	1.08	0.89
Control Delay	120.0	38.7	17.3	49.3	67.5		112.6	36.1	8.4	39.3	87.7	38.3
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	120.0	38.7	17.3	49.3	67.5		112.6	36.1	8.4	39.3	87.7	38.3
LOS	F	D	B	D	E		F	D	A	D	F	D

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012

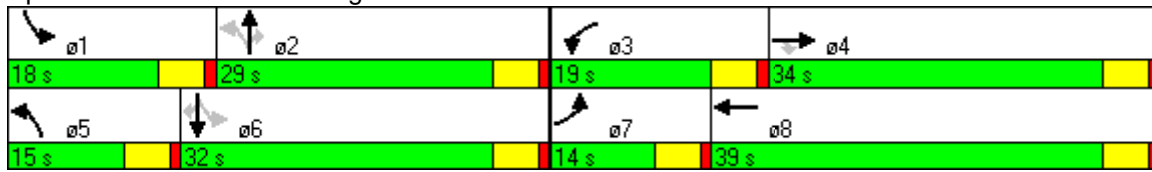


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	54.0			64.3			48.4			66.9		
Approach LOS	D			E			D			E		
90th %ile Green (s)	9.0	29.0	29.0	14.0	34.0		10.0	24.0	24.0	13.0	27.0	27.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	9.0	29.0	29.0	14.0	34.0		10.0	24.0	24.0	13.0	27.0	27.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	9.0	29.0	29.0	14.0	34.0		10.0	24.0	24.0	13.0	27.0	27.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	9.0	29.0	29.0	14.0	34.0		10.0	24.0	24.0	13.0	27.0	27.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	9.0	30.1	30.1	12.9	34.0		10.0	26.4	26.4	10.6	27.0	27.0
10th %ile Term Code	Max	Coord	Coord	Gap	Coord		Max	MaxR	MaxR	Gap	MaxR	MaxR
Stops (vph)	287	1056	55	324	1568		213	677	44	147	845	273
Fuel Used(gal)	17	39	3	11	56		13	32	3	8	45	16
CO Emissions (g/hr)	1166	2694	208	738	3918		928	2221	224	535	3112	1110
NOx Emissions (g/hr)	227	524	40	144	762		181	432	44	104	605	216
VOC Emissions (g/hr)	270	624	48	171	908		215	515	52	124	721	257
Dilemma Vehicles (#)	0	58	0	0	22		0	57	0	0	44	0
Queue Length 50th (ft)	~140	281	37	117	~517		~173	147	11	103	~402	202
Queue Length 95th (ft)	#232	340	85	m139	m#617		m#302	m200	m26	#221	#532	#404
Internal Link Dist (ft)	2295			1303			260			2774		
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	343	1537	517	515	1766		270	1295	516	322	991	603
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	1.10	0.84	0.26	0.81	1.09		1.10	0.82	0.29	0.77	1.08	0.89

Intersection Summary

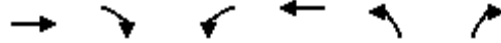
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 39 (39%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 59.3 Intersection LOS: E
 Intersection Capacity Utilization 99.4% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

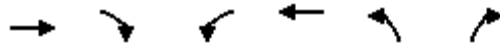
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1601	0	524	2745	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1759	0	576	3016	0	0
Lane Group Flow (vph)	1759	0	576	3016	0	0
Turn Type						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	29.0	0.0	21.0	50.0	0.0	0.0
Total Split (%)	58.0%	0.0%	42.0%	100.0%	0.0%	0.0%
Maximum Green (s)	24.0		16.0	45.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag						
Lead-Lag Optimize?	Lead		Lag			
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	25.0		17.0	50.0		
Actuated g/C Ratio	0.50		0.34	1.00		
v/c Ratio	0.69		0.49	0.59		
Control Delay	8.8		14.9	0.5		
Queue Delay	0.0		0.0	0.0		
Total Delay	8.8		14.9	0.5		
LOS	A		B	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



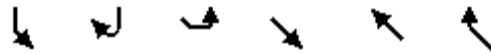
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	8.8			2.8		
Approach LOS	A			A		
90th %ile Green (s)	24.0		16.0	45.0		
90th %ile Term Code	Coord		Max	Coord		
70th %ile Green (s)	24.0		16.0	45.0		
70th %ile Term Code	Coord		Hold	Coord		
50th %ile Green (s)	24.0		16.0	45.0		
50th %ile Term Code	Coord		Hold	Coord		
30th %ile Green (s)	24.0		16.0	45.0		
30th %ile Term Code	Coord		Hold	Coord		
10th %ile Green (s)	24.0		16.0	45.0		
10th %ile Term Code	Coord		Hold	Coord		
Stops (vph)	730		388	1		
Fuel Used(gal)	13		12	32		
CO Emissions (g/hr)	944		868	2220		
NOx Emissions (g/hr)	184		169	432		
VOC Emissions (g/hr)	219		201	514		
Dilemma Vehicles (#)	179		0	0		
Queue Length 50th (ft)	117		67	0		
Queue Length 95th (ft)	243		104	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	2543		1167	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.69		0.49	0.59		

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 15 (30%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 4.8
 Intersection LOS: A
 Intersection Capacity Utilization 56.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	524	0	0	549	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	576	0	0	603	0	0
Lane Group Flow (vph)	576	0	0	603	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.5%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.994			0.978			0.941				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5055	0	1770	4973	0	1770	1753	0	3433	1863	1583
Fl _t Permitted	0.074			0.130			0.950			0.950		
Satd. Flow (perm)	138	5055	0	242	4973	0	1770	1753	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			54			25				108
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	129	1228	47	91	2038	352	56	53	35	403	69	98
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	142	1349	52	100	2240	387	62	58	38	443	76	108
Lane Group Flow (vph)	142	1401	0	100	2627	0	62	96	0	443	76	108
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	10.0	58.0	0.0	11.0	59.0	0.0	10.0	10.0	0.0	21.0	21.0	21.0
Total Split (%)	10.0%	58.0%	0.0%	11.0%	59.0%	0.0%	10.0%	10.0%	0.0%	21.0%	21.0%	21.0%
Maximum Green (s)	5.0	53.0		6.0	54.0		5.0	5.0		16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	61.0	56.2		62.0	55.0		6.0	6.0		17.0	17.0	17.0
Actuated g/C Ratio	0.61	0.56		0.62	0.55		0.06	0.06		0.17	0.17	0.17
v/c Ratio	0.78	0.49		0.39	0.95		0.58	0.74		0.76	0.24	0.30
Control Delay	59.0	5.8		11.1	30.5		68.5	67.8		49.0	38.3	9.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	59.0	5.8		11.1	30.5		68.5	67.8		49.0	38.3	9.7
LOS	E	A		B	C		E	E		D	D	A

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012

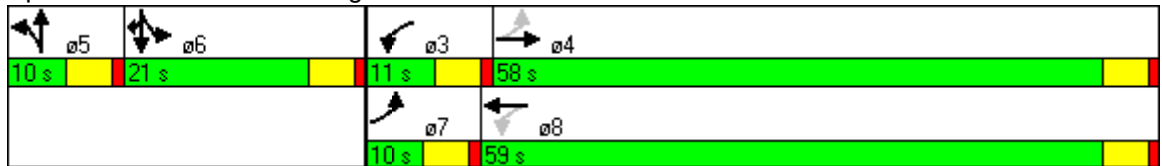


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		10.7			29.8			68.1			40.9	
Approach LOS		B			C			E			D	
90th %ile Green (s)	5.0	53.0		6.0	54.0		5.0	5.0		16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
70th %ile Green (s)	5.0	53.0		6.0	54.0		5.0	5.0		16.0	16.0	16.0
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
50th %ile Green (s)	5.0	53.0		6.0	54.0		5.0	5.0		16.0	16.0	16.0
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
30th %ile Green (s)	5.0	53.0		6.0	54.0		5.0	5.0		16.0	16.0	16.0
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
10th %ile Green (s)	5.0	64.0		0.0	54.0		5.0	5.0		16.0	16.0	16.0
10th %ile Term Code	Max	Coord		Skip	Coord		Max	Max		MaxR	MaxR	MaxR
Stops (vph)	116	233		33	2025		52	56		372	58	17
Fuel Used(gal)	4	15		1	56		2	3		14	2	2
CO Emissions (g/hr)	269	1069		94	3913		146	209		1005	158	139
NOx Emissions (g/hr)	52	208		18	761		28	41		196	31	27
VOC Emissions (g/hr)	62	248		22	907		34	49		233	37	32
Dilemma Vehicles (#)	0	101		0	117		0	4		0	3	0
Queue Length 50th (ft)	67	35		21	540		39	45		140	42	0
Queue Length 95th (ft)	#146	112		40	#698		#97	#131		#195	85	46
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	182	2845		257	2759		106	129		584	317	359
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	0.78	0.49		0.39	0.95		0.58	0.74		0.76	0.24	0.30

Intersection Summary

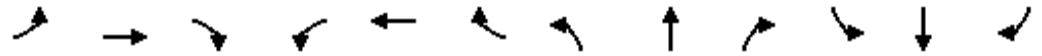
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 75 (75%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 26.6 Intersection LOS: C
 Intersection Capacity Utilization 82.5% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue



Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

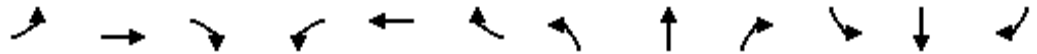
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.998			0.988				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.988	
Satd. Flow (prot)	1770	5075	0	1770	5024	0	1770	1863	1583	1681	1748	1583
Fl _t Permitted	0.073			0.153			0.950			0.950	0.988	
Satd. Flow (perm)	136	5075	0	285	5024	0	1770	1863	1583	1681	1748	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			20				48			112
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	176	1263	20	51	1974	169	52	56	44	70	45	203
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	193	1388	22	56	2169	186	57	62	48	77	49	223
Lane Group Flow (vph)	193	1410	0	56	2355	0	57	62	48	61	65	223
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	15.0	61.0	0.0	9.0	55.0	0.0	9.0	9.0	9.0	21.0	21.0	21.0
Total Split (%)	15.0%	61.0%	0.0%	9.0%	55.0%	0.0%	9.0%	9.0%	9.0%	21.0%	21.0%	21.0%
Maximum Green (s)	10.0	56.0		4.0	50.0		4.0	4.0	4.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	66.0	58.8		56.3	51.3		5.0	5.0	5.0	18.8	18.8	18.8
Actuated g/C Ratio	0.66	0.59		0.56	0.51		0.05	0.05	0.05	0.19	0.19	0.19
v/c Ratio	0.73	0.47		0.24	0.91		0.64	0.67	0.38	0.19	0.20	0.57
Control Delay	21.8	13.6		7.6	14.7		78.6	80.2	22.9	37.7	37.7	25.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.8	13.6		7.6	14.7		78.6	80.2	22.9	37.7	37.7	25.5
LOS	C	B		A	B		E	F	C	D	D	C

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012

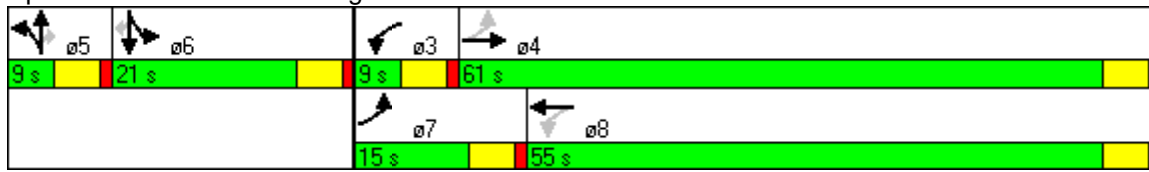


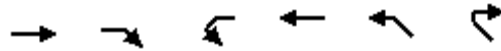
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	14.6		14.6		63.2			29.9				
Approach LOS	B		B		E			C				
90th %ile Green (s)	10.0	56.0		4.0	50.0		4.0	4.0	4.0	16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	10.0	56.0		4.0	50.0		4.0	4.0	4.0	16.0	16.0	16.0
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	10.0	56.0		4.0	50.0		4.0	4.0	4.0	16.0	16.0	16.0
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	10.0	56.0		4.0	50.0		4.0	4.0	4.0	16.0	16.0	16.0
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	8.7	65.0		0.0	51.3		0.0	0.0	0.0	25.0	25.0	25.0
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	MaxR	MaxR	MaxR
Stops (vph)	123	1097		15	821		47	50	13	48	50	97
Fuel Used(gal)	4	26		1	34		2	2	1	1	2	4
CO Emissions (g/hr)	255	1844		48	2364		144	156	69	104	109	289
NOx Emissions (g/hr)	50	359		9	460		28	30	13	20	21	56
VOC Emissions (g/hr)	59	427		11	548		33	36	16	24	25	67
Dilemma Vehicles (#)	0	14		0	170		0	3	0	0	3	0
Queue Length 50th (ft)	25	295		9	148		36	40	0	35	37	64
Queue Length 95th (ft)	m63	343		m12	m184		#100	#106	36	75	80	144
Internal Link Dist (ft)	1303			1249			2113			1096		
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	270	2985		235	2585		89	93	125	316	328	388
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.47		0.24	0.91		0.64	0.67	0.38	0.19	0.20	0.57

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 87 (87%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 17.6 Intersection LOS: B
 Intersection Capacity Utilization 71.4% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street





Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑	↑		↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1157			148	217	
Travel Time (s)	17.5			2.2	4.9	
Volume (vph)	1601	549	0	2745	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1759	603	0	3016	0	0
Lane Group Flow (vph)	1759	603	0	3016	0	0
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.4%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

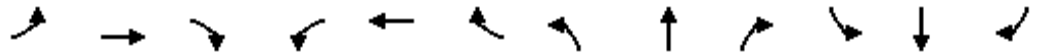
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	720		0	720		200	240		240	380		250
Storage Lanes	2		0	2		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	0.86	0.97	0.81	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fr _t		0.990				0.850			0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6344	0	3433	7544	1583	1770	3539	1583	1770	3539	1583
Fl _t Permitted	0.950			0.950			0.148			0.148		
Satd. Flow (perm)	3433	6344	0	3433	7544	1583	276	3539	1583	276	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				99			70			237
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2650			1007			2574			2388	
Travel Time (s)		40.2			15.3			43.9			40.7	
Volume (vph)	856	1525	109	208	1464	278	125	1093	66	198	828	216
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	941	1676	120	229	1609	305	137	1201	73	218	910	237
Lane Group Flow (vph)	941	1796	0	229	1609	305	137	1201	73	218	910	237
Turn Type	Prot			Prot		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8	2		2	6		6
Detector Phases	7	4		3	8	8	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	26.0	38.0	0.0	12.0	24.0	24.0	9.0	31.0	31.0	9.0	31.0	31.0
Total Split (%)	28.9%	42.2%	0.0%	13.3%	26.7%	26.7%	10.0%	34.4%	34.4%	10.0%	34.4%	34.4%
Maximum Green (s)	21.0	33.0		7.0	19.0	19.0	4.0	26.0	26.0	4.0	26.0	26.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max	Max	None	Max	Max
Walk Time (s)		5.0			5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	22.0	34.0		8.0	20.0	20.0	32.0	27.0	27.0	32.0	27.0	27.0
Actuated g/C Ratio	0.24	0.38		0.09	0.22	0.22	0.36	0.30	0.30	0.36	0.30	0.30
v/c Ratio	1.12	0.75		0.75	0.96	0.71	0.76	1.13	0.14	1.20	0.86	0.37
Control Delay	93.0	10.8		50.5	49.3	31.8	38.2	96.3	3.3	151.0	29.1	4.8
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	93.0	10.8		50.5	49.3	31.8	38.2	96.3	3.3	151.0	29.1	4.8
LOS	F	B		D	D	C	D	F	A	F	C	A

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012

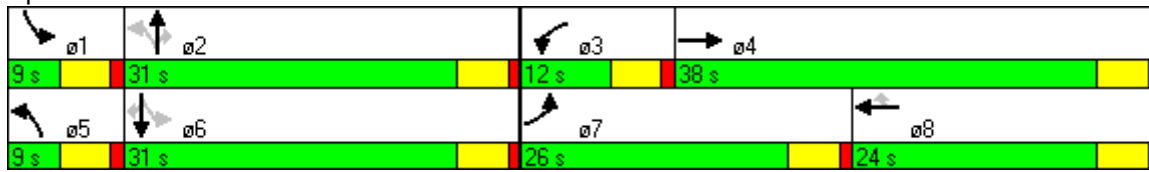


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		39.1			46.9			85.9			44.4	
Approach LOS		D			D			F			D	
90th %ile Green (s)	21.0	33.0		7.0	19.0	19.0	4.0	26.0	26.0	4.0	26.0	26.0
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	21.0	33.0		7.0	19.0	19.0	4.0	26.0	26.0	4.0	26.0	26.0
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	21.0	33.0		7.0	19.0	19.0	4.0	26.0	26.0	4.0	26.0	26.0
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	21.0	33.0		7.0	19.0	19.0	4.0	26.0	26.0	4.0	26.0	26.0
30th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	21.0	33.0		7.0	19.0	19.0	4.0	26.0	26.0	4.0	26.0	26.0
10th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	624	1347		193	1346	206	68	938	16	122	537	53
Fuel Used(gal)	39	48		8	57	9	4	50	1	11	26	5
CO Emissions (g/hr)	2704	3387		576	4019	651	267	3477	95	765	1783	331
NOx Emissions (g/hr)	526	659		112	782	127	52	676	18	149	347	64
VOC Emissions (g/hr)	627	785		134	931	151	62	806	22	177	413	77
Dilemma Vehicles (#)	0	19		0	61	0	0	44	0	0	47	0
Queue Length 50th (ft)	~305	203		68	228	114	31	~425	8	~107	122	5
Queue Length 95th (ft)	m#387	238		#121	#293	#221	m#108	#559	m14	m#166	m185	m8
Internal Link Dist (ft)		2570			927			2494			2308	
Turn Bay Length (ft)	720			720		200	240		240	380		250
Base Capacity (vph)	839	2408		305	1676	429	181	1062	524	181	1062	641
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	1.12	0.75		0.75	0.96	0.71	0.76	1.13	0.14	1.20	0.86	0.37

Intersection Summary

























Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 50.8 Intersection LOS: D
 Intersection Capacity Utilization 95.9% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue



Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.984			0.984	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3483	0	1770	3483	0
Fl _t Permitted	0.950			0.950			0.358			0.182		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	667	3483	0	339	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			76		13			15	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	374	2221	80	155	1468	95	150	593	73	379	510	63
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	411	2441	88	170	1613	104	165	652	80	416	560	69
Lane Group Flow (vph)	411	2441	88	170	1613	104	165	732	0	416	629	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	17.0	39.0	39.0	9.0	31.0	31.0	12.0	22.0	0.0	20.0	30.0	0.0
Total Split (%)	18.9%	43.3%	43.3%	10.0%	34.4%	34.4%	13.3%	24.4%	0.0%	22.2%	33.3%	0.0%
Maximum Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	13.0	35.0	35.0	5.0	27.0	27.0	26.0	18.0		38.0	26.0	
Actuated g/C Ratio	0.14	0.39	0.39	0.06	0.30	0.30	0.29	0.20		0.42	0.29	
v/c Ratio	0.83	0.98	0.14	0.89	0.84	0.20	0.57	1.04		1.05	0.62	
Control Delay	53.1	41.7	8.5	96.9	17.9	3.2	26.4	79.4		82.6	30.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	53.1	41.7	8.5	96.9	17.9	3.2	26.4	79.4		82.6	30.2	
LOS	D	D	A	F	B	A	C	E		F	C	

Lanes, Volumes, Timings
 6: SW 8th Street & SW 97th Avenue

2/1/2012

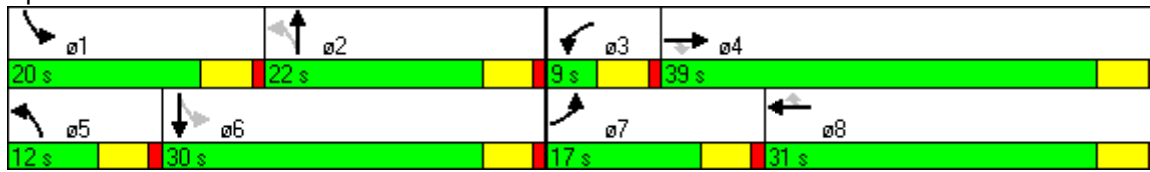


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	42.3			24.2			69.7			51.0		
Approach LOS	D			C			E			D		
90th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
Stops (vph)	340	1977	23	138	1329	18	114	570		248	469	
Fuel Used(gal)	15	84	2	6	37	1	5	30		18	22	
CO Emissions (g/hr)	1052	5850	131	447	2600	89	347	2089		1244	1515	
NOx Emissions (g/hr)	205	1138	25	87	506	17	68	406		242	295	
VOC Emissions (g/hr)	244	1356	30	104	602	21	81	484		288	351	
Dilemma Vehicles (#)	0	118	0	0	38	0	0	33		0	32	
Queue Length 50th (ft)	118	390	11	54	186	0	58	~235		~208	158	
Queue Length 95th (ft)	#192	#491	40	#115	285	2	102	#351		#391	215	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	496	2492	650	191	1922	528	291	707		398	1017	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.83	0.98	0.14	0.89	0.84	0.20	0.57	1.04		1.05	0.62	

Intersection Summary

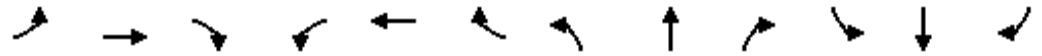
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 83 (92%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 42.2 Intersection LOS: D
 Intersection Capacity Utilization 89.7% ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

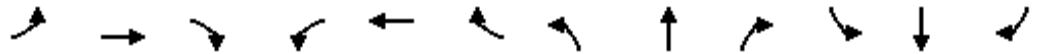
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.998			0.912			0.897	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6395	0	1770	1699	0	1770	1671	0
Fl _t Permitted	0.093			0.103			0.581			0.702		
Satd. Flow (perm)	173	6395	0	192	6395	0	1082	1699	0	1308	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			4			49			104	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	195	2546	41	13	1707	25	41	32	45	43	43	95
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	214	2798	45	14	1876	27	45	35	49	47	47	104
Lane Group Flow (vph)	214	2843	0	14	1903	0	45	84	0	47	151	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	23.0	54.0	0.0	12.0	43.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Total Split (%)	25.6%	60.0%	0.0%	13.3%	47.8%	0.0%	26.7%	26.7%	0.0%	26.7%	26.7%	0.0%
Maximum Green (s)	18.0	49.0		7.0	38.0		19.0	19.0		19.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	71.9	69.7		64.5	58.0		10.1	10.1		10.1	10.1	
Actuated g/C Ratio	0.80	0.77		0.72	0.64		0.11	0.11		0.11	0.11	
v/c Ratio	0.68	0.57		0.06	0.46		0.37	0.36		0.32	0.54	
Control Delay	20.6	3.7		1.5	3.4		37.8	18.9		36.9	15.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.6	3.7		1.5	3.4		37.8	18.9		36.9	15.6	
LOS	C	A		A	A		D	B		D	B	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

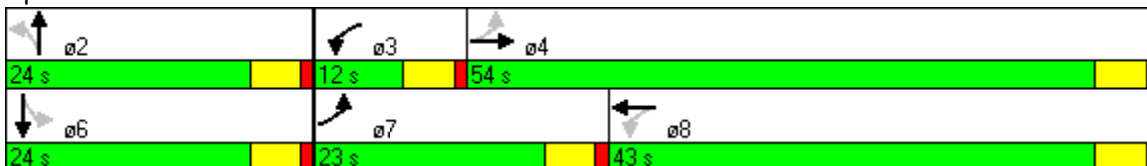


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		4.9			3.4			25.5			20.7	
Approach LOS		A			A			C			C	
90th %ile Green (s)	15.9	55.9		5.7	45.7		13.4	13.4		13.4	13.4	
90th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	10.0	69.4		0.0	54.4		10.6	10.6		10.6	10.6	
70th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Hold	Hold	
50th %ile Green (s)	7.4	71.1		0.0	58.7		8.9	8.9		8.9	8.9	
50th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)	5.7	72.8		0.0	62.1		7.2	7.2		7.2	7.2	
30th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Hold	Hold	
10th %ile Green (s)	5.6	74.5		0.0	63.9		5.5	5.5		5.5	5.5	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	141	659		2	282		38	33		38	47	
Fuel Used(gal)	5	37		0	18		1	2		1	3	
CO Emissions (g/hr)	322	2597		9	1257		92	131		100	237	
NOx Emissions (g/hr)	63	505		2	244		18	25		19	46	
VOC Emissions (g/hr)	75	602		2	291		21	30		23	55	
Dilemma Vehicles (#)	0	42		0	61		0	4		0	8	
Queue Length 50th (ft)	54	13		1	50		24	18		25	25	
Queue Length 95th (ft)	m24	m452		m1	76		56	58		56	79	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	475	4957		281	4120		240	416		291	452	
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	0.45	0.57		0.05	0.46		0.19	0.20		0.16	0.33	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 40 (44%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 5.4 Intersection LOS: A
 Intersection Capacity Utilization 65.7% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		0	160		0	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995				0.850		0.971			0.931	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6376	0	1770	6408	1583	1770	1809	0	1770	1734	0
Fl _t Permitted	0.133			0.154			0.303			0.154		
Satd. Flow (perm)	248	6376	0	287	6408	1583	564	1809	0	287	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				238		13			49	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			2650			3134			2669	
Travel Time (s)		17.9			40.2			53.4			45.5	
Volume (vph)	301	2202	72	96	1387	217	131	350	84	71	173	149
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	331	2420	79	105	1524	238	144	385	92	78	190	164
Lane Group Flow (vph)	331	2499	0	105	1524	238	144	477	0	78	354	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	21.0	42.0	0.0	9.0	30.0	30.0	9.0	30.0	0.0	9.0	30.0	0.0
Total Split (%)	23.3%	46.7%	0.0%	10.0%	33.3%	33.3%	10.0%	33.3%	0.0%	10.0%	33.3%	0.0%
Maximum Green (s)	16.0	37.0		4.0	25.0	25.0	4.0	25.0		4.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	47.0	39.8		32.4	27.4	27.4	31.8	27.8		31.0	26.0	
Actuated g/C Ratio	0.52	0.44		0.36	0.30	0.30	0.35	0.31		0.34	0.29	
v/c Ratio	0.84	0.88		0.57	0.78	0.37	0.54	0.84		0.43	0.66	
Control Delay	47.5	16.2		26.6	8.7	0.7	28.0	44.5		25.4	31.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	47.5	16.2		26.6	8.7	0.7	28.0	44.5		25.4	31.0	
LOS	D	B		C	A	A	C	D		C	C	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

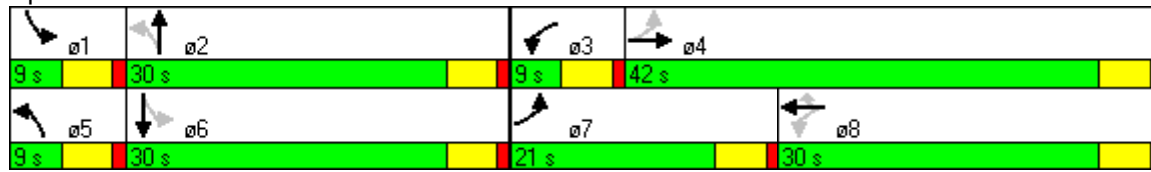


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		19.8			8.7			40.7			30.0	
Approach LOS		B			A			D			C	
90th %ile Green (s)	16.0	37.0		4.0	25.0	25.0	4.0	25.0		4.0	25.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	16.0	37.0		4.0	25.0	25.0	4.0	25.0		4.0	25.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	16.0	37.0		4.0	25.0	25.0	4.0	25.0		4.0	25.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	14.8	37.0		4.0	26.2	26.2	4.0	25.0		4.0	25.0	
30th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	10.3	46.0		0.0	30.7	30.7	4.0	34.0		0.0	25.0	
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Max	MaxR		Skip	MaxR	
Stops (vph)	226	1037		72	283	0	96	360		46	243	
Fuel Used(gal)	8	38		3	30	4	4	17		2	10	
CO Emissions (g/hr)	561	2644		214	2085	263	313	1167		147	716	
NOx Emissions (g/hr)	109	514		42	406	51	61	227		29	139	
VOC Emissions (g/hr)	130	613		50	483	61	72	271		34	166	
Dilemma Vehicles (#)	0	112		0	23	0	0	23		0	18	
Queue Length 50th (ft)	126	82		20	46	0	53	253		28	152	
Queue Length 95th (ft)	#273	#267		m31	m47	m0	96	#437		57	249	
Internal Link Dist (ft)		1101			2570			3054			2589	
Turn Bay Length (ft)	507			380			160					
Base Capacity (vph)	417	2824		185	1949	647	266	568		181	536	
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	0.79	0.88		0.57	0.78	0.37	0.54	0.84		0.43	0.66	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 36 (40%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 19.2 Intersection LOS: B
 Intersection Capacity Utilization 79.2% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.960			0.944			0.988			0.989	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1788	0	1770	1758	0	1770	3497	0	1770	3500	0
Fl _t Permitted	0.216			0.344			0.145			0.185		
Satd. Flow (perm)	402	1788	0	641	1758	0	270	3497	0	345	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			31			18			13	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2574	
Travel Time (s)		24.4			21.2			19.6			43.9	
Volume (vph)	96	285	104	82	172	104	67	1045	91	113	929	76
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	105	313	114	90	189	114	74	1148	100	124	1021	84
Lane Group Flow (vph)	105	427	0	90	303	0	74	1248	0	124	1105	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	32.0	0.0	23.0	23.0	0.0	9.0	58.0	0.0	49.0	49.0	0.0
Total Split (%)	10.0%	35.6%	0.0%	25.6%	25.6%	0.0%	10.0%	64.4%	0.0%	54.4%	54.4%	0.0%
Maximum Green (s)	4.0	27.0		18.0	18.0		4.0	53.0		44.0	44.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	25.7	25.7		18.5	18.5		56.3	56.3		48.8	48.8	
Actuated g/C Ratio	0.29	0.29		0.21	0.21		0.63	0.63		0.54	0.54	
v/c Ratio	0.55	0.81		0.68	0.78		0.28	0.57		0.66	0.58	
Control Delay	35.1	37.2		58.8	44.5		10.2	11.4		17.2	3.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.1	37.2		58.8	44.5		10.2	11.4		17.2	3.2	
LOS	D	D		E	D		B	B		B	A	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		36.8			47.8			11.4			4.6	
Approach LOS		D			D			B			A	
90th %ile Green (s)	4.0	27.0		18.0	18.0		4.0	53.0		44.0	44.0	
90th %ile Term Code	Max	Max		Max	Max		Max	Coord		Coord	Coord	
70th %ile Green (s)	4.0	27.0		18.0	18.0		4.0	53.0		44.0	44.0	
70th %ile Term Code	Max	Max		Max	Max		Max	Coord		Coord	Coord	
50th %ile Green (s)	4.0	27.0		18.0	18.0		4.0	53.0		44.0	44.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
30th %ile Green (s)	4.0	25.7		16.7	16.7		5.3	54.3		44.0	44.0	
30th %ile Term Code	Max	Hold		Gap	Gap		Max	Coord		Coord	Coord	
10th %ile Green (s)	0.0	16.9		16.9	16.9		0.0	63.1		63.1	63.1	
10th %ile Term Code	Skip	Gap		Hold	Hold		Skip	Coord		Coord	Coord	
Stops (vph)	70	331		71	223		26	622		25	126	
Fuel Used(gal)	2	10		2	7		1	18		3	19	
CO Emissions (g/hr)	161	697		166	490		64	1232		183	1360	
NOx Emissions (g/hr)	31	136		32	95		12	240		36	265	
VOC Emissions (g/hr)	37	162		38	114		15	285		42	315	
Dilemma Vehicles (#)	0	21		0	15		0	63		0	7	
Queue Length 50th (ft)	43	206		47	147		16	208		7	29	
Queue Length 95th (ft)	83	#326		#122	#271		33	269		m9	m33	
Internal Link Dist (ft)		1350			1161			1070			2494	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	191	571		135	396		261	2193		188	1905	
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	0.55	0.75		0.67	0.77		0.28	0.57		0.66	0.58	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 72 (80%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 17.0 Intersection LOS: B
 Intersection Capacity Utilization 77.2% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
20: SW 8th Street & SW 82nd Avenue

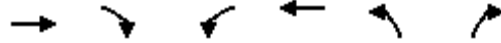
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↓
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		200	200
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.86	0.97	1.00
Flt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	1583	1770	6408	3433	1583
Flt Permitted			0.080		0.950	
Satd. Flow (perm)	5085	1583	149	6408	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		20				214
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	1735			301	2338	
Travel Time (s)	26.3			4.6	39.9	
Volume (vph)	1805	18	187	1819	313	195
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1984	20	205	1999	344	214
Lane Group Flow (vph)	1984	20	205	1999	344	214
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	21.0	21.0
Total Split (s)	50.0	50.0	19.0	69.0	21.0	21.0
Total Split (%)	55.6%	55.6%	21.1%	76.7%	23.3%	23.3%
Maximum Green (s)	45.0	45.0	14.0	64.0	16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	49.4	49.4	65.0	65.0	17.0	17.0
Actuated g/C Ratio	0.55	0.55	0.72	0.72	0.19	0.19
v/c Ratio	0.71	0.02	0.65	0.43	0.53	0.45
Control Delay	5.2	0.1	19.9	5.4	36.3	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.2	0.1	19.9	5.4	36.3	8.1
LOS	A	A	B	A	D	A

Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012

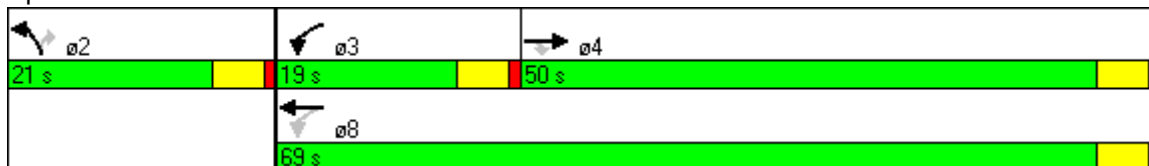


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	5.1			6.7	25.5	
Approach LOS	A			A	C	
90th %ile Green (s)	45.0	45.0	14.0	64.0	16.0	16.0
90th %ile Term Code	Coord	Coord	Max	Coord	MaxR	MaxR
70th %ile Green (s)	45.7	45.7	13.3	64.0	16.0	16.0
70th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
50th %ile Green (s)	48.4	48.4	10.6	64.0	16.0	16.0
50th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
30th %ile Green (s)	50.8	50.8	8.2	64.0	16.0	16.0
30th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
10th %ile Green (s)	52.2	52.2	6.8	64.0	16.0	16.0
10th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
Stops (vph)	837	0	97	655	276	27
Fuel Used(gal)	44	0	4	27	10	4
CO Emissions (g/hr)	3107	22	261	1912	698	257
NOx Emissions (g/hr)	604	4	51	372	136	50
VOC Emissions (g/hr)	720	5	60	443	162	60
Dilemma Vehicles (#)	35	0	0	101	0	0
Queue Length 50th (ft)	38	0	54	111	91	0
Queue Length 95th (ft)	m43	m0	123	130	135	58
Internal Link Dist (ft)	1655			221	2258	
Turn Bay Length (ft)			154		200	200
Base Capacity (vph)	2792	878	378	4628	648	473
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.02	0.54	0.43	0.53	0.45

Intersection Summary

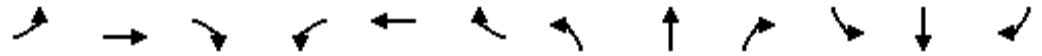
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 25 (28%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 8.3
 Intersection LOS: A
 Intersection Capacity Utilization 64.2%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		2	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.988				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5024	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.154			0.160		
Satd. Flow (perm)	3433	5085	1583	3433	5024	0	287	5085	1583	298	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			50		16				174			354
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	613	1986	145	282	894	81	128	1512	437	169	717	352
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	674	2182	159	310	982	89	141	1662	480	186	788	387
Lane Group Flow (vph)	674	2182	159	310	1071	0	141	1662	480	186	788	387
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	22.0	40.0	40.0	11.0	29.0	0.0	10.0	30.0	30.0	9.0	29.0	29.0
Total Split (%)	24.4%	44.4%	44.4%	12.2%	32.2%	0.0%	11.1%	33.3%	33.3%	10.0%	32.2%	32.2%
Maximum Green (s)	17.0	35.0	35.0	6.0	24.0		5.0	25.0	25.0	4.0	24.0	24.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	18.0	36.0	36.0	7.0	25.0		32.0	26.0	26.0	30.0	25.0	25.0
Actuated g/C Ratio	0.20	0.40	0.40	0.08	0.28		0.36	0.29	0.29	0.33	0.28	0.28
v/c Ratio	0.98	1.07	0.24	1.16	0.76		0.70	1.13	0.83	1.03	0.80	0.56
Control Delay	67.3	70.4	13.2	125.7	44.7		25.1	89.3	19.5	101.5	37.6	7.7
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	67.3	70.4	13.2	125.7	44.7		25.1	89.3	19.5	101.5	37.6	7.7
LOS	E	E	B	F	D		C	F	B	F	D	A

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012

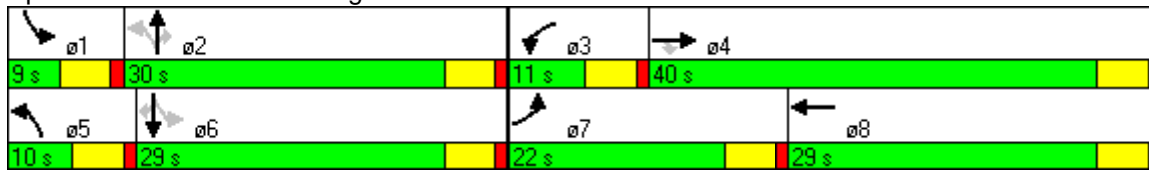


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	66.7			62.9			70.7			37.8		
Approach LOS	E			E			E			D		
90th %ile Green (s)	17.0	35.0	35.0	6.0	24.0		5.0	25.0	25.0	4.0	24.0	24.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	17.0	35.0	35.0	6.0	24.0		5.0	25.0	25.0	4.0	24.0	24.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	17.0	35.0	35.0	6.0	24.0		5.0	25.0	25.0	4.0	24.0	24.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	17.0	35.0	35.0	6.0	24.0		5.0	25.0	25.0	4.0	24.0	24.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	17.0	35.0	35.0	6.0	24.0		5.0	25.0	25.0	4.0	24.0	24.0
10th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	540	1732	63	223	958		64	1222	429	105	641	54
Fuel Used(gal)	24	77	3	12	27		4	67	14	8	26	8
CO Emissions (g/hr)	1648	5415	234	842	1918		255	4717	981	545	1794	552
NOx Emissions (g/hr)	321	1053	45	164	373		50	918	191	106	349	107
VOC Emissions (g/hr)	382	1255	54	195	444		59	1093	227	126	416	128
Dilemma Vehicles (#)	0	100	0	0	4		0	54	0	0	40	0
Queue Length 50th (ft)	197	~509	39	~105	239		44	~396	99	~74	218	14
Queue Length 95th (ft)	#312	#605	82	#190	287		m42	m#311	m85	#190	288	88
Internal Link Dist (ft)	2295			1303			260			2774		
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	687	2034	663	267	1407		201	1469	581	181	983	695
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	0.98	1.07	0.24	1.16	0.76		0.70	1.13	0.83	1.03	0.80	0.56

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 42 (47%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 62.3 Intersection LOS: E
 Intersection Capacity Utilization 98.3% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

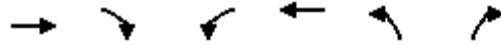
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1395	0	214	1966	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1533	0	235	2160	0	0
Lane Group Flow (vph)	1533	0	235	2160	0	0
Turn Type						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	28.0	0.0	17.0	45.0	0.0	0.0
Total Split (%)	62.2%	0.0%	37.8%	100.0%	0.0%	0.0%
Maximum Green (s)	23.0		12.0	40.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag						
Lead-Lag Optimize?	Lead		Lag			
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	28.2		11.7	45.0		
Actuated g/C Ratio	0.63		0.26	1.00		
v/c Ratio	0.48		0.26	0.42		
Control Delay	4.9		13.3	0.3		
Queue Delay	0.0		0.0	0.0		
Total Delay	4.9		13.3	0.3		
LOS	A		B	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



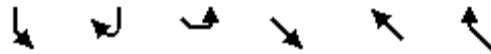
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	4.9			1.5		
Approach LOS	A			A		
90th %ile Green (s)	23.0		12.0	40.0		
90th %ile Term Code	Coord		Hold	Coord		
70th %ile Green (s)	23.0		12.0	40.0		
70th %ile Term Code	Coord		Hold	Coord		
50th %ile Green (s)	23.0		12.0	40.0		
50th %ile Term Code	Coord		Hold	Coord		
30th %ile Green (s)	23.0		12.0	40.0		
30th %ile Term Code	Coord		Hold	Coord		
10th %ile Green (s)	40.0		0.0	40.0		
10th %ile Term Code	Coord		Skip	Coord		
Stops (vph)	547		153	1		
Fuel Used(gal)	10		5	23		
CO Emissions (g/hr)	666		345	1583		
NOx Emissions (g/hr)	130		67	308		
VOC Emissions (g/hr)	154		80	367		
Dilemma Vehicles (#)	143		0	0		
Queue Length 50th (ft)	64		23	0		
Queue Length 95th (ft)	131		43	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	3187		992	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.48		0.24	0.42		

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 45
 Offset: 8 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 2.8
 Intersection LOS: A
 Intersection Capacity Utilization 41.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





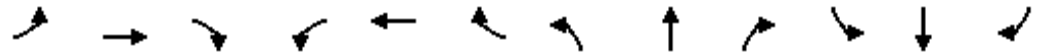
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	214	0	0	520	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	235	0	0	571	0	0
Lane Group Flow (vph)	235	0	0	571	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.1%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.999			0.983			0.948				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5080	0	1770	4999	0	1770	1766	0	3433	1863	1583
Fl _t Permitted	0.119			0.091			0.950			0.950		
Satd. Flow (perm)	222	5080	0	170	4999	0	1770	1766	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			34			23				93
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	97	2267	16	82	1108	139	51	43	23	383	56	85
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	107	2491	18	90	1218	153	56	47	25	421	62	93
Lane Group Flow (vph)	107	2509	0	90	1371	0	56	72	0	421	62	93
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	12.0	51.0	0.0	9.0	48.0	0.0	9.0	9.0	0.0	21.0	21.0	21.0
Total Split (%)	13.3%	56.7%	0.0%	10.0%	53.3%	0.0%	10.0%	10.0%	0.0%	23.3%	23.3%	23.3%
Maximum Green (s)	7.0	46.0		4.0	43.0		4.0	4.0		16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	55.2	48.8		50.4	46.4		5.0	5.0		18.8	18.8	18.8
Actuated g/C Ratio	0.61	0.54		0.56	0.52		0.06	0.06		0.21	0.21	0.21
v/c Ratio	0.40	0.91		0.49	0.53		0.57	0.60		0.59	0.16	0.23
Control Delay	16.3	19.8		18.6	15.6		65.1	52.2		36.7	32.0	8.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	16.3	19.8		18.6	15.6		65.1	52.2		36.7	32.0	8.6
LOS	B	B		B	B		E	D		D	C	A

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		19.7			15.8			57.8			31.7	
Approach LOS		B			B			E			C	
90th %ile Green (s)	7.0	46.0		4.0	43.0		4.0	4.0		16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
70th %ile Green (s)	7.0	46.0		4.0	43.0		4.0	4.0		16.0	16.0	16.0
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
50th %ile Green (s)	7.0	46.0		4.0	43.0		4.0	4.0		16.0	16.0	16.0
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
30th %ile Green (s)	6.9	46.0		4.0	43.1		4.0	4.0		16.0	16.0	16.0
30th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	55.0		0.0	55.0		0.0	0.0		25.0	25.0	25.0
10th %ile Term Code	Skip	Coord		Skip	Coord		Skip	Skip		MaxR	MaxR	MaxR
Stops (vph)	46	1064		36	779		47	44		339	46	16
Fuel Used(gal)	2	40		1	23		2	2		13	2	2
CO Emissions (g/hr)	115	2814		97	1587		131	145		878	122	120
NOx Emissions (g/hr)	22	547		19	309		25	28		171	24	23
VOC Emissions (g/hr)	27	652		23	368		30	34		204	28	28
Dilemma Vehicles (#)	0	232		0	69		0	3		0	3	0
Queue Length 50th (ft)	23	228		18	186		32	28		115	30	0
Queue Length 95th (ft)	m29	#278		46	229		#86	#88		164	65	40
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	274	2756		184	2595		98	120		717	389	404
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	0.39	0.91		0.49	0.53		0.57	0.60		0.59	0.16	0.23

Intersection Summary

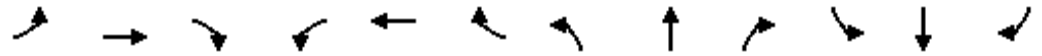
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 53 (59%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 21.0 Intersection LOS: C
 Intersection Capacity Utilization 76.3% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue

 ø5	 ø6	 ø3	 ø4
9 s	21 s	9 s	51 s
		 ø7	 ø8
		12 s	48 s

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕↕↕		↘	↕↕↕		↘	↕	↘	↘	↕↕	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.996			0.994				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.978	
Satd. Flow (prot)	1770	5065	0	1770	5055	0	1770	1863	1583	1681	1731	1583
Fl _t Permitted	0.114			0.129			0.950			0.950	0.978	
Satd. Flow (perm)	212	5065	0	240	5055	0	1770	1863	1583	1681	1731	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			8				79			112
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	274	2265	57	35	1106	47	50	48	72	117	47	102
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	301	2489	63	38	1215	52	55	53	79	129	52	112
Lane Group Flow (vph)	301	2552	0	38	1267	0	55	53	79	88	93	112
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	25.0	51.0	0.0	9.0	35.0	0.0	9.0	9.0	9.0	21.0	21.0	21.0
Total Split (%)	27.8%	56.7%	0.0%	10.0%	38.9%	0.0%	10.0%	10.0%	10.0%	23.3%	23.3%	23.3%
Maximum Green (s)	20.0	46.0		4.0	30.0		4.0	4.0	4.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	56.0	50.6		40.6	35.6		5.0	5.0	5.0	18.8	18.8	18.8
Actuated g/C Ratio	0.62	0.56		0.45	0.40		0.06	0.06	0.06	0.21	0.21	0.21
v/c Ratio	0.72	0.90		0.20	0.63		0.56	0.51	0.48	0.25	0.26	0.27
Control Delay	33.4	7.4		10.9	19.4		64.2	59.1	20.8	33.4	33.4	8.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.4	7.4		10.9	19.4		64.2	59.1	20.8	33.4	33.4	8.3
LOS	C	A		B	B		E	E	C	C	C	A

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		10.2			19.2			44.4			23.8	
Approach LOS		B			B			D			C	
90th %ile Green (s)	20.0	46.0		4.0	30.0		4.0	4.0	4.0	16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	19.2	46.0		4.0	30.8		4.0	4.0	4.0	16.0	16.0	16.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	16.2	46.0		4.0	33.8		4.0	4.0	4.0	16.0	16.0	16.0
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	13.0	55.0		0.0	37.0		4.0	4.0	4.0	16.0	16.0	16.0
30th %ile Term Code	Gap	Coord		Skip	Coord		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	8.8	55.0		0.0	41.2		0.0	0.0	0.0	25.0	25.0	25.0
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	MaxR	MaxR	MaxR
Stops (vph)	328	566		16	479		46	45	18	66	71	19
Fuel Used(gal)	8	31		1	20		2	2	2	2	2	1
CO Emissions (g/hr)	535	2157		38	1374		129	121	108	142	151	100
NOx Emissions (g/hr)	104	420		7	267		25	24	21	28	29	19
VOC Emissions (g/hr)	124	500		9	318		30	28	25	33	35	23
Dilemma Vehicles (#)	0	41		0	135		0	3	0	0	5	0
Queue Length 50th (ft)	132	119		8	109		31	30	0	45	48	0
Queue Length 95th (ft)	m123	m117		m19	169		#83	#77	43	90	94	43
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	495	2850		193	2002		98	104	163	352	362	419
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.90		0.20	0.63		0.56	0.51	0.48	0.25	0.26	0.27

Intersection Summary

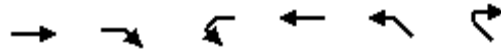
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 61 (68%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 14.9 Intersection LOS: B
 Intersection Capacity Utilization 69.5% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street

 ø5	 ø6	 ø3	 ø4
9 s	21 s	9 s	51 s
		 ø7	 ø8
		25 s	35 s

Lanes, Volumes, Timings
 30: SW 8th Street & SR 826 Ramp

2/1/2012



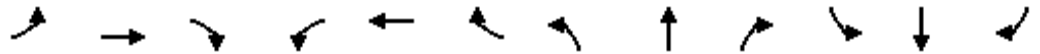
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑	↑		↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		190	0		0	0
Storage Lanes		1	0		0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Flt		0.850				
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1157			148	217	
Travel Time (s)	17.5			2.2	4.9	
Volume (vph)	1395	520	0	1966	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1533	571	0	2160	0	0
Lane Group Flow (vph)	1533	571	0	2160	0	0
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.3%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

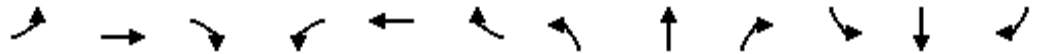
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	720		0	720		200	240		240	380		250
Storage Lanes	2		0	2		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	0.86	0.97	0.81	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fr _t		0.992				0.850			0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6357	0	3433	7544	1583	1770	3539	1583	1770	3539	1583
Fl _t Permitted	0.950			0.950			0.148			0.129		
Satd. Flow (perm)	3433	6357	0	3433	7544	1583	276	3539	1583	240	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				188			124			293
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2650			1007			2574			2388	
Travel Time (s)		40.2			15.3			43.9			40.7	
Volume (vph)	410	1648	94	383	1949	316	173	686	113	265	1035	310
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	451	1811	103	421	2142	347	190	754	124	291	1137	341
Lane Group Flow (vph)	451	1914	0	421	2142	347	190	754	124	291	1137	341
Turn Type	Prot			Prot		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8	2		2	6		6
Detector Phases	7	4		3	8	8	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	18.0	35.0	0.0	17.0	34.0	34.0	11.0	31.0	31.0	17.0	37.0	37.0
Total Split (%)	18.0%	35.0%	0.0%	17.0%	34.0%	34.0%	11.0%	31.0%	31.0%	17.0%	37.0%	37.0%
Maximum Green (s)	13.0	30.0		12.0	29.0	29.0	6.0	26.0	26.0	12.0	32.0	32.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max	Max	None	Max	Max
Walk Time (s)		5.0			5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	14.0	31.0		13.0	30.0	30.0	34.0	27.0	27.0	44.0	33.0	33.0
Actuated g/C Ratio	0.14	0.31		0.13	0.30	0.30	0.34	0.27	0.27	0.44	0.33	0.33
v/c Ratio	0.94	0.97		0.94	0.95	0.57	0.96	0.79	0.24	0.95	0.97	0.47
Control Delay	54.1	34.8		68.0	42.2	18.6	71.7	36.3	7.7	58.9	29.9	2.6
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	34.8		68.0	42.2	18.6	71.7	36.3	7.7	58.9	29.9	2.6
LOS	D	C		E	D	B	E	D	A	E	C	A

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

2/1/2012

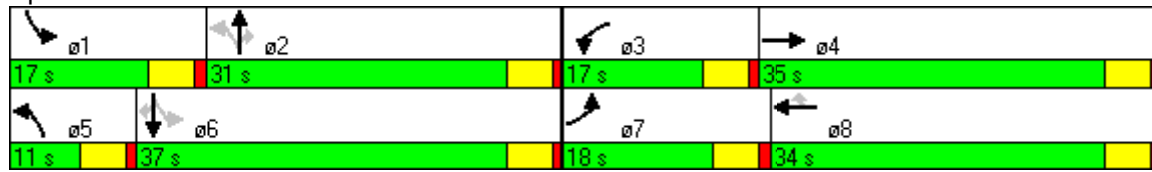


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		38.5			43.1			39.3			29.4	
Approach LOS		D			D			D			C	
90th %ile Green (s)	13.0	30.0		12.0	29.0	29.0	6.0	26.0	26.0	12.0	32.0	32.0
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	13.0	30.0		12.0	29.0	29.0	6.0	26.0	26.0	12.0	32.0	32.0
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	13.0	30.0		12.0	29.0	29.0	6.0	26.0	26.0	12.0	32.0	32.0
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	13.0	30.0		12.0	29.0	29.0	6.0	26.0	26.0	12.0	32.0	32.0
30th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	13.0	30.0		12.0	29.0	29.0	6.0	26.0	26.0	12.0	32.0	32.0
10th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	316	1663		340	1802	164	110	631	37	199	807	68
Fuel Used(gal)	15	63		16	74	9	7	23	3	10	33	7
CO Emissions (g/hr)	1083	4403		1143	5163	619	463	1625	176	702	2334	459
NOx Emissions (g/hr)	211	857		222	1005	120	90	316	34	137	454	89
VOC Emissions (g/hr)	251	1021		265	1197	144	107	377	41	163	541	106
Dilemma Vehicles (#)	0	24		0	29	0	0	29	0	0	64	0
Queue Length 50th (ft)	117	381		140	334	104	73	242	18	101	323	17
Queue Length 95th (ft) m#181	#448		#234	#400	190	m#187	m310	m56	m#133	m348	m20	
Internal Link Dist (ft)		2570			927			2494			2308	
Turn Bay Length (ft)	720			720		200	240		240	380		250
Base Capacity (vph)	481	1979		446	2263	607	198	956	518	305	1168	719
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	0.94	0.97		0.94	0.95	0.57	0.96	0.79	0.24	0.95	0.97	0.47

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 38.3 Intersection LOS: D
 Intersection Capacity Utilization 87.9% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue

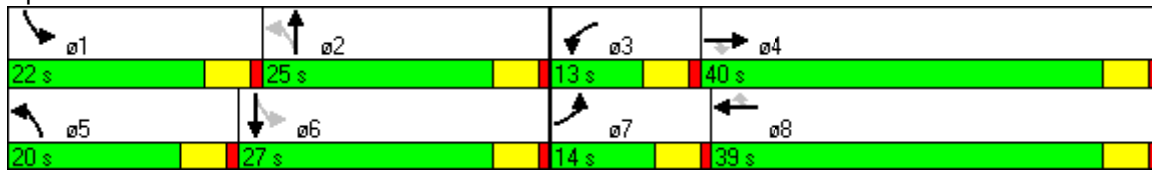


Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

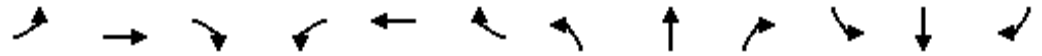
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.986			0.982	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3490	0	1770	3476	0
Fl _t Permitted	0.950			0.950			0.190			0.174		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	354	3490	0	324	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55			38		10			14	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	377	1755	71	275	2096	71	379	518	53	288	738	99
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	414	1929	78	302	2303	78	416	569	58	316	811	109
Lane Group Flow (vph)	414	1929	78	302	2303	78	416	627	0	316	920	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	14.0	40.0	40.0	13.0	39.0	39.0	20.0	25.0	0.0	22.0	27.0	0.0
Total Split (%)	14.0%	40.0%	40.0%	13.0%	39.0%	39.0%	20.0%	25.0%	0.0%	22.0%	27.0%	0.0%
Maximum Green (s)	9.0	35.0	35.0	8.0	34.0	34.0	15.0	20.0		17.0	22.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	10.0	36.0	36.0	9.0	35.0	35.0	38.0	22.0		40.0	23.0	
Actuated g/C Ratio	0.10	0.36	0.36	0.09	0.35	0.35	0.38	0.22		0.40	0.23	
v/c Ratio	1.21	0.84	0.13	0.98	1.03	0.13	1.15	0.81		0.84	1.14	
Control Delay	157.2	33.3	9.5	94.0	48.7	6.3	122.8	46.3		40.1	111.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	157.2	33.3	9.5	94.0	48.7	6.3	122.8	46.3		40.1	111.9	
LOS	F	C	A	F	D	A	F	D		D	F	

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

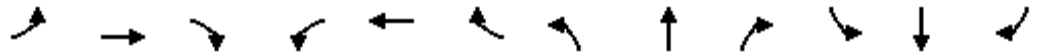
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.998			0.942			0.866	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6395	0	1770	1755	0	1770	1613	0
Fl _t Permitted	0.074			0.080			0.418			0.734		
Satd. Flow (perm)	138	6395	0	149	6395	0	779	1755	0	1367	1613	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4			14			154	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	98	2098	30	28	2262	35	11	20	13	54	24	193
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	108	2305	33	31	2486	38	12	22	14	59	26	212
Lane Group Flow (vph)	108	2338	0	31	2524	0	12	36	0	59	238	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	18.0	59.0	0.0	13.0	54.0	0.0	28.0	28.0	0.0	28.0	28.0	0.0
Total Split (%)	18.0%	59.0%	0.0%	13.0%	54.0%	0.0%	28.0%	28.0%	0.0%	28.0%	28.0%	0.0%
Maximum Green (s)	13.0	54.0		8.0	49.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	78.3	73.2		74.7	67.9		12.3	12.3		12.3	12.3	
Actuated g/C Ratio	0.78	0.73		0.75	0.68		0.12	0.12		0.12	0.12	
v/c Ratio	0.46	0.50		0.14	0.58		0.12	0.16		0.35	0.71	
Control Delay	22.7	4.9		3.9	3.0		36.6	25.6		39.4	18.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.7	4.9		3.9	3.0		36.6	25.6		39.4	18.2	
LOS	C	A		A	A		D	C		D	B	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

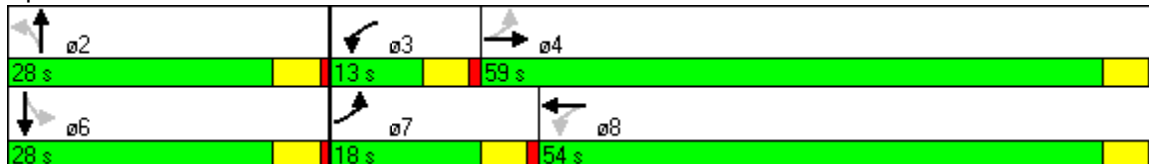


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	5.7		3.0				28.4		22.4			
Approach LOS	A		A				C		C			
90th %ile Green (s)	9.8	60.0	6.3		56.5	18.7		18.7	18.7		18.7	
90th %ile Term Code	Gap	Coord	Gap		Coord	Hold		Hold	Gap		Gap	
70th %ile Green (s)	7.2	65.5	5.6		63.9	13.9		13.9	13.9		13.9	
70th %ile Term Code	Gap	Coord	Gap		Coord	Hold		Hold	Gap		Gap	
50th %ile Green (s)	5.8	68.6	5.7		68.5	10.7		10.7	10.7		10.7	
50th %ile Term Code	Gap	Coord	Gap		Coord	Hold		Hold	Gap		Gap	
30th %ile Green (s)	5.6	82.3	0.0		71.7	7.7		7.7	7.7		7.7	
30th %ile Term Code	Gap	Coord	Skip		Coord	Hold		Hold	Gap		Gap	
10th %ile Green (s)	5.5	84.5	0.0		74.0	5.5		5.5	5.5		5.5	
10th %ile Term Code	Gap	Coord	Skip		Coord	Hold		Hold	Gap		Gap	
Stops (vph)	56	1039	5		299	11		21	48		79	
Fuel Used(gal)	2	37	0		23	0		1	2		6	
CO Emissions (g/hr)	152	2604	21		1589	25		64	127		386	
NOx Emissions (g/hr)	30	507	4		309	5		12	25		75	
VOC Emissions (g/hr)	35	603	5		368	6		15	29		89	
Dilemma Vehicles (#)	0	31	0		74	0		2	0		11	
Queue Length 50th (ft)	27	19	1		34	7		13	35		51	
Queue Length 95th (ft)	m25	435	m1		m53	22		39	69		122	
Internal Link Dist (ft)	1527		1101				2349		2550			
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	338	4681	261		4345	187		432	328		504	
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	0.32	0.50	0.12		0.58	0.06		0.08	0.18		0.47	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 38 (38%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 5.5 Intersection LOS: A
 Intersection Capacity Utilization 62.0% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		0	160		0	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.994				0.850		0.953			0.950	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6369	0	1770	6408	1583	1770	1775	0	1770	1770	0
Fl _t Permitted	0.111			0.111			0.138			0.275		
Satd. Flow (perm)	207	6369	0	207	6408	1583	257	1775	0	512	1770	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				173		23			28	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			2650			3134			2669	
Travel Time (s)		17.9			40.2			53.4			45.5	
Volume (vph)	170	1803	73	134	2078	169	114	214	97	188	397	199
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	187	1981	80	147	2284	186	125	235	107	207	436	219
Lane Group Flow (vph)	187	2061	0	147	2284	186	125	342	0	207	655	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	11.0	40.0	0.0	11.0	40.0	40.0	9.0	33.0	0.0	16.0	40.0	0.0
Total Split (%)	11.0%	40.0%	0.0%	11.0%	40.0%	40.0%	9.0%	33.0%	0.0%	16.0%	40.0%	0.0%
Maximum Green (s)	6.0	35.0		6.0	35.0	35.0	4.0	28.0		11.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	43.0	36.0		43.0	36.0	36.0	34.5	29.5		45.0	36.0	
Actuated g/C Ratio	0.43	0.36		0.43	0.36	0.36	0.34	0.30		0.45	0.36	
v/c Ratio	0.94	0.90		0.74	0.99	0.27	0.76	0.63		0.55	1.00	
Control Delay	86.3	20.5		45.9	21.2	0.4	49.6	34.9		22.9	67.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	86.3	20.5		45.9	21.2	0.4	49.6	34.9		22.9	67.2	
LOS	F	C		D	C	A	D	C		C	E	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

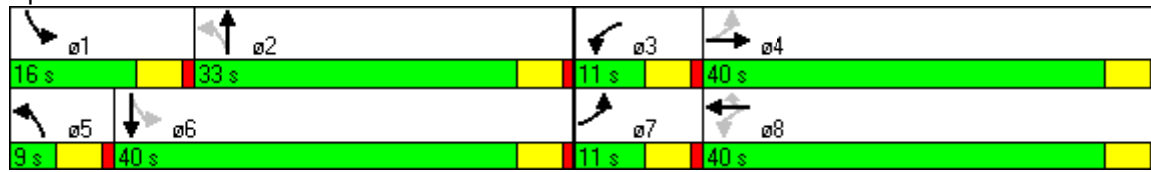


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		26.0			21.1			38.8			56.5	
Approach LOS		C			C			D			E	
90th %ile Green (s)	6.0	35.0		6.0	35.0	35.0	4.0	28.0		11.0	35.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	6.0	35.0		6.0	35.0	35.0	4.0	28.0		11.0	35.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	6.0	35.0		6.0	35.0	35.0	4.0	28.0		11.0	35.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	6.0	35.0		6.0	35.0	35.0	4.0	28.0		11.0	35.0	
30th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	6.0	35.0		6.0	35.0	35.0	4.0	30.4		8.6	35.0	
10th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Gap	MaxR	
Stops (vph)	117	1127		88	532	0	72	250		114	494	
Fuel Used(gal)	6	36		5	51	3	4	11		5	24	
CO Emissions (g/hr)	402	2534		325	3587	204	299	788		378	1663	
NOx Emissions (g/hr)	78	493		63	698	40	58	153		73	324	
VOC Emissions (g/hr)	93	587		75	831	47	69	183		88	385	
Dilemma Vehicles (#)	0	114		0	66	0	0	15		0	27	
Queue Length 50th (ft)	81	71		58	88	0	46	177		80	399	
Queue Length 95th (ft)	#212	192		m71	m#116	m0	#121	276		130	#645	
Internal Link Dist (ft)		1101			2570			3054			2589	
Turn Bay Length (ft)	507			380			160					
Base Capacity (vph)	198	2299		198	2307	681	164	539		381	655	
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	0.94	0.90		0.74	0.99	0.27	0.76	0.63		0.54	1.00	

Intersection Summary

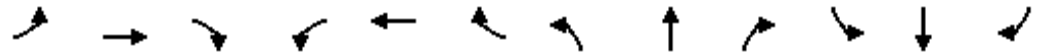
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 34 (34%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 29.1 Intersection LOS: C
 Intersection Capacity Utilization 92.2% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.947			0.963			0.989			0.984	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1764	0	1770	1794	0	1770	3500	0	1770	3483	0
Fl _t Permitted	0.143			0.583			0.078			0.308		
Satd. Flow (perm)	266	1764	0	1086	1794	0	145	3500	0	574	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			16			14			17	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2574	
Travel Time (s)		24.4			21.2			19.6			43.9	
Volume (vph)	71	170	92	123	264	86	152	784	61	59	1219	142
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	78	187	101	135	290	95	167	862	67	65	1340	156
Lane Group Flow (vph)	78	288	0	135	385	0	167	929	0	65	1496	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2				6
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	37.0	0.0	28.0	28.0	0.0	12.0	63.0	0.0	51.0	51.0	0.0
Total Split (%)	9.0%	37.0%	0.0%	28.0%	28.0%	0.0%	12.0%	63.0%	0.0%	51.0%	51.0%	0.0%
Maximum Green (s)	4.0	32.0		23.0	23.0		7.0	58.0		46.0	46.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	30.4	30.4		23.2	23.2		61.6	61.6		49.5	49.5	
Actuated g/C Ratio	0.30	0.30		0.23	0.23		0.62	0.62		0.50	0.50	
v/c Ratio	0.50	0.52		0.54	0.90		0.76	0.43		0.23	0.86	
Control Delay	35.4	27.9		41.4	56.7		40.1	11.2		3.4	7.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.4	27.9		41.4	56.7		40.1	11.2		3.4	7.7	
LOS	D	C		D	E		D	B		A	A	

Lanes, Volumes, Timings
 15: Jose Consecos St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		29.5			52.7			15.6			7.5	
Approach LOS		C			D			B			A	
90th %ile Green (s)	4.0	32.0		23.0	23.0		7.0	58.0		46.0	46.0	
90th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
70th %ile Green (s)	4.0	32.0		23.0	23.0		7.0	58.0		46.0	46.0	
70th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
50th %ile Green (s)	4.0	32.0		23.0	23.0		7.0	58.0		46.0	46.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
30th %ile Green (s)	4.0	32.0		23.0	23.0		7.0	58.0		46.0	46.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
10th %ile Green (s)	0.0	18.9		18.9	18.9		7.4	71.1		58.7	58.7	
10th %ile Term Code	Skip	Hold		Gap	Gap		Gap	Coord		Coord	Coord	
Stops (vph)	48	186		107	302		77	417		10	717	
Fuel Used(gal)	2	6		3	10		3	13		1	33	
CO Emissions (g/hr)	117	410		218	696		222	882		82	2302	
NOx Emissions (g/hr)	23	80		42	135		43	172		16	448	
VOC Emissions (g/hr)	27	95		51	161		52	204		19	534	
Dilemma Vehicles (#)	0	13		0	17		0	42		0	48	
Queue Length 50th (ft)	35	130		75	228		53	158		3	28	
Queue Length 95th (ft)	69	209		138	#393		#161	204		m4	m37	
Internal Link Dist (ft)		1350			1161			1070			2494	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	156	602		261	443		221	2162		285	1734	
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	0.50	0.48		0.52	0.87		0.76	0.43		0.23	0.86	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 91 (91%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 18.9 Intersection LOS: B
 Intersection Capacity Utilization 83.0% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue

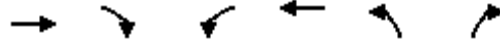


Lanes, Volumes, Timings
20: SW 8th Street & SW 82nd Avenue

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		200	200
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.86	0.97	1.00
Flt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	1583	1770	6408	3433	1583
Flt Permitted			0.075		0.950	
Satd. Flow (perm)	5085	1583	140	6408	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		105				99
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	1735			301	2338	
Travel Time (s)	26.3			4.6	39.9	
Volume (vph)	2016	100	309	2405	203	90
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2215	110	340	2643	223	99
Lane Group Flow (vph)	2215	110	340	2643	223	99
Turn Type		Perm pm+pt			Perm	
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	21.0	21.0
Total Split (s)	53.0	53.0	26.0	79.0	21.0	21.0
Total Split (%)	53.0%	53.0%	26.0%	79.0%	21.0%	21.0%
Maximum Green (s)	48.0	48.0	21.0	74.0	16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	52.2	52.2	75.0	75.0	17.0	17.0
Actuated g/C Ratio	0.52	0.52	0.75	0.75	0.17	0.17
v/c Ratio	0.83	0.13	0.83	0.55	0.38	0.28
Control Delay	8.7	0.1	32.7	5.7	39.0	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.7	0.1	32.7	5.7	39.0	9.9
LOS	A	A	C	A	D	A

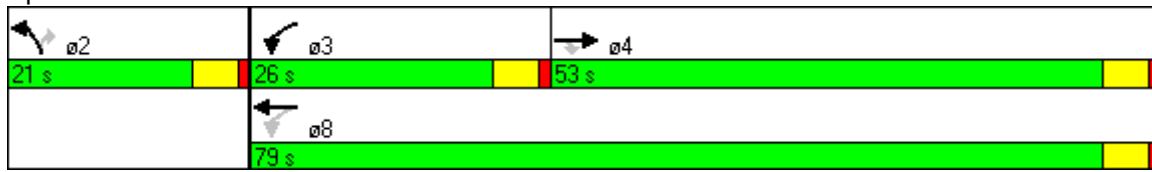


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	8.3			8.8	30.1	
Approach LOS	A			A	C	
90th %ile Green (s)	48.0	48.0	21.0	74.0	16.0	16.0
90th %ile Term Code	Coord	Coord	Max	Coord	MaxR	MaxR
70th %ile Green (s)	48.0	48.0	21.0	74.0	16.0	16.0
70th %ile Term Code	Coord	Coord	Max	Coord	MaxR	MaxR
50th %ile Green (s)	49.4	49.4	19.6	74.0	16.0	16.0
50th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
30th %ile Green (s)	52.9	52.9	16.1	74.0	16.0	16.0
30th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
10th %ile Green (s)	57.8	57.8	11.2	74.0	16.0	16.0
10th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
Stops (vph)	1321	0	210	915	176	16
Fuel Used(gal)	56	2	8	37	7	2
CO Emissions (g/hr)	3907	125	531	2583	459	123
NOx Emissions (g/hr)	760	24	103	503	89	24
VOC Emissions (g/hr)	906	29	123	599	106	29
Dilemma Vehicles (#)	44	0	0	120	0	0
Queue Length 50th (ft)	51	0	149	173	65	0
Queue Length 95th (ft)	m527	m0	#256	195	101	44
Internal Link Dist (ft)	1655			221	2258	
Turn Bay Length (ft)			154		200	200
Base Capacity (vph)	2656	877	464	4806	584	351
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.13	0.73	0.55	0.38	0.28

Intersection Summary

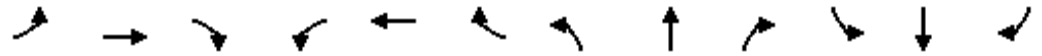
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 39 (39%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 9.8 Intersection LOS: A
 Intersection Capacity Utilization 71.9% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖	↑↑↑	↖	↖	↑↑	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		2	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5004	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.160			0.143		
Satd. Flow (perm)	3433	5085	1583	3433	5004	0	298	5085	1583	266	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			56		22				151			222
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	342	1174	124	380	1575	182	270	971	137	227	973	486
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	376	1290	136	418	1731	200	297	1067	151	249	1069	534
Lane Group Flow (vph)	376	1290	136	418	1931	0	297	1067	151	249	1069	534
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1		6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	14.0	34.0	34.0	19.0	39.0	0.0	15.0	29.0	29.0	18.0	32.0	32.0
Total Split (%)	14.0%	34.0%	34.0%	19.0%	39.0%	0.0%	15.0%	29.0%	29.0%	18.0%	32.0%	32.0%
Maximum Green (s)	9.0	29.0	29.0	14.0	34.0		10.0	24.0	24.0	13.0	27.0	27.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	10.0	30.2	30.2	14.8	35.0		36.5	25.5	25.5	41.5	28.0	28.0
Actuated g/C Ratio	0.10	0.30	0.30	0.15	0.35		0.36	0.26	0.26	0.42	0.28	0.28
v/c Ratio	1.10	0.84	0.26	0.82	1.09		1.10	0.82	0.29	0.79	1.08	0.89
Control Delay	120.0	38.7	17.3	49.3	67.5		109.2	37.4	9.4	39.3	87.7	38.3
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	120.0	38.7	17.3	49.3	67.5		109.2	37.4	9.4	39.3	87.7	38.3
LOS	F	D	B	D	E		F	D	A	D	F	D

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	54.0		64.3		48.7		66.9					
Approach LOS	D		E		D		E					
90th %ile Green (s)	9.0	29.0	29.0	14.0	34.0		10.0	24.0	24.0	13.0	27.0	27.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	9.0	29.0	29.0	14.0	34.0		10.0	24.0	24.0	13.0	27.0	27.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	9.0	29.0	29.0	14.0	34.0		10.0	24.0	24.0	13.0	27.0	27.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	9.0	29.0	29.0	14.0	34.0		10.0	24.0	24.0	13.0	27.0	27.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	9.0	30.1	30.1	12.9	34.0		10.0	26.4	26.4	10.6	27.0	27.0
10th %ile Term Code	Max	Coord	Coord	Gap	Coord		Max	MaxR	MaxR	Gap	MaxR	MaxR
Stops (vph)	287	1056	55	324	1568		196	695	50	147	845	273
Fuel Used(gal)	17	39	3	11	56		13	32	3	8	45	16
CO Emissions (g/hr)	1166	2694	208	738	3918		903	2250	230	535	3112	1110
NOx Emissions (g/hr)	227	524	40	144	762		176	438	45	104	605	216
VOC Emissions (g/hr)	270	624	48	171	908		209	521	53	124	721	257
Dilemma Vehicles (#)	0	58	0	0	22		0	68	0	0	44	0
Queue Length 50th (ft)	~140	281	37	117	~517		~173	145	11	103	~402	202
Queue Length 95th (ft)	#232	340	85	m139	m#617		m#273	m234	m25	#221	#532	#404
Internal Link Dist (ft)	2295		1303		260		2774					
Turn Bay Length (ft)	235		70	330		200		178	202			
Base Capacity (vph)	343	1537	517	515	1766		270	1295	516	322	991	603
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	1.10	0.84	0.26	0.81	1.09		1.10	0.82	0.29	0.77	1.08	0.89

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 40 (40%), Referenced to phase 4:EBT and 8:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay: 59.3

Intersection LOS: E

Intersection Capacity Utilization 99.4%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

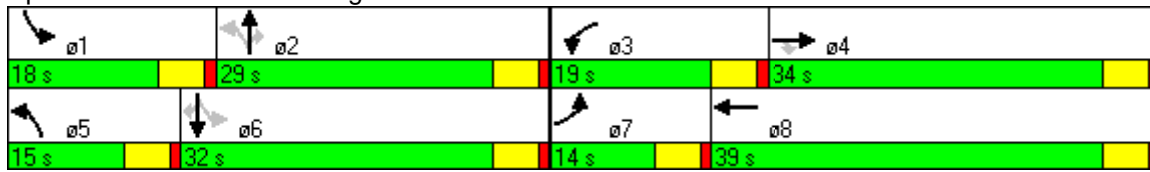
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

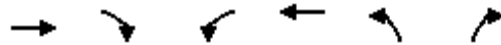
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

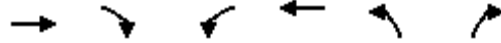
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1601	0	524	2745	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1759	0	576	3016	0	0
Lane Group Flow (vph)	1759	0	576	3016	0	0
Turn Type						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	29.0	0.0	21.0	50.0	0.0	0.0
Total Split (%)	58.0%	0.0%	42.0%	100.0%	0.0%	0.0%
Maximum Green (s)	24.0		16.0	45.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	25.0		17.0	50.0		
Actuated g/C Ratio	0.50		0.34	1.00		
v/c Ratio	0.69		0.49	0.59		
Control Delay	9.5		14.9	0.5		
Queue Delay	0.0		0.0	0.0		
Total Delay	9.5		14.9	0.5		
LOS	A		B	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



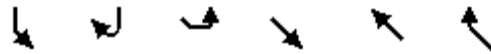
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	9.5			2.8		
Approach LOS	A			A		
90th %ile Green (s)	24.0		16.0	45.0		
90th %ile Term Code	Coord		Max	Coord		
70th %ile Green (s)	24.0		16.0	45.0		
70th %ile Term Code	Coord		Hold	Coord		
50th %ile Green (s)	24.0		16.0	45.0		
50th %ile Term Code	Coord		Hold	Coord		
30th %ile Green (s)	24.0		16.0	45.0		
30th %ile Term Code	Coord		Hold	Coord		
10th %ile Green (s)	24.0		16.0	45.0		
10th %ile Term Code	Coord		Hold	Coord		
Stops (vph)	866		388	1		
Fuel Used(gal)	15		12	32		
CO Emissions (g/hr)	1077		868	2220		
NOx Emissions (g/hr)	210		169	432		
VOC Emissions (g/hr)	250		201	514		
Dilemma Vehicles (#)	176		0	0		
Queue Length 50th (ft)	147		67	0		
Queue Length 95th (ft)	219		104	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	2543		1167	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.69		0.49	0.59		

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 16 (32%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 5.0
 Intersection LOS: A
 Intersection Capacity Utilization 56.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





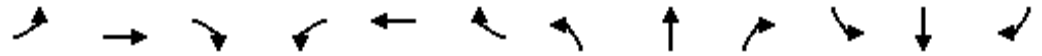
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	524	0	0	549	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	576	0	0	603	0	0
Lane Group Flow (vph)	576	0	0	603	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.5%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

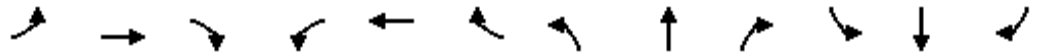
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.994			0.978			0.941				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5055	0	1770	4973	0	1770	1753	0	3433	1863	1583
Fl _t Permitted	0.074			0.130			0.950			0.950		
Satd. Flow (perm)	138	5055	0	242	4973	0	1770	1753	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			54			25				108
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	129	1228	47	91	2038	352	56	53	35	403	69	98
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	142	1349	52	100	2240	387	62	58	38	443	76	108
Lane Group Flow (vph)	142	1401	0	100	2627	0	62	96	0	443	76	108
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	10.0	58.0	0.0	11.0	59.0	0.0	10.0	10.0	0.0	21.0	21.0	21.0
Total Split (%)	10.0%	58.0%	0.0%	11.0%	59.0%	0.0%	10.0%	10.0%	0.0%	21.0%	21.0%	21.0%
Maximum Green (s)	5.0	53.0		6.0	54.0		5.0	5.0		16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	61.0	56.2		62.0	55.0		6.0	6.0		17.0	17.0	17.0
Actuated g/C Ratio	0.61	0.56		0.62	0.55		0.06	0.06		0.17	0.17	0.17
v/c Ratio	0.78	0.49		0.39	0.95		0.58	0.74		0.76	0.24	0.30
Control Delay	59.0	5.8		11.1	30.5		68.5	67.8		49.0	38.3	9.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	59.0	5.8		11.1	30.5		68.5	67.8		49.0	38.3	9.7
LOS	E	A		B	C		E	E		D	D	A

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012

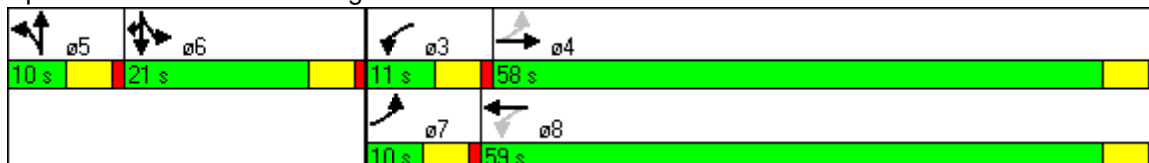


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		10.7			29.8			68.1			40.9	
Approach LOS		B			C			E			D	
90th %ile Green (s)	5.0	53.0		6.0	54.0		5.0	5.0		16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
70th %ile Green (s)	5.0	53.0		6.0	54.0		5.0	5.0		16.0	16.0	16.0
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
50th %ile Green (s)	5.0	53.0		6.0	54.0		5.0	5.0		16.0	16.0	16.0
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
30th %ile Green (s)	5.0	53.0		6.0	54.0		5.0	5.0		16.0	16.0	16.0
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
10th %ile Green (s)	5.0	64.0		0.0	54.0		5.0	5.0		16.0	16.0	16.0
10th %ile Term Code	Max	Coord		Skip	Coord		Max	Max		MaxR	MaxR	MaxR
Stops (vph)	101	232		33	2025		52	56		372	58	17
Fuel Used(gal)	4	15		1	56		2	3		14	2	2
CO Emissions (g/hr)	259	1068		94	3913		146	209		1005	158	139
NOx Emissions (g/hr)	50	208		18	761		28	41		196	31	27
VOC Emissions (g/hr)	60	248		22	907		34	49		233	37	32
Dilemma Vehicles (#)	0	103		0	117		0	4		0	3	0
Queue Length 50th (ft)	67	34		21	540		39	45		140	42	0
Queue Length 95th (ft)	#145	111		40	#698		#97	#131		#195	85	46
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	182	2845		257	2759		106	129		584	317	359
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	0.78	0.49		0.39	0.95		0.58	0.74		0.76	0.24	0.30

Intersection Summary

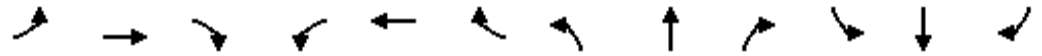
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 76 (76%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 26.5 Intersection LOS: C
 Intersection Capacity Utilization 82.5% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue



Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.998			0.988				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.988	
Satd. Flow (prot)	1770	5075	0	1770	5024	0	1770	1863	1583	1681	1748	1583
Fl _t Permitted	0.073			0.153			0.950			0.950	0.988	
Satd. Flow (perm)	136	5075	0	285	5024	0	1770	1863	1583	1681	1748	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			20				48			112
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	176	1263	20	51	1974	169	52	56	44	70	45	203
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	193	1388	22	56	2169	186	57	62	48	77	49	223
Lane Group Flow (vph)	193	1410	0	56	2355	0	57	62	48	61	65	223
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	15.0	61.0	0.0	9.0	55.0	0.0	9.0	9.0	9.0	21.0	21.0	21.0
Total Split (%)	15.0%	61.0%	0.0%	9.0%	55.0%	0.0%	9.0%	9.0%	9.0%	21.0%	21.0%	21.0%
Maximum Green (s)	10.0	56.0		4.0	50.0		4.0	4.0	4.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	66.0	58.8		56.3	51.3		5.0	5.0	5.0	18.8	18.8	18.8
Actuated g/C Ratio	0.66	0.59		0.56	0.51		0.05	0.05	0.05	0.19	0.19	0.19
v/c Ratio	0.73	0.47		0.24	0.91		0.64	0.67	0.38	0.19	0.20	0.57
Control Delay	21.8	13.7		7.6	14.7		78.6	80.2	22.9	37.7	37.7	25.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.8	13.7		7.6	14.7		78.6	80.2	22.9	37.7	37.7	25.5
LOS	C	B		A	B		E	F	C	D	D	C

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012

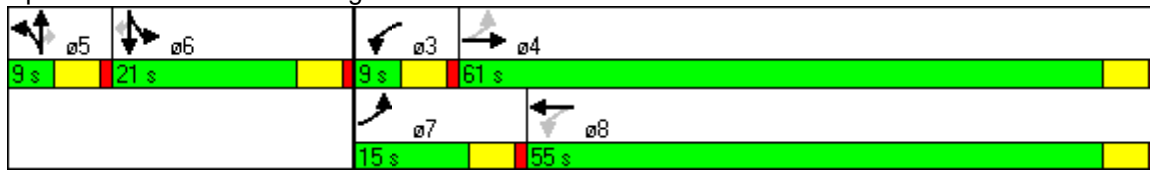


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		14.7			14.6			63.2			29.9	
Approach LOS		B			B			E			C	
90th %ile Green (s)	10.0	56.0		4.0	50.0		4.0	4.0	4.0	16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	10.0	56.0		4.0	50.0		4.0	4.0	4.0	16.0	16.0	16.0
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	10.0	56.0		4.0	50.0		4.0	4.0	4.0	16.0	16.0	16.0
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	10.0	56.0		4.0	50.0		4.0	4.0	4.0	16.0	16.0	16.0
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	8.7	65.0		0.0	51.3		0.0	0.0	0.0	25.0	25.0	25.0
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	MaxR	MaxR	MaxR
Stops (vph)	123	1098		15	821		47	50	13	48	50	97
Fuel Used(gal)	4	26		1	34		2	2	1	1	2	4
CO Emissions (g/hr)	255	1845		48	2364		144	156	69	104	109	289
NOx Emissions (g/hr)	50	359		9	460		28	30	13	20	21	56
VOC Emissions (g/hr)	59	428		11	548		33	36	16	24	25	67
Dilemma Vehicles (#)	0	15		0	170		0	3	0	0	3	0
Queue Length 50th (ft)	26	297		9	148		36	40	0	35	37	64
Queue Length 95th (ft)	m63	343		m12	m184		#100	#106	36	75	80	144
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	270	2985		235	2585		89	93	125	316	328	388
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.47		0.24	0.91		0.64	0.67	0.38	0.19	0.20	0.57

Intersection Summary

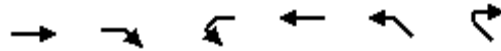
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 88 (88%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 17.6 Intersection LOS: B
 Intersection Capacity Utilization 71.4% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street



Lanes, Volumes, Timings
 30: SW 8th Street & SR 826 Ramp

2/1/2012



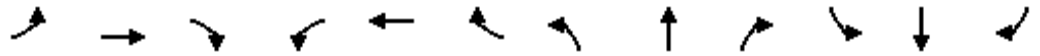
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑	↑		↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		190	0		0	0
Storage Lanes		1	0		0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1157			148	217	
Travel Time (s)	17.5			2.2	4.9	
Volume (vph)	1601	549	0	2745	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1759	603	0	3016	0	0
Lane Group Flow (vph)	1759	603	0	3016	0	0
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.4%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↗		↖↗	↖	↖	↖	↖↗	↖	↖	↖↗	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		0	240		240	380		250
Storage Lanes	2		0	2		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fr _t		0.937				0.850			0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3316	0	3433	1863	1583	1770	3539	1583	1770	3539	1583
Fl _t Permitted	0.950			0.950			0.169			0.093		
Satd. Flow (perm)	3433	3316	0	3433	1863	1583	315	3539	1583	173	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		120				111			65			237
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		840			341			2564			2398	
Travel Time (s)		12.7			5.2			43.7			40.9	
Volume (vph)	856	152	109	208	73	278	125	1093	66	198	828	216
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	941	167	120	229	80	305	137	1201	73	218	910	237
Lane Group Flow (vph)	941	287	0	229	80	305	137	1201	73	218	910	237
Turn Type	Prot			Prot		Perm	pm+pt		custom	pm+pt		Perm
Protected Phases	7	4		3	8		5	2	2	1		6
Permitted Phases						8	2		2	6		6
Detector Phases	7	4		3	8	8	5	2	2	1		6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	34.0	17.0	0.0	34.0	17.0	17.0	12.0	46.0	46.0	13.0	47.0	47.0
Total Split (%)	30.9%	15.5%	0.0%	30.9%	15.5%	15.5%	10.9%	41.8%	41.8%	11.8%	42.7%	42.7%
Maximum Green (s)	29.0	12.0		29.0	12.0	12.0	7.0	41.0	41.0	8.0	42.0	42.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0			5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	30.0	29.3		13.7	13.0	13.0	50.0	42.0	42.0	52.0	43.0	43.0
Actuated g/C Ratio	0.27	0.27		0.12	0.12	0.12	0.45	0.38	0.38	0.47	0.39	0.39
v/c Ratio	1.01	0.30		0.54	0.36	1.07	0.55	0.89	0.11	1.03	0.66	0.31
Control Delay	71.1	19.8		45.6	49.9	103.4	23.9	41.4	7.1	96.7	30.3	4.0
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	71.1	19.8		45.6	49.9	103.4	23.9	41.4	7.1	96.7	30.3	4.0
LOS	E	B		D	D	F	C	D	A	F	C	A

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		59.1			74.9			37.9			36.3	
Approach LOS		E			E			D			D	
90th %ile Green (s)	29.0	24.8		16.2	12.0	12.0	7.0	41.0	41.0	8.0	42.0	42.0
90th %ile Term Code	Max	Hold		Gap	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	29.0	26.9		14.1	12.0	12.0	7.0	41.0	41.0	8.0	42.0	42.0
70th %ile Term Code	Max	Hold		Gap	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	29.0	28.3		12.7	12.0	12.0	7.0	41.0	41.0	8.0	42.0	42.0
50th %ile Term Code	Max	Hold		Gap	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	29.0	29.8		11.2	12.0	12.0	7.0	41.0	41.0	8.0	42.0	42.0
30th %ile Term Code	Max	Hold		Gap	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	29.0	31.8		9.2	12.0	12.0	7.0	41.0	41.0	8.0	42.0	42.0
10th %ile Term Code	Max	Hold		Gap	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	762	118		191	65	143	68	968	13	109	660	20
Fuel Used(gal)	27	4		5	2	8	3	38	1	9	27	4
CO Emissions (g/hr)	1855	276		333	120	576	241	2638	96	605	1885	306
NOx Emissions (g/hr)	361	54		65	23	112	47	513	19	118	367	60
VOC Emissions (g/hr)	430	64		77	28	134	56	611	22	140	437	71
Dilemma Vehicles (#)	0	12		0	3	0	0	49	0	0	37	0
Queue Length 50th (ft)	~345	47		79	53	~165	51	412	4	~113	273	0
Queue Length 95th (ft)	#485	88		114	102	#341	86	#523	33	#268	344	49
Internal Link Dist (ft)		760			261			2484			2318	
Turn Bay Length (ft)	290			290			240		240	380		250
Base Capacity (vph)	936	972		816	220	285	249	1351	645	212	1383	763
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	1.01	0.30		0.28	0.36	1.07	0.55	0.89	0.11	1.03	0.66	0.31

Intersection Summary

























Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Natural Cycle:	110
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.07
Intersection Signal Delay:	48.0
Intersection LOS:	D
Intersection Capacity Utilization	82.8%
ICU Level of Service	E
Analysis Period (min)	15
90th %ile Actuated Cycle:	110
70th %ile Actuated Cycle:	110
50th %ile Actuated Cycle:	110
30th %ile Actuated Cycle:	110
10th %ile Actuated Cycle:	110
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue

↙ ø1	↕ ø2	↙ ø3	→ ø4
13 s	46 s	34 s	17 s
↙ ø5	↕ ø6	↙ ø7	← ø8
12 s	47 s	34 s	17 s

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.984			0.984	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3483	0	1770	3483	0
Fl _t Permitted	0.950			0.950			0.358			0.182		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	667	3483	0	339	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			57			76		13			15	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	374	2221	80	155	1468	95	150	593	73	379	510	63
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	411	2441	88	170	1613	104	165	652	80	416	560	69
Lane Group Flow (vph)	411	2441	88	170	1613	104	165	732	0	416	629	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	17.0	39.0	39.0	9.0	31.0	31.0	12.0	22.0	0.0	20.0	30.0	0.0
Total Split (%)	18.9%	43.3%	43.3%	10.0%	34.4%	34.4%	13.3%	24.4%	0.0%	22.2%	33.3%	0.0%
Maximum Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	13.0	35.0	35.0	5.0	27.0	27.0	26.0	18.0		38.0	26.0	
Actuated g/C Ratio	0.14	0.39	0.39	0.06	0.30	0.30	0.29	0.20		0.42	0.29	
v/c Ratio	0.83	0.98	0.14	0.89	0.84	0.20	0.57	1.04		1.05	0.62	
Control Delay	53.1	41.7	8.5	97.3	18.9	3.3	26.4	79.4		82.6	30.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	53.1	41.7	8.5	97.3	18.9	3.3	26.4	79.4		82.6	30.2	
LOS	D	D	A	F	B	A	C	E		F	C	

Lanes, Volumes, Timings
 6: SW 8th Street & SW 97th Avenue

2/1/2012

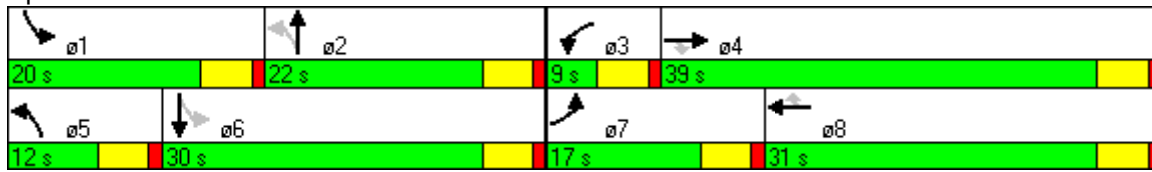


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	42.3			25.1			69.7			51.0		
Approach LOS	D			C			E			D		
90th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
Stops (vph)	340	1977	23	138	1364	18	114	570		248	469	
Fuel Used(gal)	15	84	2	6	38	1	5	30		18	22	
CO Emissions (g/hr)	1052	5850	131	448	2652	89	347	2089		1244	1515	
NOx Emissions (g/hr)	205	1138	25	87	516	17	68	406		242	295	
VOC Emissions (g/hr)	244	1356	30	104	615	21	81	484		288	351	
Dilemma Vehicles (#)	0	118	0	0	38	0	0	33		0	32	
Queue Length 50th (ft)	118	390	11	54	241	0	58	~235		~208	158	
Queue Length 95th (ft)	#192	#491	40	#115	285	2	102	#351		#391	215	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	496	2492	650	191	1922	528	291	707		398	1017	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.83	0.98	0.14	0.89	0.84	0.20	0.57	1.04		1.05	0.62	

Intersection Summary

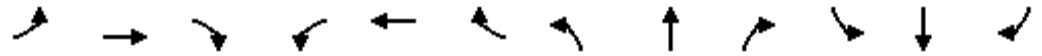
Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	46 (51%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.05
Intersection Signal Delay:	42.5
Intersection LOS:	D
Intersection Capacity Utilization:	89.7%
ICU Level of Service:	E
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

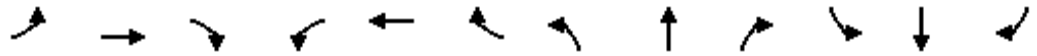
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.998			0.912			0.897	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6395	0	1770	1699	0	1770	1671	0
Fl _t Permitted	0.093			0.103			0.581			0.702		
Satd. Flow (perm)	173	6395	0	192	6395	0	1082	1699	0	1308	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			4			49			104	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	195	2546	41	13	1707	25	41	32	45	43	43	95
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	214	2798	45	14	1876	27	45	35	49	47	47	104
Lane Group Flow (vph)	214	2843	0	14	1903	0	45	84	0	47	151	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	23.0	54.0	0.0	12.0	43.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Total Split (%)	25.6%	60.0%	0.0%	13.3%	47.8%	0.0%	26.7%	26.7%	0.0%	26.7%	26.7%	0.0%
Maximum Green (s)	18.0	49.0		7.0	38.0		19.0	19.0		19.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	71.9	69.7		64.5	58.0		10.1	10.1		10.1	10.1	
Actuated g/C Ratio	0.80	0.77		0.72	0.64		0.11	0.11		0.11	0.11	
v/c Ratio	0.68	0.57		0.06	0.46		0.37	0.36		0.32	0.54	
Control Delay	20.6	3.7		1.6	3.6		37.8	18.9		36.9	15.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.6	3.7		1.6	3.6		37.8	18.9		36.9	15.6	
LOS	C	A		A	A		D	B		D	B	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

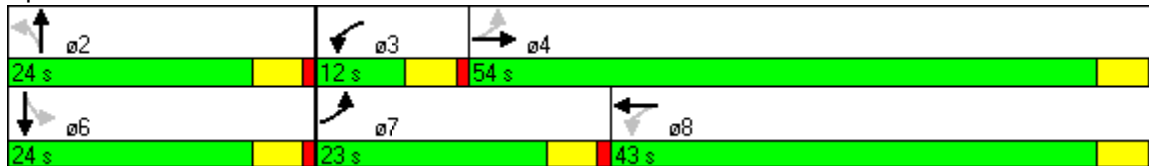


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		4.9			3.6			25.5			20.7	
Approach LOS		A			A			C			C	
90th %ile Green (s)	15.9	55.9		5.7	45.7		13.4	13.4		13.4	13.4	
90th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	10.0	69.4		0.0	54.4		10.6	10.6		10.6	10.6	
70th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Hold	Hold	
50th %ile Green (s)	7.4	71.1		0.0	58.7		8.9	8.9		8.9	8.9	
50th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)	5.7	72.8		0.0	62.1		7.2	7.2		7.2	7.2	
30th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Hold	Hold	
10th %ile Green (s)	5.6	74.5		0.0	63.9		5.5	5.5		5.5	5.5	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	141	659		2	301		38	33		38	47	
Fuel Used(gal)	5	37		0	18		1	2		1	3	
CO Emissions (g/hr)	322	2597		9	1278		92	131		100	237	
NOx Emissions (g/hr)	63	505		2	249		18	25		19	46	
VOC Emissions (g/hr)	75	602		2	296		21	30		23	55	
Dilemma Vehicles (#)	0	42		0	68		0	4		0	8	
Queue Length 50th (ft)	54	13		1	52		24	18		25	25	
Queue Length 95th (ft)	m24	m452		m1	76		56	58		56	79	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	475	4957		281	4120		240	416		291	452	
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	0.45	0.57		0.05	0.46		0.19	0.20		0.16	0.33	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 3 (3%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 5.5 Intersection LOS: A
 Intersection Capacity Utilization 65.7% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995				0.850		0.971			0.931	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6376	0	1770	6408	1583	1770	1809	0	1770	1734	0
Fl _t Permitted	0.133			0.154			0.303			0.154		
Satd. Flow (perm)	248	6376	0	287	6408	1583	564	1809	0	287	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				146		13			49	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			958			3134			2669	
Travel Time (s)		17.9			14.5			53.4			45.5	
Volume (vph)	301	2202	72	96	1387	217	131	350	84	71	173	149
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	331	2420	79	105	1524	238	144	385	92	78	190	164
Lane Group Flow (vph)	331	2499	0	105	1524	238	144	477	0	78	354	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	21.0	42.0	0.0	9.0	30.0	30.0	9.0	30.0	0.0	9.0	30.0	0.0
Total Split (%)	23.3%	46.7%	0.0%	10.0%	33.3%	33.3%	10.0%	33.3%	0.0%	10.0%	33.3%	0.0%
Maximum Green (s)	16.0	37.0		4.0	25.0	25.0	4.0	25.0		4.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	47.0	39.8		32.4	27.4	27.4	31.8	27.8		31.0	26.0	
Actuated g/C Ratio	0.52	0.44		0.36	0.30	0.30	0.35	0.31		0.34	0.29	
v/c Ratio	0.84	0.88		0.57	0.78	0.41	0.54	0.84		0.43	0.66	
Control Delay	47.5	16.2		26.3	33.7	15.6	28.0	44.5		25.4	31.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	47.5	16.2		26.3	33.7	15.6	28.0	44.5		25.4	31.0	
LOS	D	B		C	C	B	C	D		C	C	

Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012

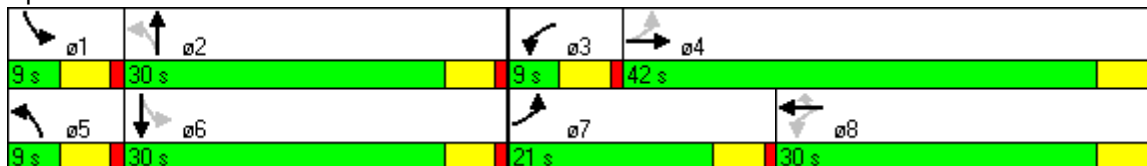


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		19.8			31.0			40.7			30.0	
Approach LOS		B			C			D			C	
90th %ile Green (s)	16.0	37.0		4.0	25.0	25.0	4.0	25.0		4.0	25.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	16.0	37.0		4.0	25.0	25.0	4.0	25.0		4.0	25.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	16.0	37.0		4.0	25.0	25.0	4.0	25.0		4.0	25.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	14.8	37.0		4.0	26.2	26.2	4.0	25.0		4.0	25.0	
30th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	10.3	46.0		0.0	30.7	30.7	4.0	34.0		0.0	25.0	
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Max	MaxR		Skip	MaxR	
Stops (vph)	226	1037		68	1222	87	96	360		46	243	
Fuel Used(gal)	8	38		2	33	3	4	17		2	10	
CO Emissions (g/hr)	561	2644		137	2330	218	313	1167		147	716	
NOx Emissions (g/hr)	109	514		27	453	42	61	227		29	139	
VOC Emissions (g/hr)	130	613		32	540	51	72	271		34	166	
Dilemma Vehicles (#)	0	112		0	51	0	0	23		0	18	
Queue Length 50th (ft)	126	82		32	236	50	53	253		28	152	
Queue Length 95th (ft)	#273	#267		#70	283	116	96	#437		57	249	
Internal Link Dist (ft)		1101			878			3054			2589	
Turn Bay Length (ft)	507			380		96	160					
Base Capacity (vph)	417	2824		185	1949	583	266	568		181	536	
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	0.79	0.88		0.57	0.78	0.41	0.54	0.84		0.43	0.66	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 89 (99%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 26.5 Intersection LOS: C
 Intersection Capacity Utilization 79.2% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.960			0.944			0.988			0.989	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1788	0	1770	1758	0	1770	3497	0	1770	3500	0
Fl _t Permitted	0.226			0.399			0.129			0.184		
Satd. Flow (perm)	421	1788	0	743	1758	0	240	3497	0	343	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			34			19			14	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2564	
Travel Time (s)		24.4			21.2			19.6			43.7	
Volume (vph)	96	285	104	82	172	104	67	1045	91	113	929	76
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	105	313	114	90	189	114	74	1148	100	124	1021	84
Lane Group Flow (vph)	105	427	0	90	303	0	74	1248	0	124	1105	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	30.0	0.0	21.0	21.0	0.0	9.0	50.0	0.0	41.0	41.0	0.0
Total Split (%)	11.3%	37.5%	0.0%	26.3%	26.3%	0.0%	11.3%	62.5%	0.0%	51.3%	51.3%	0.0%
Maximum Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	23.5	23.3		16.3	16.3		46.0	46.2		39.2	39.2	
Actuated g/C Ratio	0.30	0.30		0.21	0.21		0.58	0.60		0.51	0.51	
v/c Ratio	0.50	0.77		0.57	0.76		0.31	0.60		0.71	0.62	
Control Delay	28.7	30.7		43.7	38.7		11.1	11.8		45.6	17.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.7	30.7		43.7	38.7		11.1	11.8		45.6	17.1	
LOS	C	C		D	D		B	B		D	B	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012

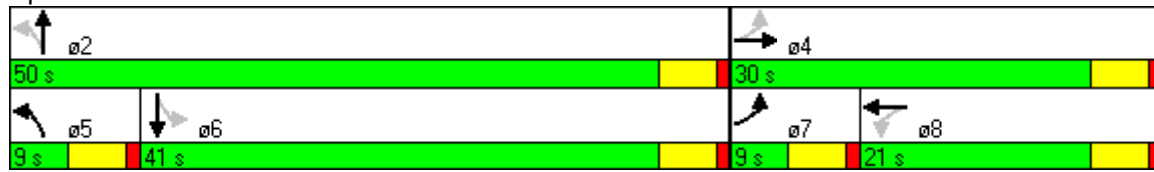


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		30.3			39.9			11.7			20.0	
Approach LOS		C			D			B			B	
90th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
90th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
70th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	4.0	24.3		15.3	15.3		4.0	45.0		36.0	36.0	
30th %ile Term Code	Max	Hold		Gap	Gap		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	13.4		13.4	13.4		0.0	45.0		45.0	45.0	
10th %ile Term Code	Skip	Gap		Hold	Hold		Skip	MaxR		Hold	Hold	
Stops (vph)	67	321		70	216		28	664		85	699	
Fuel Used(gal)	2	9		2	7		1	18		4	28	
CO Emissions (g/hr)	150	654		147	463		66	1266		269	1948	
NOx Emissions (g/hr)	29	127		29	90		13	246		52	379	
VOC Emissions (g/hr)	35	152		34	107		15	293		62	451	
Dilemma Vehicles (#)	0	25		0	17		0	73		0	64	
Queue Length 50th (ft)	37	175		41	127		15	194		50	215	
Queue Length 95th (ft)	74	280		#103	#246		32	256		#151	285	
Internal Link Dist (ft)		1350			1161			1070			2484	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	209	597		162	409		236	2090		174	1775	
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	0.50	0.72		0.56	0.74		0.31	0.60		0.71	0.62	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 77.5
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 20.7 Intersection LOS: C
 Intersection Capacity Utilization 77.2% ICU Level of Service D
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 80
 70th %ile Actuated Cycle: 80
 50th %ile Actuated Cycle: 80
 30th %ile Actuated Cycle: 79.3
 10th %ile Actuated Cycle: 68.4
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
20: SW 8th Street & SW 82nd Avenue

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		200	200
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	1.00
Fr _t		0.850				0.850
Fl _t Protected			0.950		0.950	
Satd. Flow (prot)	5085	1583	1770	5085	3433	1583
Fl _t Permitted			0.080		0.950	
Satd. Flow (perm)	5085	1583	149	5085	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		20				214
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	799			1458	2338	
Travel Time (s)	12.1			22.1	39.9	
Volume (vph)	1805	18	187	1819	313	195
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1984	20	205	1999	344	214
Lane Group Flow (vph)	1984	20	205	1999	344	214
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	21.0	21.0
Total Split (s)	50.0	50.0	19.0	69.0	21.0	21.0
Total Split (%)	55.6%	55.6%	21.1%	76.7%	23.3%	23.3%
Maximum Green (s)	45.0	45.0	14.0	64.0	16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	49.4	49.4	65.0	65.0	17.0	17.0
Actuated g/C Ratio	0.55	0.55	0.72	0.72	0.19	0.19
v/c Ratio	0.71	0.02	0.65	0.54	0.53	0.45
Control Delay	6.0	0.3	19.9	6.3	36.3	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.0	0.3	19.9	6.3	36.3	8.1
LOS	A	A	B	A	D	A

Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012

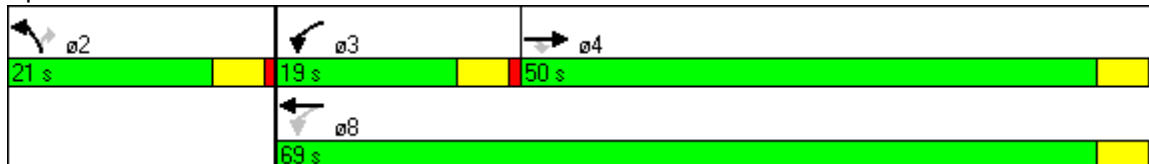


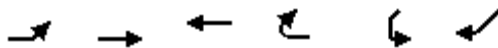
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	5.9			7.6	25.5	
Approach LOS	A			A	C	
90th %ile Green (s)	45.0	45.0	14.0	64.0	16.0	16.0
90th %ile Term Code	Coord	Coord	Max	Coord	MaxR	MaxR
70th %ile Green (s)	45.7	45.7	13.3	64.0	16.0	16.0
70th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
50th %ile Green (s)	48.4	48.4	10.6	64.0	16.0	16.0
50th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
30th %ile Green (s)	50.8	50.8	8.2	64.0	16.0	16.0
30th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
10th %ile Green (s)	52.2	52.2	6.8	64.0	16.0	16.0
10th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
Stops (vph)	429	0	97	747	276	27
Fuel Used(gal)	25	0	4	29	10	4
CO Emissions (g/hr)	1735	12	261	2017	698	257
NOx Emissions (g/hr)	338	2	51	392	136	50
VOC Emissions (g/hr)	402	3	60	467	162	60
Dilemma Vehicles (#)	46	0	0	101	0	0
Queue Length 50th (ft)	80	0	54	159	91	0
Queue Length 95th (ft)	97	m0	123	190	135	58
Internal Link Dist (ft)	719			1378	2258	
Turn Bay Length (ft)			154		200	200
Base Capacity (vph)	2792	878	378	3673	648	473
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.02	0.54	0.54	0.53	0.45

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 64 (71%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 9.0 Intersection LOS: A
 Intersection Capacity Utilization 64.2% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue





Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15			9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	*0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	0	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45	45		45	
Link Distance (ft)		341	370		448	
Travel Time (s)		5.2	5.6		6.8	
Volume (vph)	0	416	0	0	0	559
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	457	0	0	0	614
Lane Group Flow (vph)	0	457	0	0	0	614
Sign Control		Free	Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.9%
	ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

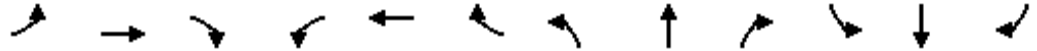
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.988				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5024	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.118			0.075		
Satd. Flow (perm)	3433	5085	1583	3433	5024	0	220	5085	1583	140	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			26		8				178			291
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	613	1986	145	282	894	81	128	1512	437	169	717	352
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	674	2182	159	310	982	89	141	1662	480	186	788	387
Lane Group Flow (vph)	674	2182	159	310	1071	0	141	1662	480	186	788	387
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	44.0	81.0	81.0	20.0	57.0	0.0	22.0	61.0	61.0	18.0	57.0	57.0
Total Split (%)	24.4%	45.0%	45.0%	11.1%	31.7%	0.0%	12.2%	33.9%	33.9%	10.0%	31.7%	31.7%
Maximum Green (s)	39.0	76.0	76.0	15.0	52.0		17.0	56.0	56.0	13.0	52.0	52.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	38.5	77.0	77.0	16.0	54.5		72.1	57.0	57.0	69.9	55.9	55.9
Actuated g/C Ratio	0.21	0.43	0.43	0.09	0.30		0.40	0.32	0.32	0.39	0.31	0.31
v/c Ratio	0.92	1.00	0.23	1.02	0.70		0.65	1.03	0.77	1.03	0.72	0.56
Control Delay	82.9	70.6	28.1	112.0	46.4		42.9	90.0	43.6	121.2	59.9	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.9	70.6	28.1	112.0	46.4		42.9	90.0	43.6	121.2	59.9	16.1
LOS	F	E	C	F	D		D	F	D	F	E	B

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		71.1			61.1			77.3			55.8	
Approach LOS		E			E			E			E	
90th %ile Green (s)	39.0	76.0	76.0	15.0	52.0		17.0	56.0	56.0	13.0	52.0	52.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	39.0	76.0	76.0	15.0	52.0		16.5	56.0	56.0	13.0	52.5	52.5
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Gap	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	39.0	76.0	76.0	15.0	52.0		14.5	56.0	56.0	13.0	54.5	54.5
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Gap	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	37.6	76.0	76.0	15.0	53.4		12.6	56.0	56.0	13.0	56.4	56.4
30th %ile Term Code	Gap	Coord	Coord	Max	Coord		Gap	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	32.9	76.0	76.0	15.0	58.1		10.0	56.0	56.0	13.0	59.0	59.0
10th %ile Term Code	Gap	Coord	Coord	Max	Coord		Gap	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	578	1829	75	247	618		80	1386	269	107	630	83
Fuel Used(gal)	26	79	4	12	24		4	69	15	8	29	9
CO Emissions (g/hr)	1810	5489	273	804	1708		299	4852	1023	594	2014	614
NOx Emissions (g/hr)	352	1068	53	156	332		58	944	199	116	392	119
VOC Emissions (g/hr)	420	1272	63	186	396		69	1124	237	138	467	142
Dilemma Vehicles (#)	0	53	0	0	46		0	40	0	0	20	0
Queue Length 50th (ft)	402	~948	98	~202	267		105	~767	341	~180	438	89
Queue Length 95th (ft)	#501	#1061	157	#297	384		159	#860	499	#360	530	209
Internal Link Dist (ft)		2295			1303			260			2774	
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	763	2175	692	305	1527		247	1610	623	181	1099	692
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.88	1.00	0.23	1.02	0.70		0.57	1.03	0.77	1.03	0.72	0.56

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 76 (42%), Referenced to phase 4:EBT and 8:WBT, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 68.6

Intersection LOS: E

Intersection Capacity Utilization 98.3%

ICU Level of Service F

Analysis Period (min) 15









~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

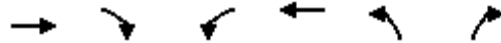
Queue shown is maximum after two cycles.

Splits and Phases: 22: Flagler Street & SW 87th Avenue

 ø1	 ø2	 ø3	 ø4
18 s	61 s	20 s	81 s
 ø5	 ø6	 ø7	 ø8
22 s	57 s	44 s	57 s

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

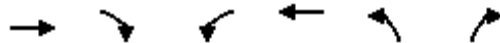
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖↗	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1395	0	214	1966	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1533	0	235	2160	0	0
Lane Group Flow (vph)	1533	0	235	2160	0	0
Turn Type						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	56.0	0.0	34.0	90.0	0.0	0.0
Total Split (%)	62.2%	0.0%	37.8%	100.0%	0.0%	0.0%
Maximum Green (s)	51.0		29.0	85.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	52.0		30.0	90.0		
Actuated g/C Ratio	0.58		0.33	1.00		
v/c Ratio	0.52		0.21	0.42		
Control Delay	1.7		22.1	0.3		
Queue Delay	0.0		0.0	0.0		
Total Delay	1.7		22.1	0.3		
LOS	A		C	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	1.7			2.4		
Approach LOS	A			A		
90th %ile Green (s)	51.0		29.0	85.0		
90th %ile Term Code	Coord		Hold	Coord		
70th %ile Green (s)	51.0		29.0	85.0		
70th %ile Term Code	Coord		Hold	Coord		
50th %ile Green (s)	51.0		29.0	85.0		
50th %ile Term Code	Coord		Hold	Coord		
30th %ile Green (s)	51.0		29.0	85.0		
30th %ile Term Code	Coord		Hold	Coord		
10th %ile Green (s)	51.0		29.0	85.0		
10th %ile Term Code	Coord		Hold	Coord		
Stops (vph)	87		148	0		
Fuel Used(gal)	3		5	23		
CO Emissions (g/hr)	202		367	1582		
NOx Emissions (g/hr)	39		71	308		
VOC Emissions (g/hr)	47		85	367		
Dilemma Vehicles (#)	12		0	0		
Queue Length 50th (ft)	12		48	0		
Queue Length 95th (ft)	23		76	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	2938		1144	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.52		0.21	0.42		

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 83 (92%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 2.1 Intersection LOS: A
 Intersection Capacity Utilization 41.3% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





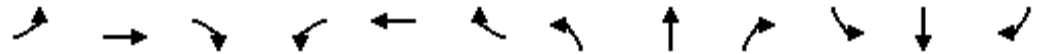
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	214	0	0	520	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	235	0	0	571	0	0
Lane Group Flow (vph)	235	0	0	571	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.1%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.999			0.983			0.948				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5080	0	1770	4999	0	1770	1766	0	3433	1863	1583
Fl _t Permitted	0.119			0.091			0.950			0.950		
Satd. Flow (perm)	222	5080	0	170	4999	0	1770	1766	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			34			23				93
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175				2451
Travel Time (s)		22.7			22.3			3.0				41.8
Volume (vph)	97	2267	16	82	1108	139	51	43	23	383	56	85
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	107	2491	18	90	1218	153	56	47	25	421	62	93
Lane Group Flow (vph)	107	2509	0	90	1371	0	56	72	0	421	62	93
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	12.0	51.0	0.0	9.0	48.0	0.0	9.0	9.0	0.0	21.0	21.0	21.0
Total Split (%)	13.3%	56.7%	0.0%	10.0%	53.3%	0.0%	10.0%	10.0%	0.0%	23.3%	23.3%	23.3%
Maximum Green (s)	7.0	46.0		4.0	43.0		4.0	4.0		16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	54.6	48.8		51.0	47.0		5.0	5.0		18.8	18.8	18.8
Actuated g/C Ratio	0.61	0.54		0.57	0.52		0.06	0.06		0.21	0.21	0.21
v/c Ratio	0.41	0.91		0.49	0.52		0.57	0.60		0.59	0.16	0.23
Control Delay	8.4	7.5		18.3	15.2		65.1	52.2		36.7	32.0	8.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	8.4	7.5		18.3	15.2		65.1	52.2		36.7	32.0	8.6
LOS	A	A		B	B		E	D		D	C	A

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		7.6			15.4			57.8			31.7	
Approach LOS		A			B			E			C	
90th %ile Green (s)	7.0	46.0		4.0	43.0		4.0	4.0		16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
70th %ile Green (s)	6.7	46.0		4.0	43.3		4.0	4.0		16.0	16.0	16.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
50th %ile Green (s)	5.7	46.0		4.0	44.3		4.0	4.0		16.0	16.0	16.0
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
30th %ile Green (s)	5.7	46.0		4.0	44.3		4.0	4.0		16.0	16.0	16.0
30th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
10th %ile Green (s)	0.0	55.0		0.0	55.0		0.0	0.0		25.0	25.0	25.0
10th %ile Term Code	Skip	Coord		Skip	Coord		Skip	Skip		MaxR	MaxR	MaxR
Stops (vph)	23	848		36	770		47	44		339	46	16
Fuel Used(gal)	1	32		1	23		2	2		13	2	2
CO Emissions (g/hr)	89	2265		97	1574		131	145		878	122	120
NOx Emissions (g/hr)	17	441		19	306		25	28		171	24	23
VOC Emissions (g/hr)	21	525		22	365		30	34		204	28	28
Dilemma Vehicles (#)	0	66		0	69		0	3		0	3	0
Queue Length 50th (ft)	4	35		18	180		32	28		115	30	0
Queue Length 95th (ft)	m5	41		46	229		#86	#88		164	65	40
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	274	2756		185	2626		98	120		717	389	404
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	0.39	0.91		0.49	0.52		0.57	0.60		0.59	0.16	0.23

Intersection Summary

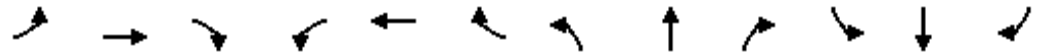
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 8 (9%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 14.2 Intersection LOS: B
 Intersection Capacity Utilization 76.3% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue

 ø5	 ø6	 ø3	 ø4
9 s	21 s	9 s	51 s
	 ø7	 ø8	48 s
12 s			

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↖↗		↖	↗↖↗		↖	↗	↖	↖	↗↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.996			0.994				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.978	
Satd. Flow (prot)	1770	5065	0	1770	5055	0	1770	1863	1583	1681	1731	1583
Fl _t Permitted	0.114			0.129			0.950			0.950	0.978	
Satd. Flow (perm)	212	5065	0	240	5055	0	1770	1863	1583	1681	1731	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			8				79			112
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	274	2265	57	35	1106	47	50	48	72	117	47	102
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	301	2489	63	38	1215	52	55	53	79	129	52	112
Lane Group Flow (vph)	301	2552	0	38	1267	0	55	53	79	88	93	112
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	25.0	51.0	0.0	9.0	35.0	0.0	9.0	9.0	9.0	21.0	21.0	21.0
Total Split (%)	27.8%	56.7%	0.0%	10.0%	38.9%	0.0%	10.0%	10.0%	10.0%	23.3%	23.3%	23.3%
Maximum Green (s)	20.0	46.0		4.0	30.0		4.0	4.0	4.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	56.0	50.6		41.4	36.4		5.0	5.0	5.0	18.8	18.8	18.8
Actuated g/C Ratio	0.62	0.56		0.46	0.40		0.06	0.06	0.06	0.21	0.21	0.21
v/c Ratio	0.75	0.90		0.19	0.62		0.56	0.51	0.48	0.25	0.26	0.27
Control Delay	35.9	19.2		20.1	42.8		64.2	59.1	20.8	33.4	33.4	8.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.9	19.2		20.1	42.8		64.2	59.1	20.8	33.4	33.4	8.3
LOS	D	B		C	D		E	E	C	C	C	A

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012









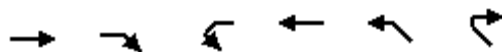
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		21.0			42.1			44.4			23.8	
Approach LOS		C			D			D			C	
90th %ile Green (s)	20.0	46.0		4.0	30.0		4.0	4.0	4.0	16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	17.8	46.0		4.0	32.2		4.0	4.0	4.0	16.0	16.0	16.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	14.9	46.0		4.0	35.1		4.0	4.0	4.0	16.0	16.0	16.0
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	12.0	55.0		0.0	38.0		4.0	4.0	4.0	16.0	16.0	16.0
30th %ile Term Code	Gap	Coord		Skip	Coord		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	8.1	55.0		0.0	41.9		0.0	0.0	0.0	25.0	25.0	25.0
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	MaxR	MaxR	MaxR
Stops (vph)	212	1255		30	1052		46	45	18	66	71	19
Fuel Used(gal)	7	43		1	31		2	2	2	2	2	1
CO Emissions (g/hr)	465	3021		53	2152		129	121	108	142	151	100
NOx Emissions (g/hr)	91	588		10	419		25	24	21	28	29	19
VOC Emissions (g/hr)	108	700		12	499		30	28	25	33	35	23
Dilemma Vehicles (#)	0	145		0	85		0	3	0	0	5	0
Queue Length 50th (ft)	242	570		18	283		31	30	0	45	48	0
Queue Length 95th (ft)	m240	m539		m35	333		#83	#77	43	90	94	43
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	495	2850		196	2051		98	104	163	352	362	419
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.90		0.19	0.62		0.56	0.51	0.48	0.25	0.26	0.27

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 28.1 Intersection LOS: C
 Intersection Capacity Utilization 69.5% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street

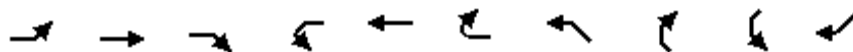
 ø5	 ø6	 ø3	 ø4
9 s	21 s	9 s	51 s
		 ø7	 ø8
		25 s	35 s



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑			↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt	0.959					
Flt Protected						
Satd. Flow (prot)	4877	0	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	4877	0	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1395	520	0	1966	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1533	571	0	2160	0	0
Lane Group Flow (vph)	2104	0	0	2160	0	0
Sign Control	Free			Free	Free	

Intersection Summary

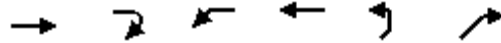
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.9%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑↑					↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		45	15		9	15	9	15	45
Lane Util. Factor	1.00	0.95	*0.95	1.00	0.95	1.00	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	3539	0	3539	0	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	3539	0	3539	0	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		958			454		376		381	
Travel Time (s)		14.5			6.9		5.7		5.8	
Volume (vph)	0	1373	1117	0	1391	0	0	0	0	414
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1509	1227	0	1529	0	0	0	0	455
Lane Group Flow (vph)	0	1509	1227	0	1529	0	0	0	0	455
Sign Control		Free			Free		Free		Free	

Intersection Summary

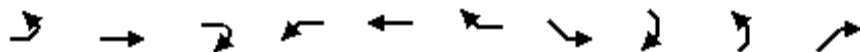
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.6%
	ICU Level of Service B
Analysis Period (min)	15
* User Entered Value	



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑		↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	45
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.95
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	1863	0	*3539
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	0	*3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	45	
Link Distance (ft)	479			840	486	
Travel Time (s)	7.3			12.7	7.4	
Volume (vph)	0	0	0	414	0	1117
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	455	0	1227
Lane Group Flow (vph)	0	0	0	455	0	1227
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.4% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	




































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations		↑↑			↑↑	↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		9	15		45	15	9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	*0.95	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	0	0	3539	3539	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	0	0	3539	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		639			676		475		554	
Travel Time (s)		9.7			10.2		7.2		8.4	
Volume (vph)	0	1373	0	0	1391	559	0	0	0	416
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1509	0	0	1529	614	0	0	0	457
Lane Group Flow (vph)	0	1509	0	0	1529	614	0	0	0	457
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.6%
	ICU Level of Service B
Analysis Period (min)	15
* User Entered Value	

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 		 	 	 	 	 	 	 
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		0	240		240	380		250
Storage Lanes	2		0	2		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fr _t		0.946				0.850			0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3348	0	3433	1863	1583	1770	3539	1583	1770	3539	1583
Fl _t Permitted	0.950			0.950			0.154			0.179		
Satd. Flow (perm)	3433	3348	0	3433	1863	1583	287	3539	1583	333	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		103				210			124			341
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		840			341			2564			2398	
Travel Time (s)		12.7			5.2			43.7			40.9	
Volume (vph)	410	165	94	383	97	316	173	686	113	265	1035	310
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	451	181	103	421	107	347	190	754	124	291	1137	341
Lane Group Flow (vph)	451	284	0	421	107	347	190	754	124	291	1137	341
Turn Type	Prot			Prot		Perm	pm+pt		custom	pm+pt		Perm
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases						8	2		2	6		6
Detector Phases	7	4		3	8	8	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	16.0	17.0	0.0	16.0	17.0	17.0	10.0	30.0	30.0	17.0	37.0	37.0
Total Split (%)	20.0%	21.3%	0.0%	20.0%	21.3%	21.3%	12.5%	37.5%	37.5%	21.3%	46.3%	46.3%
Maximum Green (s)	11.0	12.0		11.0	12.0	12.0	5.0	25.0	25.0	12.0	32.0	32.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0			5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	12.0	11.6		12.0	11.5	11.5	33.0	27.0	27.0	42.9	33.0	33.0
Actuated g/C Ratio	0.15	0.15		0.15	0.15	0.15	0.42	0.34	0.34	0.55	0.42	0.42
v/c Ratio	0.86	0.49		0.80	0.39	0.84	0.81	0.62	0.20	0.72	0.76	0.40
Control Delay	50.9	21.7		45.9	33.7	28.9	43.3	24.9	4.9	22.1	23.9	3.4
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	50.9	21.7		45.9	33.7	28.9	43.3	24.9	4.9	22.1	23.9	3.4
LOS	D	C		D	C	C	D	C	A	C	C	A

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012

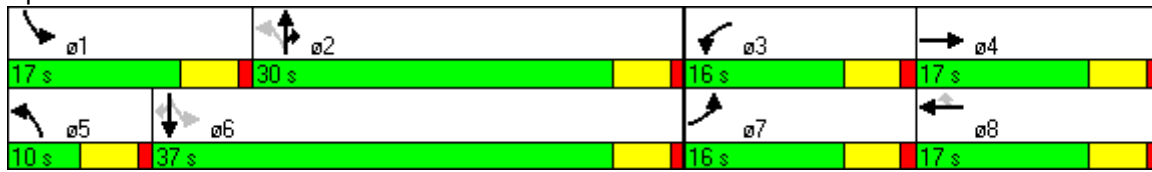


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		39.6			37.7			25.8			19.7	
Approach LOS		D			D			C			B	
90th %ile Green (s)	11.0	12.0		11.0	12.0	12.0	5.0	25.0	25.0	12.0	32.0	32.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	11.0	12.0		11.0	12.0	12.0	5.0	25.0	25.0	12.0	32.0	32.0
70th %ile Term Code	Max	Hold		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	11.0	12.0		11.0	12.0	12.0	5.0	25.0	25.0	12.0	32.0	32.0
50th %ile Term Code	Max	Hold		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	11.0	10.4		11.0	10.4	10.4	5.0	25.9	25.9	11.1	32.0	32.0
30th %ile Term Code	Max	Hold		Max	Gap	Gap	Max	Hold	Hold	Gap	MaxR	MaxR
10th %ile Green (s)	11.0	6.6		10.9	6.5	6.5	5.0	28.6	28.6	8.4	32.0	32.0
10th %ile Term Code	Max	Hold		Gap	Gap	Gap	Max	Hold	Hold	Gap	MaxR	MaxR
Stops (vph)	363	144		344	84	119	97	553	16	145	850	28
Fuel Used(gal)	11	4		9	2	4	5	21	2	8	33	6
CO Emissions (g/hr)	769	303		609	135	282	384	1457	156	527	2280	437
NOx Emissions (g/hr)	150	59		118	26	55	75	283	30	103	444	85
VOC Emissions (g/hr)	178	70		141	31	65	89	338	36	122	528	101
Dilemma Vehicles (#)	0	16		0	6	0	0	43	0	0	65	0
Queue Length 50th (ft)	115	42		106	48	64	46	168	0	75	251	0
Queue Length 95th (ft)	#195	78		#176	94	#201	#156	228	35	#169	330	47
Internal Link Dist (ft)		760			261			2484			2318	
Turn Bay Length (ft)	290			290			240		240	380		250
Base Capacity (vph)	525	630		524	303	433	234	1214	625	416	1488	863
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	0.86	0.45		0.80	0.35	0.80	0.81	0.62	0.20	0.70	0.76	0.40

Intersection Summary

























Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	78.6
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	28.0
Intersection LOS:	C
Intersection Capacity Utilization:	70.0%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	80
70th %ile Actuated Cycle:	80
50th %ile Actuated Cycle:	80
30th %ile Actuated Cycle:	78.4
10th %ile Actuated Cycle:	74.5
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: SW 8th Street & SW 87th Avenue



Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.986			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3490	0	1770	3476	0
Flt Permitted	0.950			0.950			0.154			0.177		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	287	3490	0	330	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			47			34		9			12	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	377	1755	71	275	2096	71	379	518	53	288	738	99
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	414	1929	78	302	2303	78	416	569	58	316	811	109
Lane Group Flow (vph)	414	1929	78	302	2303	78	416	627	0	316	920	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	16.0	40.0	40.0	16.0	40.0	40.0	24.0	30.0	0.0	24.0	30.0	0.0
Total Split (%)	14.5%	36.4%	36.4%	14.5%	36.4%	36.4%	21.8%	27.3%	0.0%	21.8%	27.3%	0.0%
Maximum Green (s)	11.0	35.0	35.0	11.0	35.0	35.0	19.0	25.0		19.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	12.0	36.0	36.0	12.0	36.0	36.0	47.2	27.6		44.4	26.0	
Actuated g/C Ratio	0.11	0.33	0.33	0.11	0.33	0.33	0.43	0.25		0.40	0.24	
v/c Ratio	1.10	0.92	0.14	0.81	1.10	0.14	1.06	0.71		0.84	1.11	
Control Delay	123.3	44.0	13.2	74.6	73.4	5.0	92.4	42.7		40.1	104.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	123.3	44.0	13.2	74.6	73.4	5.0	92.4	42.7		40.1	104.1	
LOS	F	D	B	E	E	A	F	D		D	F	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

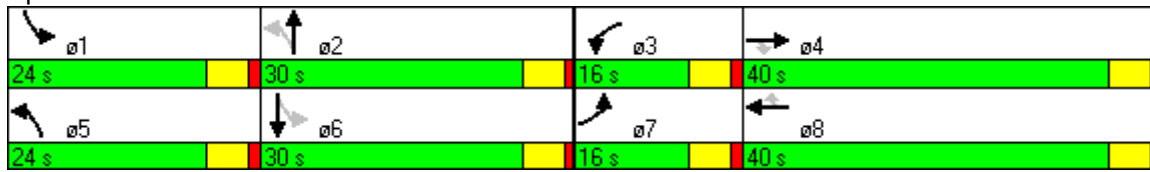


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	56.5			71.6			62.5			87.7		
Approach LOS	E			E			E			F		
90th %ile Green (s)	11.0	35.0	35.0	11.0	35.0	35.0	19.0	25.0		19.0	25.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	11.0	35.0	35.0	11.0	35.0	35.0	19.0	25.0		19.0	25.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	11.0	35.0	35.0	11.0	35.0	35.0	19.0	25.0		19.0	25.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	11.0	35.0	35.0	11.0	35.0	35.0	19.0	27.1		16.9	25.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Gap	MaxR	
10th %ile Green (s)	11.0	35.0	35.0	11.0	35.0	35.0	19.0	30.7		13.3	25.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Gap	MaxR	
Stops (vph)	319	1600	24	234	1903	24	255	505		200	714	
Fuel Used(gal)	20	67	2	10	77	1	17	22		11	45	
CO Emissions (g/hr)	1416	4711	124	696	5372	78	1211	1504		779	3117	
NOx Emissions (g/hr)	275	917	24	135	1045	15	236	293		152	606	
VOC Emissions (g/hr)	328	1092	29	161	1245	18	281	349		180	722	
Dilemma Vehicles (#)	0	79	0	0	23	0	0	26		0	33	
Queue Length 50th (ft)	~172	378	15	94	~545	9	~275	214		151	~388	
Queue Length 95th (ft)	#271	#434	49	#170	#626	m27	#471	281		#288	#518	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	375	2097	550	375	2097	541	393	881		400	831	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.10	0.92	0.14	0.81	1.10	0.14	1.06	0.71		0.79	1.11	

Intersection Summary

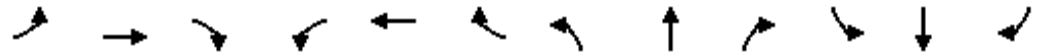
Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	67 (61%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.11
Intersection Signal Delay:	68.1
Intersection LOS:	E
Intersection Capacity Utilization:	99.0%
ICU Level of Service:	F
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.998			0.942			0.866	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6395	0	1770	1755	0	1770	1613	0
Fl _t Permitted	0.066			0.070			0.392			0.734		
Satd. Flow (perm)	123	6395	0	130	6395	0	730	1755	0	1367	1613	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4			14			166	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	98	2098	30	28	2262	35	11	20	13	54	24	193
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	108	2305	33	31	2486	38	12	22	14	59	26	212
Lane Group Flow (vph)	108	2338	0	31	2524	0	12	36	0	59	238	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	20.0	67.0	0.0	14.0	61.0	0.0	29.0	29.0	0.0	29.0	29.0	0.0
Total Split (%)	18.2%	60.9%	0.0%	12.7%	55.5%	0.0%	26.4%	26.4%	0.0%	26.4%	26.4%	0.0%
Maximum Green (s)	15.0	62.0		9.0	56.0		24.0	24.0		24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	88.1	83.1		84.7	78.0		12.4	12.4		12.4	12.4	
Actuated g/C Ratio	0.80	0.76		0.77	0.71		0.11	0.11		0.11	0.11	
v/c Ratio	0.51	0.48		0.15	0.56		0.15	0.17		0.38	0.72	
Control Delay	21.0	7.9		5.2	2.3		42.0	29.1		44.8	18.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.0	7.9		5.2	2.3		42.0	29.1		44.8	18.2	
LOS	C	A		A	A		D	C		D	B	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

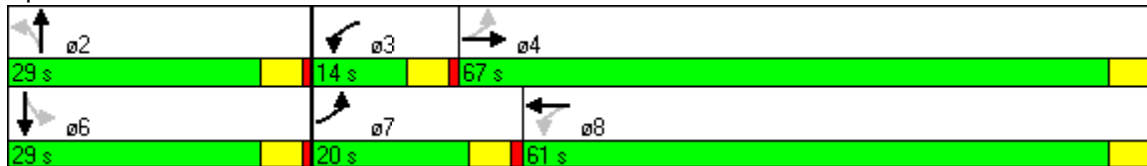


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		8.4			2.3			32.3			23.5	
Approach LOS		A			A			C			C	
90th %ile Green (s)	10.0	69.6		6.6	66.2		18.8	18.8		18.8	18.8	
90th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	6.6	75.6		5.6	74.6		13.8	13.8		13.8	13.8	
70th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	5.5	79.0		5.5	79.0		10.5	10.5		10.5	10.5	
50th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	5.5	91.9		0.0	81.4		8.1	8.1		8.1	8.1	
30th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
10th %ile Green (s)	5.5	94.3		0.0	83.8		5.7	5.7		5.7	5.7	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	51	1187		5	237		11	21		49	71	
Fuel Used(gal)	2	40		0	22		0	1		2	5	
CO Emissions (g/hr)	145	2822		21	1512		26	65		132	382	
NOx Emissions (g/hr)	28	549		4	294		5	13		26	74	
VOC Emissions (g/hr)	34	654		5	350		6	15		31	88	
Dilemma Vehicles (#)	0	16		0	59		0	2		0	10	
Queue Length 50th (ft)	31	424		1	34		8	14		40	48	
Queue Length 95th (ft)	m19	492		m1	m56		25	42		76	124	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	340	4831		253	4536		166	410		311	495	
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	0.32	0.48		0.12	0.56		0.07	0.09		0.19	0.48	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 13 (12%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 6.6 Intersection LOS: A
 Intersection Capacity Utilization 62.0% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

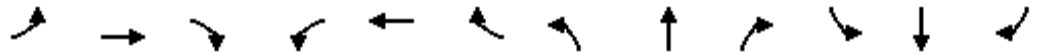
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.994				0.850		0.953			0.950	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6369	0	1770	6408	1583	1770	1775	0	1770	1770	0
Fl _t Permitted	0.100			0.098			0.121			0.284		
Satd. Flow (perm)	186	6369	0	183	6408	1583	225	1775	0	529	1770	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				71		21			26	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			958			3134			2669	
Travel Time (s)		17.9			14.5			53.4			45.5	
Volume (vph)	170	1803	73	134	2078	169	114	214	97	188	397	199
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	187	1981	80	147	2284	186	125	235	107	207	436	219
Lane Group Flow (vph)	187	2061	0	147	2284	186	125	342	0	207	655	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	12.0	44.0	0.0	13.0	45.0	45.0	9.0	37.0	0.0	16.0	44.0	0.0
Total Split (%)	10.9%	40.0%	0.0%	11.8%	40.9%	40.9%	8.2%	33.6%	0.0%	14.5%	40.0%	0.0%
Maximum Green (s)	7.0	39.0		8.0	40.0	40.0	4.0	32.0		11.0	39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	48.1	40.1		49.9	41.0	41.0	38.4	33.4		49.0	40.0	
Actuated g/C Ratio	0.44	0.36		0.45	0.37	0.37	0.35	0.30		0.45	0.36	
v/c Ratio	0.95	0.89		0.69	0.96	0.29	0.84	0.62		0.56	0.99	
Control Delay	93.1	19.2		39.7	39.9	14.3	65.7	36.6		25.5	67.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	93.1	19.2		39.7	39.9	14.3	65.7	36.6		25.5	67.6	
LOS	F	B		D	D	B	E	D		C	E	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

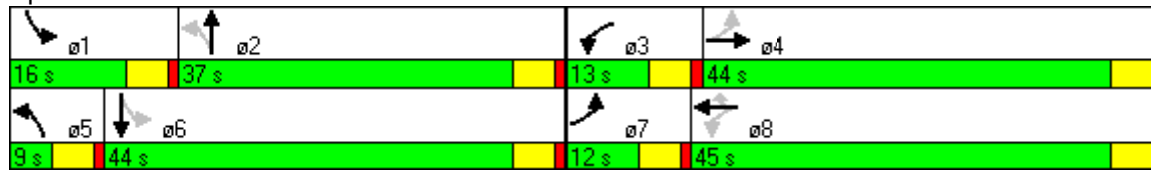


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		25.3			38.0			44.4			57.5	
Approach LOS		C			D			D			E	
90th %ile Green (s)	7.0	39.0		8.0	40.0	40.0	4.0	32.0		11.0	39.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	7.0	39.0		8.0	40.0	40.0	4.0	32.0		11.0	39.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	7.0	39.0		8.0	40.0	40.0	4.0	32.0		11.0	39.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	7.0	39.0		8.0	40.0	40.0	4.0	32.0		11.0	39.0	
30th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	7.0	39.4		7.6	40.0	40.0	4.0	33.9		9.1	39.0	
10th %ile Term Code	Max	Coord		Gap	Coord	Coord	Max	MaxR		Gap	MaxR	
Stops (vph)	138	1432		87	1790	81	70	247		115	500	
Fuel Used(gal)	6	40		3	52	3	5	11		6	24	
CO Emissions (g/hr)	436	2761		210	3638	178	324	794		385	1671	
NOx Emissions (g/hr)	85	537		41	708	35	63	154		75	325	
VOC Emissions (g/hr)	101	640		49	843	41	75	184		89	387	
Dilemma Vehicles (#)	0	70		0	100	0	0	14		0	25	
Queue Length 50th (ft)	91	214		61	403	37	51	195		90	442	
Queue Length 95th (ft)	#231	134		m#122	#534	m91	#143	295		143	#692	
Internal Link Dist (ft)		1101			878			3054			2589	
Turn Bay Length (ft)	507			380		96	160					
Base Capacity (vph)	196	2326		213	2388	635	149	553		371	660	
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	0.95	0.89		0.69	0.96	0.29	0.84	0.62		0.56	0.99	

Intersection Summary

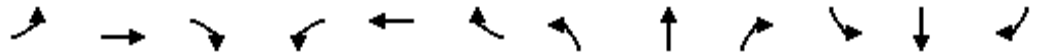
Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 12 (11%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 36.6 Intersection LOS: D
 Intersection Capacity Utilization 92.2% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

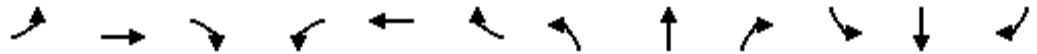
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.947			0.963			0.989			0.984	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1764	0	1770	1794	0	1770	3500	0	1770	3483	0
Fl _t Permitted	0.190			0.583			0.098			0.308		
Satd. Flow (perm)	354	1764	0	1086	1794	0	183	3500	0	574	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			19			17			21	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2564	
Travel Time (s)		24.4			21.2			19.6			43.7	
Volume (vph)	71	170	92	123	264	86	152	784	61	59	1219	142
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	78	187	101	135	290	95	167	862	67	65	1340	156
Lane Group Flow (vph)	78	288	0	135	385	0	167	929	0	65	1496	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	30.0	0.0	21.0	21.0	0.0	9.0	50.0	0.0	41.0	41.0	0.0
Total Split (%)	11.3%	37.5%	0.0%	26.3%	26.3%	0.0%	11.3%	62.5%	0.0%	51.3%	51.3%	0.0%
Maximum Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	24.2	24.1		17.0	17.0		46.1	46.1		37.1	37.1	
Actuated g/C Ratio	0.30	0.31		0.22	0.22		0.59	0.59		0.47	0.47	
v/c Ratio	0.40	0.51		0.57	0.95		0.80	0.45		0.24	0.90	
Control Delay	25.4	22.2		39.1	65.6		41.0	10.0		16.1	28.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.4	22.2		39.1	65.6		41.0	10.0		16.1	28.4	
LOS	C	C		D	E		D	B		B	C	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012

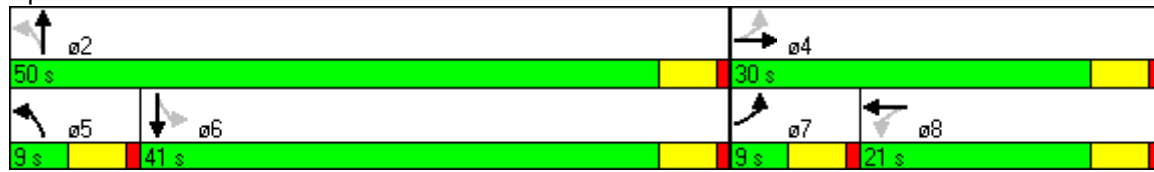


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		22.9			58.7			14.7			27.8	
Approach LOS		C			E			B			C	
90th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
90th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
70th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	16.0		16.0	16.0		4.0	45.0		36.0	36.0	
10th %ile Term Code	Skip	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
Stops (vph)	48	179		108	279		65	433		35	1121	
Fuel Used(gal)	2	5		3	10		3	13		2	43	
CO Emissions (g/hr)	107	383		215	724		216	879		109	2974	
NOx Emissions (g/hr)	21	75		42	141		42	171		21	579	
VOC Emissions (g/hr)	25	89		50	168		50	204		25	689	
Dilemma Vehicles (#)	0	16		0	20		0	54		0	84	
Queue Length 50th (ft)	27	99		61	184		36	126		19	348	
Queue Length 95th (ft)	58	171		#124	#359		#137	169		47	#509	
Internal Link Dist (ft)		1350			1161			1070			2484	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	196	598		237	406		209	2071		272	1663	
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	0.40	0.48		0.57	0.95		0.80	0.45		0.24	0.90	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 78.2
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 27.8 Intersection LOS: C
 Intersection Capacity Utilization 83.0% ICU Level of Service E
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 80
 70th %ile Actuated Cycle: 80
 50th %ile Actuated Cycle: 80
 30th %ile Actuated Cycle: 80
 10th %ile Actuated Cycle: 71
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

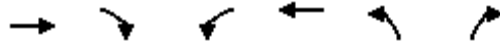
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		200	200
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	1.00
Flt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	1583	1770	5085	3433	1583
Flt Permitted			0.067		0.950	
Satd. Flow (perm)	5085	1583	125	5085	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		99				99
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	799			1458	2338	
Travel Time (s)	12.1			22.1	39.9	
Volume (vph)	2016	100	309	2405	203	90
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2215	110	340	2643	223	99
Lane Group Flow (vph)	2215	110	340	2643	223	99
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	21.0	21.0
Total Split (s)	60.0	60.0	29.0	89.0	21.0	21.0
Total Split (%)	54.5%	54.5%	26.4%	80.9%	19.1%	19.1%
Maximum Green (s)	55.0	55.0	24.0	84.0	16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	60.2	60.2	85.0	85.0	17.0	17.0
Actuated g/C Ratio	0.55	0.55	0.77	0.77	0.15	0.15
v/c Ratio	0.80	0.12	0.84	0.67	0.42	0.30
Control Delay	10.1	0.4	35.9	6.8	44.8	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.1	0.4	35.9	6.8	44.8	10.9
LOS	B	A	D	A	D	B

Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012

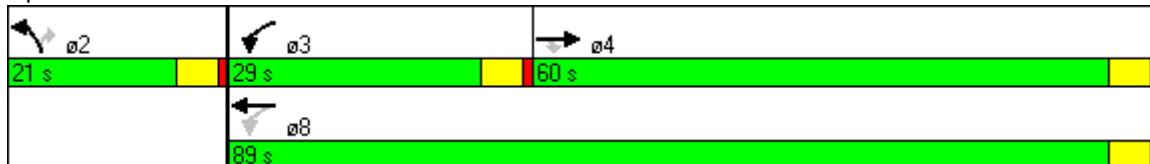


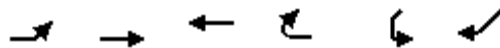
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	9.6			10.1	34.4	
Approach LOS	A			B	C	
90th %ile Green (s)	55.0	55.0	24.0	84.0	16.0	16.0
90th %ile Term Code	Coord	Coord	Max	Coord	MaxR	MaxR
70th %ile Green (s)	55.0	55.0	24.0	84.0	16.0	16.0
70th %ile Term Code	Coord	Coord	Max	Coord	MaxR	MaxR
50th %ile Green (s)	58.0	58.0	21.0	84.0	16.0	16.0
50th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
30th %ile Green (s)	61.5	61.5	17.5	84.0	16.0	16.0
30th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
10th %ile Green (s)	66.6	66.6	12.4	84.0	16.0	16.0
10th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
Stops (vph)	557	1	219	1029	179	16
Fuel Used(gal)	30	1	8	39	7	2
CO Emissions (g/hr)	2122	68	553	2718	477	125
NOx Emissions (g/hr)	413	13	108	529	93	24
VOC Emissions (g/hr)	492	16	128	630	111	29
Dilemma Vehicles (#)	53	0	0	109	0	0
Queue Length 50th (ft)	161	0	172	266	74	0
Queue Length 95th (ft)	186	m0	274	305	112	48
Internal Link Dist (ft)	719			1378	2258	
Turn Bay Length (ft)			154		200	200
Base Capacity (vph)	2784	911	470	3929	531	328
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.12	0.72	0.67	0.42	0.30

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 78 (71%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 11.3 Intersection LOS: B
 Intersection Capacity Utilization 71.9% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



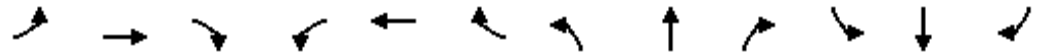


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15			9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	*0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	0	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45	45		45	
Link Distance (ft)		341	370		448	
Travel Time (s)		5.2	5.6		6.8	
Volume (vph)	0	543	0	0	0	796
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	597	0	0	0	875
Lane Group Flow (vph)	0	597	0	0	0	875
Sign Control		Free	Free		Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	31.2% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

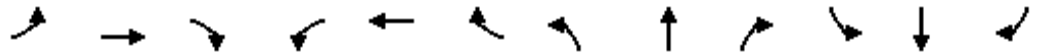
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5004	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.148			0.133		
Satd. Flow (perm)	3433	5085	1583	3433	5004	0	276	5085	1583	248	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			52		20				136			214
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	342	1174	124	380	1575	182	270	971	137	227	973	486
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	376	1290	136	418	1731	200	297	1067	151	249	1069	534
Lane Group Flow (vph)	376	1290	136	418	1931	0	297	1067	151	249	1069	534
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	15.0	39.0	39.0	20.0	44.0	0.0	17.0	31.0	31.0	20.0	34.0	34.0
Total Split (%)	13.6%	35.5%	35.5%	18.2%	40.0%	0.0%	15.5%	28.2%	28.2%	18.2%	30.9%	30.9%
Maximum Green (s)	10.0	34.0	34.0	15.0	39.0		12.0	26.0	26.0	15.0	29.0	29.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	11.0	35.2	35.2	15.8	40.0		40.9	27.9	27.9	45.1	30.0	30.0
Actuated g/C Ratio	0.10	0.32	0.32	0.14	0.36		0.37	0.25	0.25	0.41	0.27	0.27
v/c Ratio	1.10	0.79	0.25	0.85	1.05		1.06	0.83	0.30	0.80	1.11	0.91
Control Delay	123.3	38.4	18.4	53.8	55.7		101.5	45.5	9.1	41.5	101.2	44.4
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	123.3	38.4	18.4	53.8	55.7		101.5	45.5	9.1	41.5	101.2	44.4
LOS	F	D	B	D	E		F	D	A	D	F	D

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012

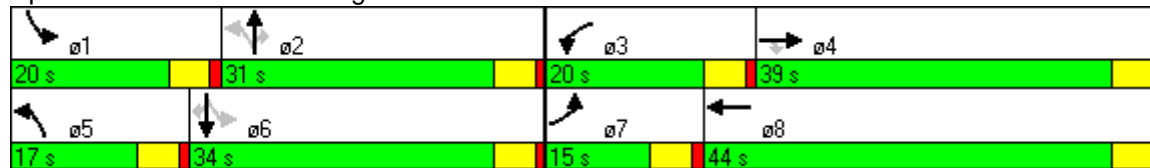


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		54.6			55.4			52.9			76.8	
Approach LOS		D			E			D			E	
90th %ile Green (s)	10.0	34.0	34.0	15.0	39.0		12.0	26.0	26.0	15.0	29.0	29.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	10.0	34.0	34.0	15.0	39.0		12.0	26.0	26.0	15.0	29.0	29.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	10.0	34.0	34.0	15.0	39.0		12.0	26.0	26.0	15.0	29.0	29.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	10.0	34.0	34.0	15.0	39.0		12.0	26.7	26.7	14.3	29.0	29.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Gap	MaxR	MaxR
10th %ile Green (s)	10.0	35.1	35.1	13.9	39.0		12.0	29.8	29.8	11.2	29.0	29.0
10th %ile Term Code	Max	Coord	Coord	Gap	Coord		Max	MaxR	MaxR	Gap	MaxR	MaxR
Stops (vph)	289	1039	57	329	1604		167	884	24	152	841	278
Fuel Used(gal)	17	38	3	11	52		12	36	3	8	47	17
CO Emissions (g/hr)	1184	2678	211	766	3647		855	2497	212	546	3296	1156
NOx Emissions (g/hr)	230	521	41	149	710		166	486	41	106	641	225
VOC Emissions (g/hr)	274	621	49	178	845		198	579	49	126	764	268
Dilemma Vehicles (#)	0	54	0	0	11		0	44	0	0	39	0
Queue Length 50th (ft)	~155	303	43	138	~556		~182	264	8	117	~454	235
Queue Length 95th (ft)	#251	361	92	m168	#654		#356	320	60	#236	#586	#447
Internal Link Dist (ft)		2295			1303			260			2774	
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	343	1628	542	499	1832		279	1290	503	325	965	587
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	1.10	0.79	0.25	0.84	1.05		1.06	0.83	0.30	0.77	1.11	0.91

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 57 (52%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 60.0 Intersection LOS: E
 Intersection Capacity Utilization 99.4% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

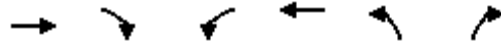
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1601	0	524	2745	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1759	0	576	3016	0	0
Lane Group Flow (vph)	1759	0	576	3016	0	0
Turn Type						
Prot						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	32.0	0.0	23.0	55.0	0.0	0.0
Total Split (%)	58.2%	0.0%	41.8%	100.0%	0.0%	0.0%
Maximum Green (s)	27.0		18.0	50.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag						
Lead Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	28.0		19.0	55.0		
Actuated g/C Ratio	0.51		0.35	1.00		
v/c Ratio	0.68		0.49	0.59		
Control Delay	12.0		15.9	0.5		
Queue Delay	0.0		0.0	0.0		
Total Delay	12.0		15.9	0.5		
LOS	B		B	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	12.0			3.0		
Approach LOS	B			A		
90th %ile Green (s)	27.0		18.0	50.0		
90th %ile Term Code	Coord		Max	Coord		
70th %ile Green (s)	27.0		18.0	50.0		
70th %ile Term Code	Coord		Hold	Coord		
50th %ile Green (s)	27.0		18.0	50.0		
50th %ile Term Code	Coord		Hold	Coord		
30th %ile Green (s)	27.0		18.0	50.0		
30th %ile Term Code	Coord		Hold	Coord		
10th %ile Green (s)	27.0		18.0	50.0		
10th %ile Term Code	Coord		Hold	Coord		
Stops (vph)	999		388	1		
Fuel Used(gal)	18		13	32		
CO Emissions (g/hr)	1249		875	2220		
NOx Emissions (g/hr)	243		170	432		
VOC Emissions (g/hr)	289		203	514		
Dilemma Vehicles (#)	155		0	0		
Queue Length 50th (ft)	185		74	0		
Queue Length 95th (ft)	225		113	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	2589		1186	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.68		0.49	0.59		

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 55
 Offset: 52 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 5.9
 Intersection LOS: A
 Intersection Capacity Utilization 56.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	524	0	0	549	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	576	0	0	603	0	0
Lane Group Flow (vph)	576	0	0	603	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.5%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.994			0.978			0.941				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5055	0	1770	4973	0	1770	1753	0	3433	1863	1583
Fl _t Permitted	0.062			0.144			0.950			0.950		
Satd. Flow (perm)	115	5055	0	268	4973	0	1770	1753	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			50			23				105
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	129	1228	47	91	2038	352	56	53	35	403	69	98
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	142	1349	52	100	2240	387	62	58	38	443	76	108
Lane Group Flow (vph)	142	1401	0	100	2627	0	62	96	0	443	76	108
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	12.0	68.0	0.0	10.0	66.0	0.0	11.0	11.0	0.0	21.0	21.0	21.0
Total Split (%)	10.9%	61.8%	0.0%	9.1%	60.0%	0.0%	10.0%	10.0%	0.0%	19.1%	19.1%	19.1%
Maximum Green (s)	7.0	63.0		5.0	61.0		6.0	6.0		16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	71.9	64.0		68.1	62.1		7.0	7.0		17.0	17.0	17.0
Actuated g/C Ratio	0.65	0.58		0.62	0.56		0.06	0.06		0.15	0.15	0.15
v/c Ratio	0.73	0.48		0.40	0.93		0.55	0.72		0.83	0.26	0.32
Control Delay	55.8	5.2		11.5	28.9		68.6	67.9		60.0	43.8	11.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	55.8	5.2		11.5	28.9		68.6	67.9		60.0	43.8	11.4
LOS	E	A		B	C		E	E		E	D	B

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Approach Delay	9.8		28.2				68.2		49.6				
Approach LOS	A				C				D				
90th %ile Green (s)	7.0	63.0	5.0		61.0	6.0		6.0	16.0		16.0	16.0	
90th %ile Term Code	Max	Coord	Max		Coord	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	7.0	63.0	5.0		61.0	6.0		6.0	16.0		16.0	16.0	
70th %ile Term Code	Max	Coord	Max		Coord	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	7.0	63.0	5.0		61.0	6.0		6.0	16.0		16.0	16.0	
50th %ile Term Code	Max	Coord	Max		Coord	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	7.0	63.0	5.0		61.0	6.0		6.0	16.0		16.0	16.0	
30th %ile Term Code	Max	Coord	Max		Coord	Max		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	6.7	63.0	5.0		61.3	6.0		6.0	16.0		16.0	16.0	
10th %ile Term Code	Gap	Coord	Max		Coord	Max		Max	MaxR		MaxR	MaxR	
Stops (vph)	124	180	33		2012	52		59	371		60	18	
Fuel Used(gal)	4	15	1		55	2		3	15		2	2	
CO Emissions (g/hr)	269	1021	94		3849	146		212	1067		164	142	
NOx Emissions (g/hr)	52	199	18		749	28		41	208		32	28	
VOC Emissions (g/hr)	62	237	22		892	34		49	247		38	33	
Dilemma Vehicles (#)	0	87	0		107	0		4	0		3	0	
Queue Length 50th (ft)	78	35	22		583	43		51	158		48	2	
Queue Length 95th (ft)	#144	100	41		670	#97		#135	#236		93	51	
Internal Link Dist (ft)	1249				1229				95				
Turn Bay Length (ft)	175					173					234		
Base Capacity (vph)	196	2945	248		2828	113		133	531		288	333	
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	0.72	0.48	0.40		0.93	0.55		0.72	0.83		0.26	0.32	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 92 (84%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 26.5
 Intersection LOS: C
 Intersection Capacity Utilization 82.5%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue

φ5	φ6	φ3	φ4
11 s	21 s	10 s	68 s
		φ7	φ8
		12 s	66 s

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕↕↕		↙	↕↕↕		↙	↕	↙	↙	↕↕	↙
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.998			0.988				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.988	
Satd. Flow (prot)	1770	5075	0	1770	5024	0	1770	1863	1583	1681	1748	1583
Fl _t Permitted	0.063			0.158			0.950			0.950	0.988	
Satd. Flow (perm)	117	5075	0	294	5024	0	1770	1863	1583	1681	1748	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			19				48			119
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	176	1263	20	51	1974	169	52	56	44	70	45	203
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	193	1388	22	56	2169	186	57	62	48	77	49	223
Lane Group Flow (vph)	193	1410	0	56	2355	0	57	62	48	61	65	223
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	16.0	70.0	0.0	9.0	63.0	0.0	10.0	10.0	10.0	21.0	21.0	21.0
Total Split (%)	14.5%	63.6%	0.0%	8.2%	57.3%	0.0%	9.1%	9.1%	9.1%	19.1%	19.1%	19.1%
Maximum Green (s)	11.0	65.0		4.0	58.0		5.0	5.0	5.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	75.0	67.8		64.3	59.3		6.0	6.0	6.0	19.0	19.0	19.0
Actuated g/C Ratio	0.68	0.62		0.58	0.54		0.05	0.05	0.05	0.17	0.17	0.17
v/c Ratio	0.75	0.45		0.23	0.87		0.59	0.61	0.36	0.21	0.22	0.60
Control Delay	24.4	16.2		4.9	8.7		75.3	75.9	22.6	43.0	42.9	27.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.4	16.2		4.9	8.7		75.3	75.9	22.6	43.0	42.9	27.8
LOS	C	B		A	A		E	E	C	D	D	C

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012

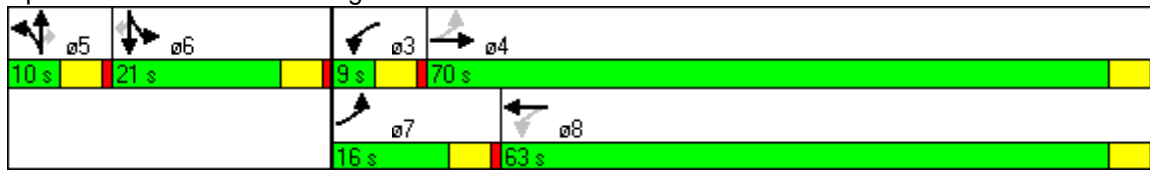


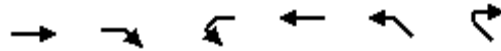
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		17.2			8.6			60.4			33.3	
Approach LOS		B			A			E			C	
90th %ile Green (s)	11.0	65.0		4.0	58.0		5.0	5.0	5.0	16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	11.0	65.0		4.0	58.0		5.0	5.0	5.0	16.0	16.0	16.0
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	11.0	65.0		4.0	58.0		5.0	5.0	5.0	16.0	16.0	16.0
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	11.0	65.0		4.0	58.0		5.0	5.0	5.0	16.0	16.0	16.0
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	9.7	74.0		0.0	59.3		0.0	0.0	0.0	26.0	26.0	26.0
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	MaxR	MaxR	MaxR
Stops (vph)	128	1107		7	604		47	52	13	48	51	94
Fuel Used(gal)	4	27		1	29		2	2	1	2	2	4
CO Emissions (g/hr)	264	1898		41	2032		142	154	69	108	114	294
NOx Emissions (g/hr)	51	369		8	395		28	30	13	21	22	57
VOC Emissions (g/hr)	61	440		9	471		33	36	16	25	26	68
Dilemma Vehicles (#)	0	4		0	126		0	3	0	0	3	0
Queue Length 50th (ft)	50	330		5	76		40	44	0	40	43	67
Queue Length 95th (ft)	m93	372		m8	124		#98	#105	38	83	87	153
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	260	3130		239	2716		97	102	132	291	302	372
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.45		0.23	0.87		0.59	0.61	0.36	0.21	0.22	0.60

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 15.5 Intersection LOS: B
 Intersection Capacity Utilization 71.4% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street

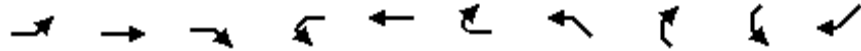




Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑			↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt	0.962					
Flt Protected						
Satd. Flow (prot)	4892	0	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	4892	0	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1601	549	0	2745	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1759	603	0	3016	0	0
Lane Group Flow (vph)	2362	0	0	3016	0	0
Sign Control	Free			Free	Free	

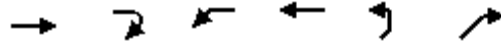
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.4%
ICU Level of Service	B
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑↑					↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		45	15		9	15	9	15	45
Lane Util. Factor	1.00	0.95	*0.95	1.00	0.95	1.00	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	3539	0	3539	0	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	3539	0	3539	0	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		958			454		376		381	
Travel Time (s)		14.5			6.9		5.7		5.8	
Volume (vph)	0	1483	669	0	1852	0	0	0	0	580
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1630	735	0	2035	0	0	0	0	637
Lane Group Flow (vph)	0	1630	735	0	2035	0	0	0	0	637
Sign Control		Free			Free		Free		Free	

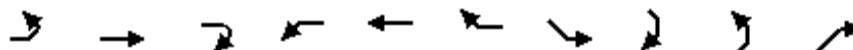
Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	78.2% ICU Level of Service D
Analysis Period (min)	15
* User Entered Value	



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑		↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	45
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.95
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	1863	0	*3539
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	0	*3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	45	
Link Distance (ft)	479			840	486	
Travel Time (s)	7.3			12.7	7.4	
Volume (vph)	0	0	0	580	0	669
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	637	0	735
Lane Group Flow (vph)	0	0	0	637	0	735
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.9% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	



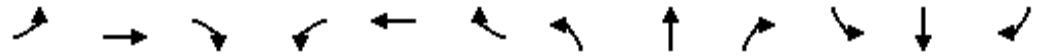
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations		↑↑			↑↑	↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		9	15		45	15	9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	*0.95	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	0	0	3539	3539	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	0	0	3539	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		639			676		475		554	
Travel Time (s)		9.7			10.2		7.2		8.4	
Volume (vph)	0	1483	0	0	1852	796	0	0	0	543
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1630	0	0	2035	875	0	0	0	597
Lane Group Flow (vph)	0	1630	0	0	2035	875	0	0	0	597
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	78.2%
ICU Level of Service	D
Analysis Period (min)	15
* User Entered Value	

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←←←	→→	←→	←←	→	←→	←	←←→	←→	←	←←	←→
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		0	240		240	380		250
Storage Lanes	3		0	2		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.94	0.95	0.95	0.97	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Frt		0.937				0.850		0.991				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	4990	3316	0	3433	1863	1583	1770	5040	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.217			0.100		
Satd. Flow (perm)	4990	3316	0	3433	1863	1583	404	5040	0	186	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		120				128		10				237
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		840			341			2564			2398	
Travel Time (s)		12.7			5.2			43.7			40.9	
Volume (vph)	856	152	109	208	73	278	125	1093	66	198	828	216
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	941	167	120	229	80	305	137	1201	73	218	910	237
Lane Group Flow (vph)	941	287	0	229	80	305	137	1274	0	218	910	237
Turn Type	Prot			Prot		Perm	pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8	2			6		6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0
Total Split (s)	26.0	17.0	0.0	26.0	17.0	17.0	11.0	40.0	0.0	17.0	46.0	46.0
Total Split (%)	26.0%	17.0%	0.0%	26.0%	17.0%	17.0%	11.0%	40.0%	0.0%	17.0%	46.0%	46.0%
Maximum Green (s)	21.0	12.0		21.0	12.0	12.0	6.0	35.0		12.0	41.0	41.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	Max
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	21.9	22.0		13.0	13.1	13.1	43.4	36.4		53.0	42.0	42.0
Actuated g/C Ratio	0.22	0.22		0.13	0.13	0.13	0.43	0.36		0.53	0.42	0.42
v/c Ratio	0.86	0.35		0.51	0.33	0.96	0.51	0.69		0.73	0.61	0.30
Control Delay	20.4	16.4		48.3	39.7	59.3	15.1	24.2		45.0	29.5	9.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	20.4	16.4		48.3	39.7	59.3	15.1	24.2		45.0	29.5	9.9
LOS	C	B		D	D	E	B	C		D	C	A

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		19.5			52.6			23.4			28.6	
Approach LOS		B			D			C			C	
90th %ile Green (s)	21.0	17.6		15.4	12.0	12.0	6.0	35.0		12.0	41.0	41.0
90th %ile Term Code	Max	Coord		Gap	Coord	Coord	Max	MaxR		Max	MaxR	MaxR
70th %ile Green (s)	21.0	19.6		13.4	12.0	12.0	6.0	35.0		12.0	41.0	41.0
70th %ile Term Code	Max	Coord		Gap	Coord	Coord	Max	MaxR		Max	MaxR	MaxR
50th %ile Green (s)	21.0	21.0		12.0	12.0	12.0	6.0	35.0		12.0	41.0	41.0
50th %ile Term Code	Max	Coord		Gap	Coord	Coord	Max	MaxR		Max	MaxR	MaxR
30th %ile Green (s)	21.0	22.4		10.6	12.0	12.0	6.0	35.0		12.0	41.0	41.0
30th %ile Term Code	Max	Coord		Gap	Coord	Coord	Max	MaxR		Max	MaxR	MaxR
10th %ile Green (s)	20.4	24.3		8.7	12.6	12.6	6.0	37.1		9.9	41.0	41.0
10th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Max	MaxR		Gap	MaxR	MaxR
Stops (vph)	732	192		203	57	236	61	983		162	512	122
Fuel Used(gal)	17	5		5	1	7	3	36		7	25	6
CO Emissions (g/hr)	1211	327		352	102	483	221	2484		495	1775	395
NOx Emissions (g/hr)	236	64		68	20	94	43	483		96	345	77
VOC Emissions (g/hr)	281	76		81	24	112	51	576		115	411	91
Dilemma Vehicles (#)	0	3		0	7	0	0	37		0	103	0
Queue Length 50th (ft)	169	73		75	36	81	23	263		125	204	17
Queue Length 95th (ft)	m179	m85		113	m76	#276	m31	315		m166	m268	m70
Internal Link Dist (ft)		760			261			2484			2318	
Turn Bay Length (ft)	290			290			240			380		250
Base Capacity (vph)	1098	822		755	244	319	271	1842		305	1486	802
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.86	0.35		0.30	0.33	0.96	0.51	0.69		0.71	0.61	0.30

Intersection Summary

























Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green, Master Intersection
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.96
Intersection Signal Delay:	27.8
Intersection LOS:	C
Intersection Capacity Utilization:	67.0%
ICU Level of Service:	C
Analysis Period (min):	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue

 ø1	 ø2	 ø3	 ø4
17 s	40 s	26 s	17 s
 ø5	 ø6	 ø7	 ø8
11 s	46 s	26 s	17 s

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.984			0.984	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3483	0	1770	3483	0
Fl _t Permitted	0.950			0.950			0.275			0.167		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	512	3483	0	311	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			52			68		12			13	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	374	2221	80	155	1468	95	150	593	73	379	510	63
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	411	2441	88	170	1613	104	165	652	80	416	560	69
Lane Group Flow (vph)	411	2441	88	170	1613	104	165	732	0	416	629	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	19.0	44.0	44.0	9.0	34.0	34.0	17.0	24.0	0.0	23.0	30.0	0.0
Total Split (%)	19.0%	44.0%	44.0%	9.0%	34.0%	34.0%	17.0%	24.0%	0.0%	23.0%	30.0%	0.0%
Maximum Green (s)	14.0	39.0	39.0	4.0	29.0	29.0	12.0	19.0		18.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	14.8	40.0	40.0	5.0	30.2	30.2	31.6	20.0		43.0	27.4	
Actuated g/C Ratio	0.15	0.40	0.40	0.05	0.30	0.30	0.32	0.20		0.43	0.27	
v/c Ratio	0.81	0.95	0.13	0.99	0.83	0.20	0.54	1.04		1.01	0.65	
Control Delay	54.0	39.2	9.7	127.5	21.3	4.3	24.4	83.2		75.7	35.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	54.0	39.2	9.7	127.5	21.3	4.3	24.4	83.2		75.7	35.5	
LOS	D	D	A	F	C	A	C	F		E	D	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

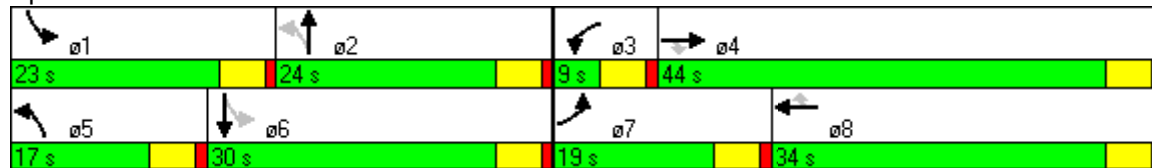


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	40.4			29.9			72.3			51.5		
Approach LOS	D			C			E			D		
90th %ile Green (s)	14.0	39.0	39.0	4.0	29.0	29.0	12.0	19.0		18.0	25.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	14.0	39.0	39.0	4.0	29.0	29.0	12.0	19.0		18.0	25.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	14.0	39.0	39.0	4.0	29.0	29.0	11.3	19.0		18.0	25.7	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
30th %ile Green (s)	14.0	39.0	39.0	4.0	29.0	29.0	9.8	19.0		18.0	27.2	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
10th %ile Green (s)	13.0	39.0	39.0	4.0	30.0	30.0	7.7	19.0		18.0	29.3	
10th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
Stops (vph)	344	1991	24	134	1390	25	104	572		259	485	
Fuel Used(gal)	15	83	2	7	39	1	5	30		17	22	
CO Emissions (g/hr)	1060	5782	133	511	2724	97	336	2126		1214	1570	
NOx Emissions (g/hr)	206	1125	26	99	530	19	65	414		236	305	
VOC Emissions (g/hr)	246	1340	31	118	631	22	78	493		281	364	
Dilemma Vehicles (#)	0	108	0	0	23	0	0	30		0	29	
Queue Length 50th (ft)	131	429	14	60	289	2	64	~263		~220	184	
Queue Length 95th (ft)	#201	#525	45	#130	354	7	110	#382		#418	249	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	515	2563	664	172	1935	526	333	706		411	965	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.80	0.95	0.13	0.99	0.83	0.20	0.50	1.04		1.01	0.65	

Intersection Summary

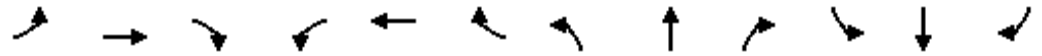
Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	76 (76%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.04
Intersection Signal Delay:	43.4
Intersection LOS:	D
Intersection Capacity Utilization:	89.7%
ICU Level of Service:	E
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

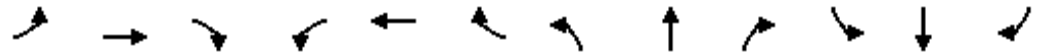
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.998			0.912			0.897	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6395	0	1770	1699	0	1770	1671	0
Fl _t Permitted	0.085			0.093			0.567			0.702		
Satd. Flow (perm)	158	6395	0	173	6395	0	1056	1699	0	1308	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			3			49			102	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	195	2546	41	13	1707	25	41	32	45	43	43	95
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	214	2798	45	14	1876	27	45	35	49	47	47	104
Lane Group Flow (vph)	214	2843	0	14	1903	0	45	84	0	47	151	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	27.0	60.0	0.0	14.0	47.0	0.0	26.0	26.0	0.0	26.0	26.0	0.0
Total Split (%)	27.0%	60.0%	0.0%	14.0%	47.0%	0.0%	26.0%	26.0%	0.0%	26.0%	26.0%	0.0%
Maximum Green (s)	22.0	55.0		9.0	42.0		21.0	21.0		21.0	21.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	81.5	79.3		72.7	66.1		10.5	10.5		10.5	10.5	
Actuated g/C Ratio	0.82	0.79		0.73	0.66		0.10	0.10		0.10	0.10	
v/c Ratio	0.69	0.56		0.06	0.45		0.41	0.38		0.34	0.57	
Control Delay	20.7	4.7		1.5	3.7		42.7	20.9		41.6	17.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.7	4.7		1.5	3.7		42.7	20.9		41.6	17.6	
LOS	C	A		A	A		D	C		D	B	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

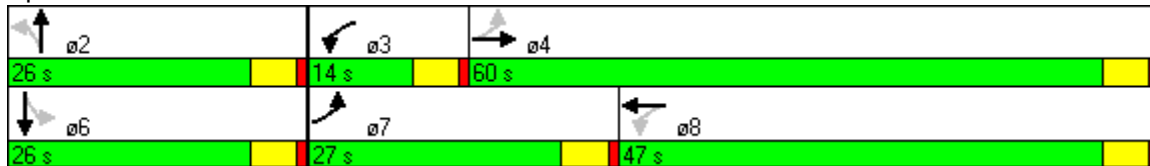


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	5.8				3.7		28.5				23.3	
Approach LOS	A				A		C				C	
90th %ile Green (s)	16.1	65.2			5.7	54.8	14.1	14.1			14.1	14.1
90th %ile Term Code	Gap	Coord			Gap	Coord	Gap	Gap			Gap	Gap
70th %ile Green (s)	13.9	78.8			0.0	59.9	11.2	11.2			11.2	11.2
70th %ile Term Code	Gap	Coord			Skip	Coord	Gap	Gap			Hold	Hold
50th %ile Green (s)	10.8	80.7			0.0	64.9	9.3	9.3			9.3	9.3
50th %ile Term Code	Gap	Coord			Skip	Coord	Gap	Gap			Hold	Hold
30th %ile Green (s)	5.6	82.5			0.0	71.9	7.5	7.5			7.5	7.5
30th %ile Term Code	Gap	Coord			Skip	Coord	Gap	Gap			Hold	Hold
10th %ile Green (s)	5.5	84.5			0.0	74.0	5.5	5.5			5.5	5.5
10th %ile Term Code	Gap	Coord			Skip	Coord	Hold	Hold			Gap	Gap
Stops (vph)	147	922			2	297	38	33			39	49
Fuel Used(gal)	5	41			0	18	1	2			1	3
CO Emissions (g/hr)	327	2860			9	1278	95	133			103	242
NOx Emissions (g/hr)	64	556			2	249	19	26			20	47
VOC Emissions (g/hr)	76	663			2	296	22	31			24	56
Dilemma Vehicles (#)	0	34			0	71	0	4			0	7
Queue Length 50th (ft)	50	8			1	62	27	21			28	29
Queue Length 95th (ft)	m28	m523			m1	78	61	63			62	87
Internal Link Dist (ft)	1527				1101		2349				2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	500	5075			291	4228	232	412			288	447
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	0.43	0.56			0.05	0.45	0.19	0.20			0.16	0.34

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	30 (30%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	6.2
Intersection LOS:	A
Intersection Capacity Utilization:	65.7%
ICU Level of Service:	C
Analysis Period (min):	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995				0.850		0.971			0.931	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6376	0	1770	6408	1583	1770	1809	0	1770	1734	0
Fl _t Permitted	0.121			0.138			0.321			0.160		
Satd. Flow (perm)	225	6376	0	257	6408	1583	598	1809	0	298	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				132		12			45	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			958			3134			2669	
Travel Time (s)		17.9			14.5			53.4			45.5	
Volume (vph)	301	2202	72	96	1387	217	131	350	84	71	173	149
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	331	2420	79	105	1524	238	144	385	92	78	190	164
Lane Group Flow (vph)	331	2499	0	105	1524	238	144	477	0	78	354	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	23.0	46.0	0.0	10.0	33.0	33.0	9.0	35.0	0.0	9.0	35.0	0.0
Total Split (%)	23.0%	46.0%	0.0%	10.0%	33.0%	33.0%	9.0%	35.0%	0.0%	9.0%	35.0%	0.0%
Maximum Green (s)	18.0	41.0		5.0	28.0	28.0	4.0	30.0		4.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	52.0	42.0		37.3	31.3	31.3	36.8	32.8		36.0	31.0	
Actuated g/C Ratio	0.52	0.42		0.37	0.31	0.31	0.37	0.33		0.36	0.31	
v/c Ratio	0.88	0.93		0.56	0.76	0.41	0.52	0.79		0.43	0.62	
Control Delay	48.9	22.8		26.4	30.4	13.2	28.4	41.9		26.8	31.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	48.9	22.8		26.4	30.4	13.2	28.4	41.9		26.8	31.2	
LOS	D	C		C	C	B	C	D		C	C	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

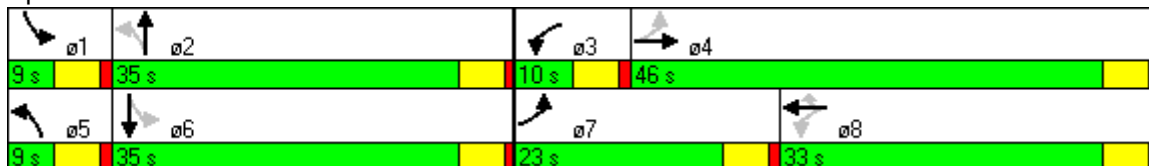


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		25.8			28.0			38.7			30.4	
Approach LOS		C			C			D			C	
90th %ile Green (s)	18.0	41.0		5.0	28.0	28.0	4.0	30.0		4.0	30.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	18.0	41.0		5.0	28.0	28.0	4.0	30.0		4.0	30.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	18.0	41.0		5.0	28.0	28.0	4.0	30.0		4.0	30.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	15.1	41.0		5.0	30.9	30.9	4.0	30.0		4.0	30.0	
30th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	9.4	41.0		5.0	36.6	36.6	4.0	39.0		0.0	30.0	
10th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	MaxR		Skip	MaxR	
Stops (vph)	253	1966		58	1027	103	93	366		45	239	
Fuel Used(gal)	8	52		2	30	3	4	17		2	10	
CO Emissions (g/hr)	591	3664		128	2096	225	311	1155		148	715	
NOx Emissions (g/hr)	115	713		25	408	44	61	225		29	139	
VOC Emissions (g/hr)	137	849		30	486	52	72	268		34	166	
Dilemma Vehicles (#)	0	109		0	103	0	0	21		0	16	
Queue Length 50th (ft)	109	478		28	187	34	59	276		31	168	
Queue Length 95th (ft)	#302	#247		#78	252	96	102	#449		61	266	
Internal Link Dist (ft)		1101			878			3054			2589	
Turn Bay Length (ft)	507			380		96	160					
Base Capacity (vph)	411	2683		187	2005	586	279	601		181	569	
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	0.81	0.93		0.56	0.76	0.41	0.52	0.79		0.43	0.62	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 27 (27%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 28.3 Intersection LOS: C
 Intersection Capacity Utilization 79.2% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.960			0.944			0.988			0.989	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1788	0	1770	1758	0	1770	3497	0	1770	3500	0
Fl _t Permitted	0.259			0.346			0.144			0.176		
Satd. Flow (perm)	482	1788	0	645	1758	0	268	3497	0	328	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			29			16			12	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2564	
Travel Time (s)		24.4			21.2			19.6			43.7	
Volume (vph)	96	285	104	82	172	104	67	1045	91	113	929	76
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	105	313	114	90	189	114	74	1148	100	124	1021	84
Lane Group Flow (vph)	105	427	0	90	303	0	74	1248	0	124	1105	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	37.0	0.0	28.0	28.0	0.0	9.0	63.0	0.0	54.0	54.0	0.0
Total Split (%)	9.0%	37.0%	0.0%	28.0%	28.0%	0.0%	9.0%	63.0%	0.0%	54.0%	54.0%	0.0%
Maximum Green (s)	4.0	32.0		23.0	23.0		4.0	58.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	29.3	29.3		20.3	20.3		62.7	62.7		54.5	54.5	
Actuated g/C Ratio	0.29	0.29		0.20	0.20		0.63	0.63		0.54	0.54	
v/c Ratio	0.51	0.79		0.69	0.80		0.28	0.57		0.69	0.58	
Control Delay	34.9	37.6		52.0	42.0		11.0	12.5		29.9	6.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	34.9	37.6		52.0	42.0		11.0	12.5		29.9	6.9	
LOS	C	D		D	D		B	B		C	A	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		37.1			44.3			12.4			9.2	
Approach LOS		D			D			B			A	
90th %ile Green (s)	4.0	32.0		23.0	23.0		4.0	58.0		49.0	49.0	
90th %ile Term Code	Max	Max		Max	Max		Max	Coord		Coord	Coord	
70th %ile Green (s)	4.0	32.0		23.0	23.0		4.0	58.0		49.0	49.0	
70th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
50th %ile Green (s)	4.0	29.4		20.4	20.4		6.6	60.6		49.0	49.0	
50th %ile Term Code	Max	Hold		Gap	Gap		Max	Coord		Coord	Coord	
30th %ile Green (s)	4.0	26.4		17.4	17.4		6.4	63.6		52.2	52.2	
30th %ile Term Code	Max	Hold		Gap	Gap		Gap	Coord		Coord	Coord	
10th %ile Green (s)	4.0	21.9		12.9	12.9		0.0	68.1		68.1	68.1	
10th %ile Term Code	Max	Hold		Gap	Gap		Skip	Coord		Coord	Coord	
Stops (vph)	69	333		75	233		25	626		45	533	
Fuel Used(gal)	2	10		2	7		1	18		3	24	
CO Emissions (g/hr)	160	701		160	488		64	1252		216	1688	
NOx Emissions (g/hr)	31	136		31	95		12	244		42	328	
VOC Emissions (g/hr)	37	162		37	113		15	290		50	391	
Dilemma Vehicles (#)	0	19		0	14		0	57		0	10	
Queue Length 50th (ft)	49	235		53	166		17	226		24	214	
Queue Length 95th (ft)	88	339		#118	255		38	308		m#122	244	
Internal Link Dist (ft)		1350			1161			1070			2484	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	206	603		155	444		263	2197		179	1912	
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	0.51	0.71		0.58	0.68		0.28	0.57		0.69	0.58	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 78 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 18.7 Intersection LOS: B
 Intersection Capacity Utilization 77.2% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

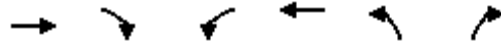
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑		↙	↑↑↑	↘	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		200	200
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.86	0.86	1.00	0.91	0.97	1.00
Flt	0.999					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	6401	0	1770	5085	3433	1583
Flt Permitted			0.083		0.950	
Satd. Flow (perm)	6401	0	155	5085	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					214
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	799			1458	2338	
Travel Time (s)	12.1			22.1	39.9	
Volume (vph)	1805	18	187	1819	313	195
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1984	20	205	1999	344	214
Lane Group Flow (vph)	2004	0	205	1999	344	214
Turn Type			pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases			8			2
Detector Phases	4		3	8	2	2
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		9.0	21.0	21.0	21.0
Total Split (s)	48.0	0.0	26.0	74.0	26.0	26.0
Total Split (%)	48.0%	0.0%	26.0%	74.0%	26.0%	26.0%
Maximum Green (s)	43.0		21.0	69.0	21.0	21.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Max	Max
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	53.3		70.0	70.0	22.0	22.0
Actuated g/C Ratio	0.53		0.70	0.70	0.22	0.22
v/c Ratio	0.59		0.65	0.56	0.46	0.42
Control Delay	15.6		18.5	8.1	36.1	7.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	15.6		18.5	8.1	36.1	7.3
LOS	B		B	A	D	A

Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012

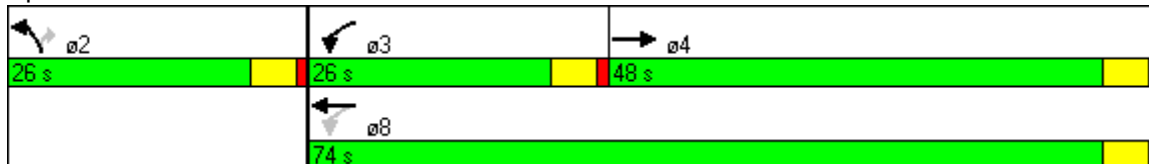


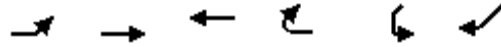
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	15.6			9.1	25.1	
Approach LOS	B			A	C	
90th %ile Green (s)	46.4		17.6	69.0	21.0	21.0
90th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
70th %ile Green (s)	50.2		13.8	69.0	21.0	21.0
70th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
50th %ile Green (s)	52.8		11.2	69.0	21.0	21.0
50th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
30th %ile Green (s)	55.4		8.6	69.0	21.0	21.0
30th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
10th %ile Green (s)	56.8		7.2	69.0	21.0	21.0
10th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
Stops (vph)	799		94	824	263	25
Fuel Used(gal)	33		4	30	10	4
CO Emissions (g/hr)	2320		255	2130	688	254
NOx Emissions (g/hr)	451		50	414	134	49
VOC Emissions (g/hr)	538		59	494	160	59
Dilemma Vehicles (#)	166		0	91	0	0
Queue Length 50th (ft)	177		61	201	98	0
Queue Length 95th (ft)	m214		130	236	141	58
Internal Link Dist (ft)	719			1378	2258	
Turn Bay Length (ft)			154		200	200
Base Capacity (vph)	3414		464	3560	755	515
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		0.44	0.56	0.46	0.42

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 80 (80%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 13.7
 Intersection LOS: B
 Intersection Capacity Utilization 55.7%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



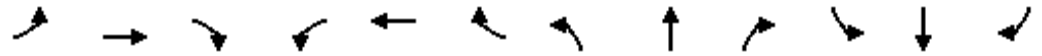


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15			9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	*0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	0	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45	45		45	
Link Distance (ft)		341	370		448	
Travel Time (s)		5.2	5.6		6.8	
Volume (vph)	0	416	0	0	0	559
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	457	0	0	0	614
Lane Group Flow (vph)	0	457	0	0	0	614
Sign Control		Free	Free		Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.9% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.988				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5024	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.138			0.138		
Satd. Flow (perm)	3433	5085	1583	3433	5024	0	257	5085	1583	257	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			45		14				201			387
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	613	1986	145	282	894	81	128	1512	437	169	717	352
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	674	2182	159	310	982	89	141	1662	480	186	788	387
Lane Group Flow (vph)	674	2182	159	310	1071	0	141	1662	480	186	788	387
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1		6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	27.0	43.0	43.0	13.0	29.0	0.0	11.0	34.0	34.0	10.0	33.0	33.0
Total Split (%)	27.0%	43.0%	43.0%	13.0%	29.0%	0.0%	11.0%	34.0%	34.0%	10.0%	33.0%	33.0%
Maximum Green (s)	22.0	38.0	38.0	8.0	24.0		6.0	29.0	29.0	5.0	28.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	22.4	39.0	39.0	9.0	25.6		37.0	30.0	30.0	35.0	29.0	29.0
Actuated g/C Ratio	0.22	0.39	0.39	0.09	0.26		0.37	0.30	0.30	0.35	0.29	0.29
v/c Ratio	0.88	1.10	0.25	1.00	0.83		0.70	1.09	0.78	1.03	0.77	0.53
Control Delay	49.2	83.9	15.7	75.3	52.8		29.1	70.9	16.2	101.8	38.3	5.8
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	49.2	83.9	15.7	75.3	52.8		29.1	70.9	16.2	101.8	38.3	5.8
LOS	D	F	B	E	D		C	E	B	F	D	A

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012

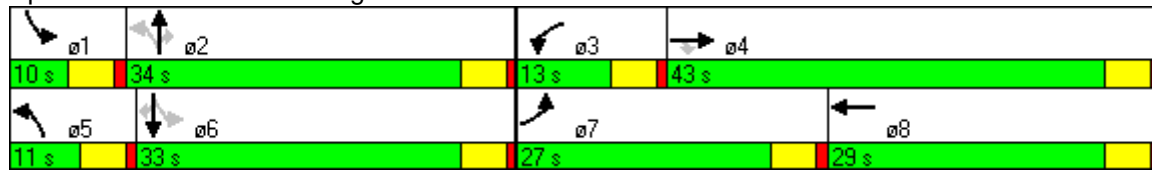


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	72.5			57.9			56.8			37.8		
Approach LOS	E			E			E			D		
90th %ile Green (s)	22.0	38.0	38.0	8.0	24.0		6.0	29.0	29.0	5.0	28.0	28.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	22.0	38.0	38.0	8.0	24.0		6.0	29.0	29.0	5.0	28.0	28.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	22.0	38.0	38.0	8.0	24.0		6.0	29.0	29.0	5.0	28.0	28.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	22.0	38.0	38.0	8.0	24.0		6.0	29.0	29.0	5.0	28.0	28.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	19.1	38.0	38.0	8.0	26.9		6.0	29.0	29.0	5.0	28.0	28.0
10th %ile Term Code	Gap	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	558	1726	67	230	952		70	1206	214	101	638	35
Fuel Used(gal)	22	83	3	9	29		4	62	12	8	26	8
CO Emissions (g/hr)	1503	5792	242	645	2026		267	4318	815	543	1800	529
NOx Emissions (g/hr)	292	1127	47	126	394		52	840	159	106	350	103
VOC Emissions (g/hr)	348	1342	56	149	470		62	1001	189	126	417	123
Dilemma Vehicles (#)	0	89	0	0	4		0	69	0	0	36	0
Queue Length 50th (ft)	213	~581	47	~87	267		47	~422	126	~82	241	0
Queue Length 95th (ft)	#304	#678	94	#187	315		m66	m#516	m174	#216	312	68
Internal Link Dist (ft)	2295			1303			260			2774		
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	790	1983	645	309	1296		201	1526	616	181	1026	734
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	0.85	1.10	0.25	1.00	0.83		0.70	1.09	0.78	1.03	0.77	0.53

Intersection Summary

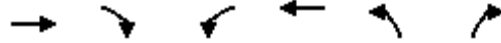
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 70 (70%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 59.7 Intersection LOS: E
 Intersection Capacity Utilization 98.3% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Flagler Street & SW 87th Avenue

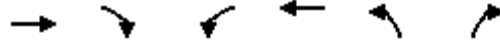


Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖↗	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1395	0	214	1966	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1533	0	235	2160	0	0
Lane Group Flow (vph)	1533	0	235	2160	0	0
Turn Type						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	31.0	0.0	19.0	50.0	0.0	0.0
Total Split (%)	62.0%	0.0%	38.0%	100.0%	0.0%	0.0%
Maximum Green (s)	26.0		14.0	45.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	27.0		15.0	50.0		
Actuated g/C Ratio	0.54		0.30	1.00		
v/c Ratio	0.56		0.23	0.42		
Control Delay	8.0		13.9	0.3		
Queue Delay	0.0		0.0	0.0		
Total Delay	8.0		13.9	0.3		
LOS	A		B	A		



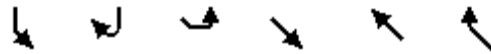
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	8.0			1.6		
Approach LOS	A			A		
90th %ile Green (s)	26.0		14.0	45.0		
90th %ile Term Code	Coord		Hold	Coord		
70th %ile Green (s)	26.0		14.0	45.0		
70th %ile Term Code	Coord		Hold	Coord		
50th %ile Green (s)	26.0		14.0	45.0		
50th %ile Term Code	Coord		Hold	Coord		
30th %ile Green (s)	26.0		14.0	45.0		
30th %ile Term Code	Coord		Hold	Coord		
10th %ile Green (s)	26.0		14.0	45.0		
10th %ile Term Code	Coord		Hold	Coord		
Stops (vph)	795		149	1		
Fuel Used(gal)	13		5	23		
CO Emissions (g/hr)	944		343	1583		
NOx Emissions (g/hr)	184		67	308		
VOC Emissions (g/hr)	219		80	367		
Dilemma Vehicles (#)	93		0	0		
Queue Length 50th (ft)	153		26	0		
Queue Length 95th (ft)	287		47	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	2746		1030	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.56		0.23	0.42		

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 35 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 4.1 Intersection LOS: A
 Intersection Capacity Utilization 41.3% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





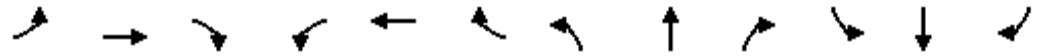
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	214	0	0	520	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	235	0	0	571	0	0
Lane Group Flow (vph)	235	0	0	571	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.1%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

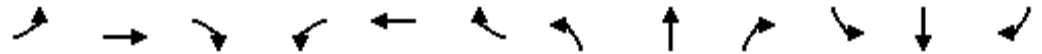
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.999			0.983			0.948				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5080	0	1770	4999	0	1770	1766	0	3433	1863	1583
Fl _t Permitted	0.129			0.075			0.950			0.950		
Satd. Flow (perm)	240	5080	0	140	4999	0	1770	1766	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			34			20				93
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	97	2267	16	82	1108	139	51	43	23	383	56	85
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	107	2491	18	90	1218	153	56	47	25	421	62	93
Lane Group Flow (vph)	107	2509	0	90	1371	0	56	72	0	421	62	93
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	12.0	60.0	0.0	9.0	57.0	0.0	10.0	10.0	0.0	21.0	21.0	21.0
Total Split (%)	12.0%	60.0%	0.0%	9.0%	57.0%	0.0%	10.0%	10.0%	0.0%	21.0%	21.0%	21.0%
Maximum Green (s)	7.0	55.0		4.0	52.0		5.0	5.0		16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	63.8	57.8		58.7	53.7		6.0	6.0		19.0	19.0	19.0
Actuated g/C Ratio	0.64	0.58		0.59	0.54		0.06	0.06		0.19	0.19	0.19
v/c Ratio	0.40	0.85		0.55	0.51		0.53	0.58		0.64	0.18	0.25
Control Delay	10.3	7.6		24.0	15.2		64.2	53.4		43.5	37.2	9.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	10.3	7.6		24.0	15.2		64.2	53.4		43.5	37.2	9.6
LOS	B	A		C	B		E	D		D	D	A

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Approach Delay	7.7		15.7				58.1			37.3			
Approach LOS	A				B			E			D		
90th %ile Green (s)	7.0	55.0	4.0		52.0	5.0		5.0	16.0		16.0	16.0	
90th %ile Term Code	Max	Coord	Max		Coord	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	6.9	55.0	4.0		52.1	5.0		5.0	16.0		16.0	16.0	
70th %ile Term Code	Gap	Coord	Max		Coord	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	6.1	55.0	4.0		52.9	5.0		5.0	16.0		16.0	16.0	
50th %ile Term Code	Gap	Coord	Max		Coord	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	5.9	55.0	4.0		53.1	5.0		5.0	16.0		16.0	16.0	
30th %ile Term Code	Gap	Coord	Max		Coord	Max		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	5.6	64.0	0.0		53.4	0.0		0.0	26.0		26.0	26.0	
10th %ile Term Code	Gap	Coord	Skip		Coord	Skip		Skip	MaxR		MaxR	MaxR	
Stops (vph)	22	523	36		736	48		48	350		47	16	
Fuel Used(gal)	1	29	1		22	2		2	13		2	2	
CO Emissions (g/hr)	90	2046	104		1550	131		149	922		127	121	
NOx Emissions (g/hr)	18	398	20		302	25		29	179		25	24	
VOC Emissions (g/hr)	21	474	24		359	30		35	214		29	28	
Dilemma Vehicles (#)	0	130	0		62	0		3	0		3	0	
Queue Length 50th (ft)	8	73	19		187	35		33	132		34	0	
Queue Length 95th (ft)	m18	145	#59		231	#85		#91	185		72	43	
Internal Link Dist (ft)	1249			1229			95			2371			
Turn Bay Length (ft)	175		173				234						
Base Capacity (vph)	276	2937	164		2700	106		125	653		354	376	
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	0.39	0.85	0.55		0.51	0.53		0.58	0.64		0.18	0.25	

Intersection Summary

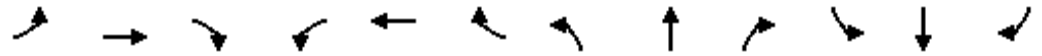
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 89 (89%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 15.1 Intersection LOS: B
 Intersection Capacity Utilization 76.3% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue

 ø5 10 s	 ø6 21 s	 ø3 9 s	 ø4 60 s
		 ø7 12 s	 ø8 57 s

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

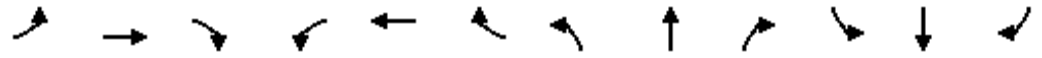
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕↕↕		↙	↕↕↕		↙	↕	↙	↙	↕↕	↙
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.996			0.994				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.978	
Satd. Flow (prot)	1770	5065	0	1770	5055	0	1770	1863	1583	1681	1731	1583
Fl _t Permitted	0.101			0.105			0.950			0.950	0.978	
Satd. Flow (perm)	188	5065	0	196	5055	0	1770	1863	1583	1681	1731	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			7				79			112
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	274	2265	57	35	1106	47	50	48	72	117	47	102
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	301	2489	63	38	1215	52	55	53	79	129	52	112
Lane Group Flow (vph)	301	2552	0	38	1267	0	55	53	79	88	93	112
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	27.0	60.0	0.0	9.0	42.0	0.0	10.0	10.0	10.0	21.0	21.0	21.0
Total Split (%)	27.0%	60.0%	0.0%	9.0%	42.0%	0.0%	10.0%	10.0%	10.0%	21.0%	21.0%	21.0%
Maximum Green (s)	22.0	55.0		4.0	37.0		5.0	5.0	5.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	65.0	59.6		48.9	43.9		6.0	6.0	6.0	19.0	19.0	19.0
Actuated g/C Ratio	0.65	0.60		0.49	0.44		0.06	0.06	0.06	0.19	0.19	0.19
v/c Ratio	0.76	0.84		0.22	0.57		0.52	0.47	0.47	0.28	0.28	0.29
Control Delay	37.8	6.7		13.1	20.4		63.5	59.8	20.2	38.8	38.9	9.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	6.7		13.1	20.4		63.5	59.8	20.2	38.8	38.9	9.2
LOS	D	A		B	C		E	E	C	D	D	A

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		10.0			20.1			44.1			27.5	
Approach LOS		A			C			D			C	
90th %ile Green (s)	22.0	55.0		4.0	37.0		5.0	5.0	5.0	16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	19.5	55.0		4.0	39.5		5.0	5.0	5.0	16.0	16.0	16.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	16.6	55.0		4.0	42.4		5.0	5.0	5.0	16.0	16.0	16.0
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	13.4	64.0		0.0	45.6		5.0	5.0	5.0	16.0	16.0	16.0
30th %ile Term Code	Gap	Coord		Skip	Coord		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	9.2	64.0		0.0	49.8		0.0	0.0	0.0	26.0	26.0	26.0
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	MaxR	MaxR	MaxR
Stops (vph)	345	1034		17	530		47	46	16	68	73	17
Fuel Used(gal)	8	35		1	20		2	2	2	2	2	1
CO Emissions (g/hr)	564	2455		40	1425		129	122	107	150	159	100
NOx Emissions (g/hr)	110	478		8	277		25	24	21	29	31	19
VOC Emissions (g/hr)	131	569		9	330		30	28	25	35	37	23
Dilemma Vehicles (#)	0	41		0	116		0	3	0	0	4	0
Queue Length 50th (ft)	142	110		8	132		35	33	0	52	55	0
Queue Length 95th (ft)	m121	m103		m23	202		#83	#74	45	102	105	46
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	486	3021		175	2221		106	112	169	320	329	391
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.84		0.22	0.57		0.52	0.47	0.47	0.28	0.28	0.29

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 90 (90%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 15.3 Intersection LOS: B

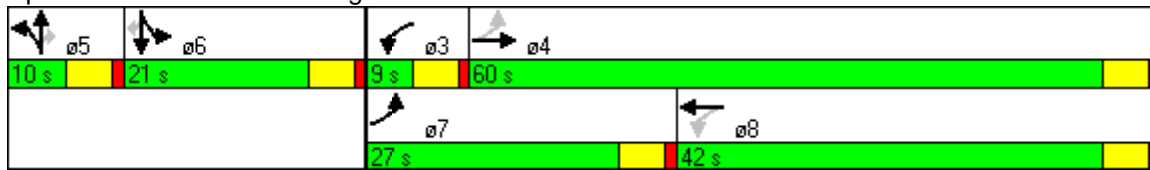
Intersection Capacity Utilization 69.5% ICU Level of Service C

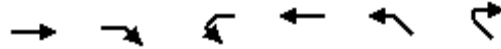
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

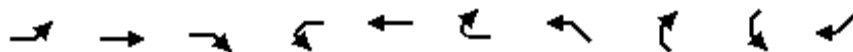
Splits and Phases: 29: Flagler Street & SW 84th Street





Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑	↑		↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1395	520	0	1966	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1533	571	0	2160	0	0
Lane Group Flow (vph)	1533	571	0	2160	0	0
Sign Control	Free			Free	Free	

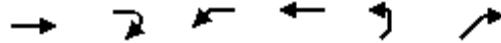
Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.3% ICU Level of Service A
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑↑					↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		45	15		9	15	9	15	45
Lane Util. Factor	1.00	0.95	*0.95	1.00	0.95	1.00	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	3539	0	3539	0	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	3539	0	3539	0	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		958			454		376		381	
Travel Time (s)		14.5			6.9		5.7		5.8	
Volume (vph)	0	1373	1117	0	1391	0	0	0	0	414
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1509	1227	0	1529	0	0	0	0	455
Lane Group Flow (vph)	0	1509	1227	0	1529	0	0	0	0	455
Sign Control		Free			Free		Free		Free	

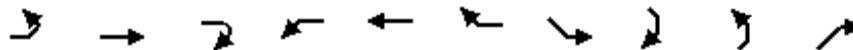
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.6%
	ICU Level of Service B
Analysis Period (min)	15
* User Entered Value	



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑		↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	45
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.95
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	1863	0	*3539
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	0	*3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	45	
Link Distance (ft)	479			840	486	
Travel Time (s)	7.3			12.7	7.4	
Volume (vph)	0	0	0	414	0	1117
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	455	0	1227
Lane Group Flow (vph)	0	0	0	455	0	1227
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.4% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	



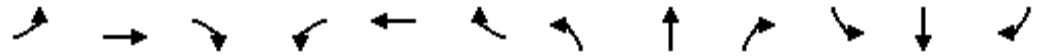
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations		↑↑			↑↑	↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		9	15		45	15	9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	*0.95	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	0	0	3539	3539	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	0	0	3539	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		639			676		475		554	
Travel Time (s)		9.7			10.2		7.2		8.4	
Volume (vph)	0	1373	0	0	1391	559	0	0	0	416
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1509	0	0	1529	614	0	0	0	457
Lane Group Flow (vph)	0	1509	0	0	1529	614	0	0	0	457
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.6%
	ICU Level of Service B
Analysis Period (min)	15
* User Entered Value	

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↕↔		↔↔	↕	↔	↔	↕↔↔		↔	↕↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		0	240		240	380		250
Storage Lanes	3		0	2		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.94	0.95	0.95	0.97	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Fr _t		0.946				0.850		0.979				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	4990	3348	0	3433	1863	1583	1770	4979	0	1770	3539	1583
Fl _t Permitted	0.950			0.950			0.148			0.196		
Satd. Flow (perm)	4990	3348	0	3433	1863	1583	276	4979	0	365	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		103				213		43				341
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40				40
Link Distance (ft)		840			341			2564				2398
Travel Time (s)		12.7			5.2			43.7				40.9
Volume (vph)	410	165	94	383	97	316	173	686	113	265	1035	310
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	451	181	103	421	107	347	190	754	124	291	1137	341
Lane Group Flow (vph)	451	284	0	421	107	347	190	878	0	291	1137	341
Turn Type	Prot			Prot		Perm	pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases						8	2			6		6
Detector Phases	7	4		3	8	8	5	2		1		6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0
Total Split (s)	15.0	17.0	0.0	15.0	17.0	17.0	10.0	31.0	0.0	17.0	38.0	38.0
Total Split (%)	18.8%	21.3%	0.0%	18.8%	21.3%	21.3%	12.5%	38.8%	0.0%	21.3%	47.5%	47.5%
Maximum Green (s)	10.0	12.0		10.0	12.0	12.0	5.0	26.0		12.0	33.0	33.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	10.8	11.4		11.0	11.6	11.6	34.1	28.1		43.9	34.0	34.0
Actuated g/C Ratio	0.14	0.15		0.14	0.15	0.15	0.43	0.36		0.56	0.43	0.43
v/c Ratio	0.65	0.49		0.87	0.39	0.84	0.81	0.48		0.70	0.74	0.39
Control Delay	37.1	21.7		54.4	33.7	28.1	42.9	20.2		19.2	22.5	3.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	37.1	21.7		54.4	33.7	28.1	42.9	20.2		19.2	22.5	3.2
LOS	D	C		D	C	C	D	C		B	C	A

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

2/1/2012

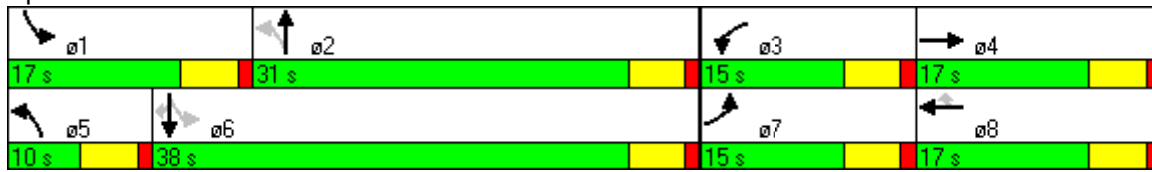


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		31.1			41.4			24.2			18.2	
Approach LOS		C			D			C			B	
90th %ile Green (s)	10.0	12.0		10.0	12.0	12.0	5.0	26.0		12.0	33.0	33.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	MaxR
70th %ile Green (s)	10.0	12.0		10.0	12.0	12.0	5.0	26.0		12.0	33.0	33.0
70th %ile Term Code	Max	Hold		Max	Max	Max	Max	MaxR		Max	MaxR	MaxR
50th %ile Green (s)	10.0	12.0		10.0	12.0	12.0	5.0	26.0		12.0	33.0	33.0
50th %ile Term Code	Max	Hold		Max	Max	Max	Max	MaxR		Max	MaxR	MaxR
30th %ile Green (s)	10.0	10.2		10.0	10.2	10.2	5.0	27.3		10.7	33.0	33.0
30th %ile Term Code	Max	Hold		Max	Gap	Gap	Max	Hold		Gap	MaxR	MaxR
10th %ile Green (s)	9.2	6.1		10.0	6.9	6.9	5.0	29.9		8.1	33.0	33.0
10th %ile Term Code	Gap	Gap		Max	Hold	Hold	Max	Hold		Gap	MaxR	MaxR
Stops (vph)	375	144		338	84	117	97	565		138	828	27
Fuel Used(gal)	10	4		9	2	4	5	23		7	32	6
CO Emissions (g/hr)	699	303		650	135	277	383	1589		511	2244	435
NOx Emissions (g/hr)	136	59		126	26	54	74	309		99	437	85
VOC Emissions (g/hr)	162	70		151	31	64	89	368		118	520	101
Dilemma Vehicles (#)	0	16		0	6	0	0	51		0	65	0
Queue Length 50th (ft)	76	42		108	48	62	44	120		72	245	0
Queue Length 95th (ft)	109	78		#188	94	#199	#157	158		#139	322	46
Internal Link Dist (ft)		760			261			2484			2318	
Turn Bay Length (ft)	290			290			240			380		250
Base Capacity (vph)	699	630		482	304	436	234	1811		432	1535	880
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.65	0.45		0.87	0.35	0.80	0.81	0.48		0.67	0.74	0.39

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	78.5
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	26.4
Intersection LOS:	C
Intersection Capacity Utilization:	70.0%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	80
70th %ile Actuated Cycle:	80
50th %ile Actuated Cycle:	80
30th %ile Actuated Cycle:	78.2
10th %ile Actuated Cycle:	74.1
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 3: SW 8th Street & SW 87th Avenue



Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.986			0.982	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3490	0	1770	3476	0
Fl _t Permitted	0.950			0.950			0.154			0.177		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	287	3490	0	330	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			47			34		9			12	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	377	1755	71	275	2096	71	379	518	53	288	738	99
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	414	1929	78	302	2303	78	416	569	58	316	811	109
Lane Group Flow (vph)	414	1929	78	302	2303	78	416	627	0	316	920	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	16.0	40.0	40.0	16.0	40.0	40.0	24.0	30.0	0.0	24.0	30.0	0.0
Total Split (%)	14.5%	36.4%	36.4%	14.5%	36.4%	36.4%	21.8%	27.3%	0.0%	21.8%	27.3%	0.0%
Maximum Green (s)	11.0	35.0	35.0	11.0	35.0	35.0	19.0	25.0		19.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	12.0	36.0	36.0	12.0	36.0	36.0	47.2	27.6		44.4	26.0	
Actuated g/C Ratio	0.11	0.33	0.33	0.11	0.33	0.33	0.43	0.25		0.40	0.24	
v/c Ratio	1.10	0.92	0.14	0.81	1.10	0.14	1.06	0.71		0.84	1.11	
Control Delay	123.3	44.0	13.2	74.6	73.4	5.0	92.4	42.7		40.1	104.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	123.3	44.0	13.2	74.6	73.4	5.0	92.4	42.7		40.1	104.1	
LOS	F	D	B	E	E	A	F	D		D	F	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

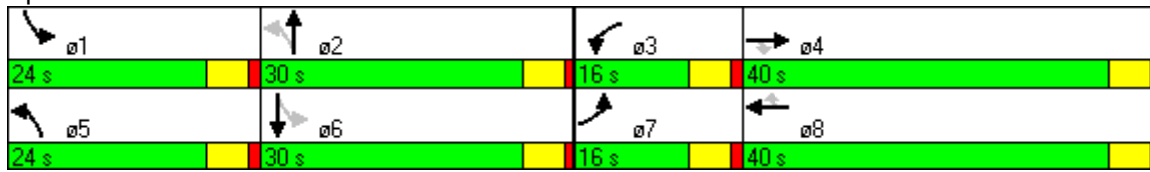


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	56.5			71.5			62.5			87.7		
Approach LOS	E			E			E			F		
90th %ile Green (s)	11.0	35.0	35.0	11.0	35.0	35.0	19.0	25.0		19.0	25.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	11.0	35.0	35.0	11.0	35.0	35.0	19.0	25.0		19.0	25.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	11.0	35.0	35.0	11.0	35.0	35.0	19.0	25.0		19.0	25.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	11.0	35.0	35.0	11.0	35.0	35.0	19.0	27.1		16.9	25.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Gap	MaxR	
10th %ile Green (s)	11.0	35.0	35.0	11.0	35.0	35.0	19.0	30.7		13.3	25.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Gap	MaxR	
Stops (vph)	319	1600	24	233	1904	24	255	505		200	714	
Fuel Used(gal)	20	67	2	10	77	1	17	22		11	45	
CO Emissions (g/hr)	1416	4711	124	695	5373	78	1211	1504		779	3117	
NOx Emissions (g/hr)	275	917	24	135	1045	15	236	293		152	606	
VOC Emissions (g/hr)	328	1092	29	161	1245	18	281	349		180	722	
Dilemma Vehicles (#)	0	79	0	0	23	0	0	26		0	33	
Queue Length 50th (ft)	~172	378	15	94	~545	9	~275	214		151	~388	
Queue Length 95th (ft)	#271	#434	49	#170	#626	m27	#471	281		#288	#518	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	375	2097	550	375	2097	541	393	881		400	831	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.10	0.92	0.14	0.81	1.10	0.14	1.06	0.71		0.79	1.11	

Intersection Summary

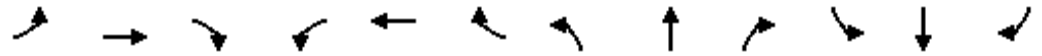
Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	57 (52%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.11
Intersection Signal Delay:	68.1
Intersection LOS:	E
Intersection Capacity Utilization:	99.0%
ICU Level of Service:	F
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

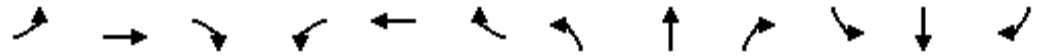
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.998			0.942			0.866	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6395	0	1770	1755	0	1770	1613	0
Fl _t Permitted	0.066			0.070			0.392			0.734		
Satd. Flow (perm)	123	6395	0	130	6395	0	730	1755	0	1367	1613	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4			14			166	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	98	2098	30	28	2262	35	11	20	13	54	24	193
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	108	2305	33	31	2486	38	12	22	14	59	26	212
Lane Group Flow (vph)	108	2338	0	31	2524	0	12	36	0	59	238	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	20.0	67.0	0.0	14.0	61.0	0.0	29.0	29.0	0.0	29.0	29.0	0.0
Total Split (%)	18.2%	60.9%	0.0%	12.7%	55.5%	0.0%	26.4%	26.4%	0.0%	26.4%	26.4%	0.0%
Maximum Green (s)	15.0	62.0		9.0	56.0		24.0	24.0		24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	88.1	83.1		84.7	78.0		12.4	12.4		12.4	12.4	
Actuated g/C Ratio	0.80	0.76		0.77	0.71		0.11	0.11		0.11	0.11	
v/c Ratio	0.51	0.48		0.15	0.56		0.15	0.17		0.38	0.72	
Control Delay	21.0	7.9		5.2	2.3		42.0	29.1		44.8	18.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.0	7.9		5.2	2.3		42.0	29.1		44.8	18.2	
LOS	C	A		A	A		D	C		D	B	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

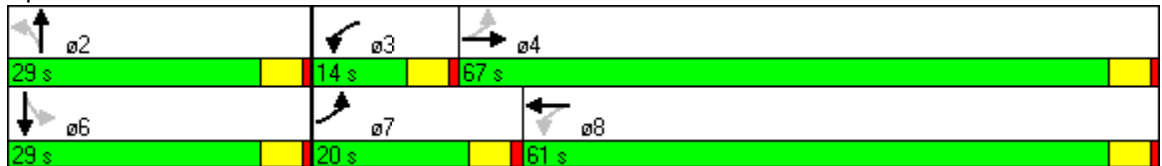


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		8.4			2.3			32.3			23.5	
Approach LOS		A			A			C			C	
90th %ile Green (s)	10.0	69.6		6.6	66.2		18.8	18.8		18.8	18.8	
90th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	6.6	75.6		5.6	74.6		13.8	13.8		13.8	13.8	
70th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	5.5	79.0		5.5	79.0		10.5	10.5		10.5	10.5	
50th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	5.5	91.9		0.0	81.4		8.1	8.1		8.1	8.1	
30th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
10th %ile Green (s)	5.5	94.3		0.0	83.8		5.7	5.7		5.7	5.7	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	51	1187		5	237		11	21		49	71	
Fuel Used(gal)	2	40		0	22		0	1		2	5	
CO Emissions (g/hr)	145	2822		21	1512		26	65		132	382	
NOx Emissions (g/hr)	28	549		4	294		5	13		26	74	
VOC Emissions (g/hr)	34	654		5	350		6	15		31	88	
Dilemma Vehicles (#)	0	16		0	61		0	2		0	10	
Queue Length 50th (ft)	31	424		1	34		8	14		40	48	
Queue Length 95th (ft)	m19	492		m1	m56		25	42		76	124	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	340	4831		253	4536		166	410		311	495	
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	0.32	0.48		0.12	0.56		0.07	0.09		0.19	0.48	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 3 (3%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 6.6 Intersection LOS: A
 Intersection Capacity Utilization 62.0% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.994				0.850		0.953			0.950	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6369	0	1770	6408	1583	1770	1775	0	1770	1770	0
Fl _t Permitted	0.100			0.098			0.121			0.284		
Satd. Flow (perm)	186	6369	0	183	6408	1583	225	1775	0	529	1770	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				71		21			26	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			958			3134			2669	
Travel Time (s)		17.9			14.5			53.4			45.5	
Volume (vph)	170	1803	73	134	2078	169	114	214	97	188	397	199
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	187	1981	80	147	2284	186	125	235	107	207	436	219
Lane Group Flow (vph)	187	2061	0	147	2284	186	125	342	0	207	655	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	12.0	44.0	0.0	13.0	45.0	45.0	9.0	37.0	0.0	16.0	44.0	0.0
Total Split (%)	10.9%	40.0%	0.0%	11.8%	40.9%	40.9%	8.2%	33.6%	0.0%	14.5%	40.0%	0.0%
Maximum Green (s)	7.0	39.0		8.0	40.0	40.0	4.0	32.0		11.0	39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	48.1	40.1		49.9	41.0	41.0	38.4	33.4		49.0	40.0	
Actuated g/C Ratio	0.44	0.36		0.45	0.37	0.37	0.35	0.30		0.45	0.36	
v/c Ratio	0.95	0.89		0.70	0.96	0.29	0.84	0.62		0.56	0.99	
Control Delay	93.1	19.1		39.9	40.1	15.0	65.7	36.6		25.5	67.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	93.1	19.1		39.9	40.1	15.0	65.7	36.6		25.5	67.6	
LOS	F	B		D	D	B	E	D		C	E	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

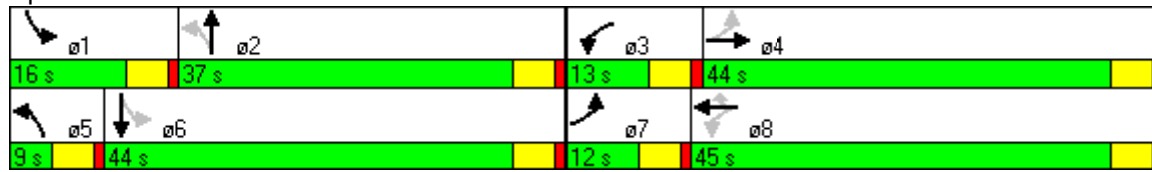


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		25.3			38.3			44.4			57.5	
Approach LOS		C			D			D			E	
90th %ile Green (s)	7.0	39.0		8.0	40.0	40.0	4.0	32.0		11.0	39.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	7.0	39.0		8.0	40.0	40.0	4.0	32.0		11.0	39.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	7.0	39.0		8.0	40.0	40.0	4.0	32.0		11.0	39.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	7.0	39.0		8.0	40.0	40.0	4.0	32.0		11.0	39.0	
30th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	7.0	39.5		7.5	40.0	40.0	4.0	33.9		9.1	39.0	
10th %ile Term Code	Max	Coord		Gap	Coord	Coord	Max	MaxR		Gap	MaxR	
Stops (vph)	138	1432		83	1741	84	70	247		115	500	
Fuel Used(gal)	6	39		3	52	3	5	11		6	24	
CO Emissions (g/hr)	436	2761		206	3604	183	324	794		385	1671	
NOx Emissions (g/hr)	85	537		40	701	36	63	154		75	325	
VOC Emissions (g/hr)	101	640		48	835	42	75	184		89	387	
Dilemma Vehicles (#)	0	70		0	110	0	0	14		0	25	
Queue Length 50th (ft)	91	214		63	382	38	51	195		90	442	
Queue Length 95th (ft)	#231	134		m#119	#534	m94	#143	295		143	#692	
Internal Link Dist (ft)		1101			878			3054			2589	
Turn Bay Length (ft)	507			380		96	160					
Base Capacity (vph)	196	2327		213	2388	635	149	553		371	660	
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	0.95	0.89		0.69	0.96	0.29	0.84	0.62		0.56	0.99	

Intersection Summary

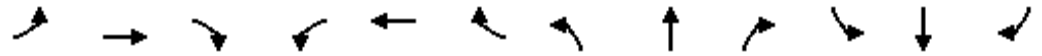
Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 2 (2%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 36.7 Intersection LOS: D
 Intersection Capacity Utilization 92.2% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Conseco St & SW 87th Avenue

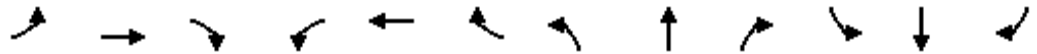
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.947			0.963			0.989			0.984	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1764	0	1770	1794	0	1770	3500	0	1770	3483	0
Fl _t Permitted	0.190			0.583			0.098			0.308		
Satd. Flow (perm)	354	1764	0	1086	1794	0	183	3500	0	574	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			19			17			21	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2564	
Travel Time (s)		24.4			21.2			19.6			43.7	
Volume (vph)	71	170	92	123	264	86	152	784	61	59	1219	142
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	78	187	101	135	290	95	167	862	67	65	1340	156
Lane Group Flow (vph)	78	288	0	135	385	0	167	929	0	65	1496	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	30.0	0.0	21.0	21.0	0.0	9.0	50.0	0.0	41.0	41.0	0.0
Total Split (%)	11.3%	37.5%	0.0%	26.3%	26.3%	0.0%	11.3%	62.5%	0.0%	51.3%	51.3%	0.0%
Maximum Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	24.2	24.1		17.0	17.0		46.1	46.1		37.1	37.1	
Actuated g/C Ratio	0.30	0.31		0.22	0.22		0.59	0.59		0.47	0.47	
v/c Ratio	0.40	0.51		0.57	0.95		0.80	0.45		0.24	0.90	
Control Delay	25.4	22.2		39.1	65.6		41.0	10.0		16.1	28.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.4	22.2		39.1	65.6		41.0	10.0		16.1	28.4	
LOS	C	C		D	E		D	B		B	C	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012

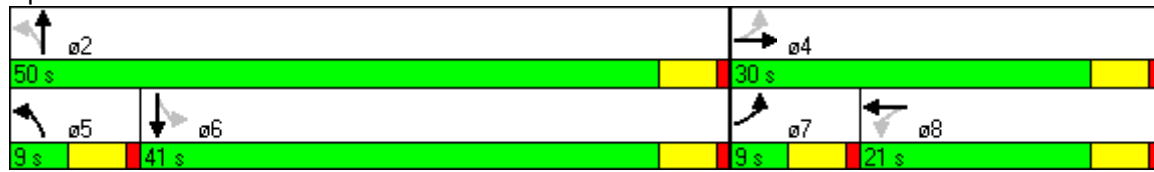


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		22.9			58.7			14.7			27.8	
Approach LOS		C			E			B			C	
90th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
90th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
70th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	16.0		16.0	16.0		4.0	45.0		36.0	36.0	
10th %ile Term Code	Skip	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
Stops (vph)	48	179		108	279		65	433		35	1121	
Fuel Used(gal)	2	5		3	10		3	13		2	43	
CO Emissions (g/hr)	107	383		215	724		216	879		109	2974	
NOx Emissions (g/hr)	21	75		42	141		42	171		21	579	
VOC Emissions (g/hr)	25	89		50	168		50	204		25	689	
Dilemma Vehicles (#)	0	16		0	20		0	54		0	84	
Queue Length 50th (ft)	27	99		61	184		36	126		19	348	
Queue Length 95th (ft)	58	171		#124	#359		#137	169		47	#509	
Internal Link Dist (ft)		1350			1161			1070			2484	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	196	598		237	406		209	2071		272	1663	
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	0.40	0.48		0.57	0.95		0.80	0.45		0.24	0.90	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 78.2
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 27.8 Intersection LOS: C
 Intersection Capacity Utilization 83.0% ICU Level of Service E
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 80
 70th %ile Actuated Cycle: 80
 50th %ile Actuated Cycle: 80
 30th %ile Actuated Cycle: 80
 10th %ile Actuated Cycle: 71
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
20: SW 8th Street & SW 82nd Avenue

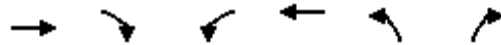
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑		↙	↑↑↑↑	↘	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		200	200
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.86	0.86	1.00	0.91	0.97	1.00
Fr _t	0.993					0.850
Fl _t Protected			0.950		0.950	
Satd. Flow (prot)	6363	0	1770	5085	3433	1583
Fl _t Permitted			0.074		0.950	
Satd. Flow (perm)	6363	0	138	5085	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	12					99
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	799			1458	2338	
Travel Time (s)	12.1			22.1	39.9	
Volume (vph)	2016	100	309	2405	203	90
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2215	110	340	2643	223	99
Lane Group Flow (vph)	2325	0	340	2643	223	99
Turn Type			pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases			8			2
Detector Phases	4		3	8	2	2
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		9.0	21.0	21.0	21.0
Total Split (s)	54.0	0.0	34.0	88.0	22.0	22.0
Total Split (%)	49.1%	0.0%	30.9%	80.0%	20.0%	20.0%
Maximum Green (s)	49.0		29.0	83.0	17.0	17.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Max	Max
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	58.6		84.0	84.0	18.0	18.0
Actuated g/C Ratio	0.53		0.76	0.76	0.16	0.16
v/c Ratio	0.69		0.80	0.68	0.40	0.29
Control Delay	9.3		30.1	7.3	43.6	10.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	9.3		30.1	7.3	43.6	10.5
LOS	A		C	A	D	B

Lanes, Volumes, Timings
20: SW 8th Street & SW 82nd Avenue

2/1/2012

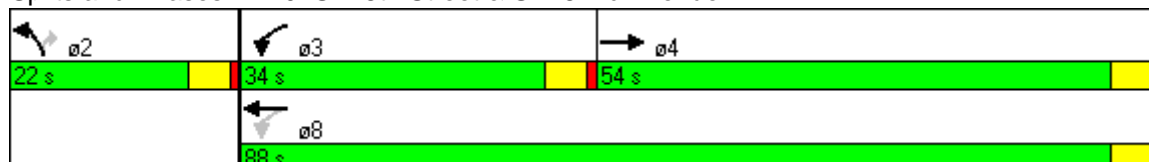


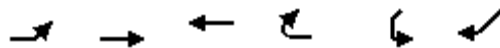
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	9.3			9.9	33.4	
Approach LOS	A			A	C	
90th %ile Green (s)	49.0		29.0	83.0	17.0	17.0
90th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
70th %ile Green (s)	53.8		24.2	83.0	17.0	17.0
70th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
50th %ile Green (s)	57.6		20.4	83.0	17.0	17.0
50th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
30th %ile Green (s)	61.2		16.8	83.0	17.0	17.0
30th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
10th %ile Green (s)	66.3		11.7	83.0	17.0	17.0
10th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
Stops (vph)	643		210	1075	178	16
Fuel Used(gal)	32		7	40	7	2
CO Emissions (g/hr)	2256		520	2776	473	124
NOx Emissions (g/hr)	439		101	540	92	24
VOC Emissions (g/hr)	523		120	643	110	29
Dilemma Vehicles (#)	45		0	109	0	0
Queue Length 50th (ft)	130		167	280	73	0
Queue Length 95th (ft)	157		252	320	111	47
Internal Link Dist (ft)	719			1378	2258	
Turn Bay Length (ft)			154		200	200
Base Capacity (vph)	3394		550	3883	562	342
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	0.69		0.62	0.68	0.40	0.29

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 75 (68%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 11.0 Intersection LOS: B
 Intersection Capacity Utilization 63.8% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



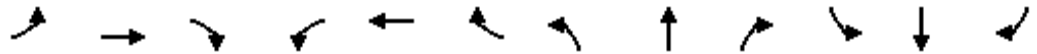


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15			9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	*0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	0	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45	45		45	
Link Distance (ft)		341	370		448	
Travel Time (s)		5.2	5.6		6.8	
Volume (vph)	0	543	0	0	0	796
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	597	0	0	0	875
Lane Group Flow (vph)	0	597	0	0	0	875
Sign Control		Free	Free		Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	31.2% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5004	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.148			0.133		
Satd. Flow (perm)	3433	5085	1583	3433	5004	0	276	5085	1583	248	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			52		20				136			214
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	342	1174	124	380	1575	182	270	971	137	227	973	486
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	376	1290	136	418	1731	200	297	1067	151	249	1069	534
Lane Group Flow (vph)	376	1290	136	418	1931	0	297	1067	151	249	1069	534
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	15.0	39.0	39.0	20.0	44.0	0.0	17.0	31.0	31.0	20.0	34.0	34.0
Total Split (%)	13.6%	35.5%	35.5%	18.2%	40.0%	0.0%	15.5%	28.2%	28.2%	18.2%	30.9%	30.9%
Maximum Green (s)	10.0	34.0	34.0	15.0	39.0		12.0	26.0	26.0	15.0	29.0	29.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	11.0	35.2	35.2	15.8	40.0		40.9	27.9	27.9	45.1	30.0	30.0
Actuated g/C Ratio	0.10	0.32	0.32	0.14	0.36		0.37	0.25	0.25	0.41	0.27	0.27
v/c Ratio	1.10	0.79	0.25	0.85	1.05		1.06	0.83	0.30	0.80	1.11	0.91
Control Delay	123.3	38.4	18.4	53.8	55.7		101.5	45.5	9.1	41.5	101.2	44.4
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	123.3	38.4	18.4	53.8	55.7		101.5	45.5	9.1	41.5	101.2	44.4
LOS	F	D	B	D	E		F	D	A	D	F	D

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012

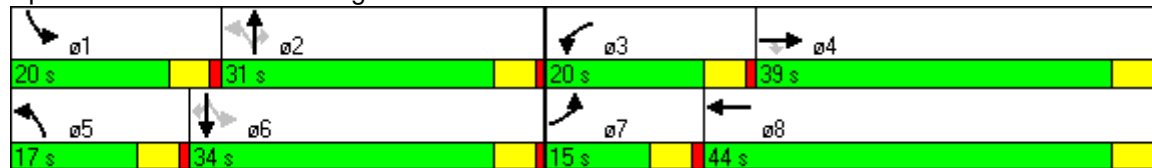


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		54.6			55.4			52.9			76.8	
Approach LOS		D			E			D			E	
90th %ile Green (s)	10.0	34.0	34.0	15.0	39.0		12.0	26.0	26.0	15.0	29.0	29.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	10.0	34.0	34.0	15.0	39.0		12.0	26.0	26.0	15.0	29.0	29.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	10.0	34.0	34.0	15.0	39.0		12.0	26.0	26.0	15.0	29.0	29.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	10.0	34.0	34.0	15.0	39.0		12.0	26.7	26.7	14.3	29.0	29.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Gap	MaxR	MaxR
10th %ile Green (s)	10.0	35.1	35.1	13.9	39.0		12.0	29.8	29.8	11.2	29.0	29.0
10th %ile Term Code	Max	Coord	Coord	Gap	Coord		Max	MaxR	MaxR	Gap	MaxR	MaxR
Stops (vph)	289	1039	57	329	1604		167	884	24	152	841	278
Fuel Used(gal)	17	38	3	11	52		12	36	3	8	47	17
CO Emissions (g/hr)	1184	2678	211	766	3647		855	2497	212	546	3296	1156
NOx Emissions (g/hr)	230	521	41	149	710		166	486	41	106	641	225
VOC Emissions (g/hr)	274	621	49	178	845		198	579	49	126	764	268
Dilemma Vehicles (#)	0	54	0	0	11		0	44	0	0	39	0
Queue Length 50th (ft)	~155	303	43	138	~556		~182	264	8	117	~454	235
Queue Length 95th (ft)	#251	361	92	m168	#654		#356	320	60	#236	#586	#447
Internal Link Dist (ft)		2295			1303			260			2774	
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	343	1628	542	499	1832		279	1290	503	325	965	587
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	1.10	0.79	0.25	0.84	1.05		1.06	0.83	0.30	0.77	1.11	0.91

Intersection Summary

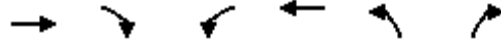
Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 57 (52%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 60.0 Intersection LOS: E
 Intersection Capacity Utilization 99.4% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

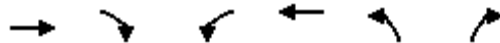
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘↘	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1601	0	524	2745	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1759	0	576	3016	0	0
Lane Group Flow (vph)	1759	0	576	3016	0	0
Turn Type						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	32.0	0.0	23.0	55.0	0.0	0.0
Total Split (%)	58.2%	0.0%	41.8%	100.0%	0.0%	0.0%
Maximum Green (s)	27.0		18.0	50.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	31.9		15.1	55.0		
Actuated g/C Ratio	0.58		0.27	1.00		
v/c Ratio	0.60		0.61	0.59		
Control Delay	9.1		18.4	0.5		
Queue Delay	0.0		0.0	0.0		
Total Delay	9.1		18.4	0.5		
LOS	A		B	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012

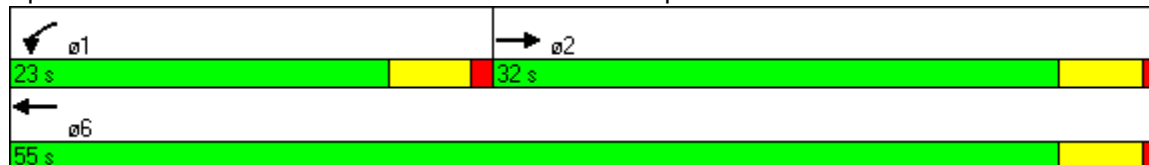


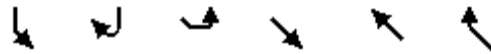
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	9.1			3.4		
Approach LOS	A			A		
90th %ile Green (s)	27.0		18.0	50.0		
90th %ile Term Code	Coord		Max	Coord		
70th %ile Green (s)	28.8		16.2	50.0		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	31.1		13.9	50.0		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	32.7		12.3	50.0		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	34.9		10.1	50.0		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	832		421	1		
Fuel Used(gal)	15		13	32		
CO Emissions (g/hr)	1038		923	2220		
NOx Emissions (g/hr)	202		180	432		
VOC Emissions (g/hr)	240		214	514		
Dilemma Vehicles (#)	162		0	0		
Queue Length 50th (ft)	168		84	0		
Queue Length 95th (ft)	220		113	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	2949		1186	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.60		0.49	0.59		

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 55
 Offset: 44 (80%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 5.3
 Intersection LOS: A
 Intersection Capacity Utilization 56.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





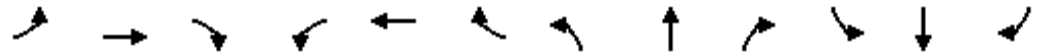
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↙			↘		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	524	0	0	549	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	576	0	0	603	0	0
Lane Group Flow (vph)	576	0	0	603	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.5%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.994			0.978			0.941				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5055	0	1770	4973	0	1770	1753	0	3433	1863	1583
Fl _t Permitted	0.062			0.144			0.950			0.950		
Satd. Flow (perm)	115	5055	0	268	4973	0	1770	1753	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			50			23				105
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	129	1228	47	91	2038	352	56	53	35	403	69	98
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	142	1349	52	100	2240	387	62	58	38	443	76	108
Lane Group Flow (vph)	142	1401	0	100	2627	0	62	96	0	443	76	108
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	12.0	68.0	0.0	10.0	66.0	0.0	11.0	11.0	0.0	21.0	21.0	21.0
Total Split (%)	10.9%	61.8%	0.0%	9.1%	60.0%	0.0%	10.0%	10.0%	0.0%	19.1%	19.1%	19.1%
Maximum Green (s)	7.0	63.0		5.0	61.0		6.0	6.0		16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	71.9	64.0		68.1	62.1		7.0	7.0		17.0	17.0	17.0
Actuated g/C Ratio	0.65	0.58		0.62	0.56		0.06	0.06		0.15	0.15	0.15
v/c Ratio	0.73	0.48		0.40	0.93		0.55	0.72		0.83	0.26	0.32
Control Delay	55.8	5.2		11.5	28.9		68.6	67.9		60.0	43.8	11.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	55.8	5.2		11.5	28.9		68.6	67.9		60.0	43.8	11.4
LOS	E	A		B	C		E	E		E	D	B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	9.8		28.2			68.2			49.6			
Approach LOS	A		C			E			D			
90th %ile Green (s)	7.0	63.0		5.0	61.0		6.0	6.0		16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
70th %ile Green (s)	7.0	63.0		5.0	61.0		6.0	6.0		16.0	16.0	16.0
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
50th %ile Green (s)	7.0	63.0		5.0	61.0		6.0	6.0		16.0	16.0	16.0
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
30th %ile Green (s)	7.0	63.0		5.0	61.0		6.0	6.0		16.0	16.0	16.0
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
10th %ile Green (s)	6.7	63.0		5.0	61.3		6.0	6.0		16.0	16.0	16.0
10th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
Stops (vph)	124	180		33	2012		52	59		371	60	18
Fuel Used(gal)	4	15		1	55		2	3		15	2	2
CO Emissions (g/hr)	269	1021		94	3849		146	212		1067	164	142
NOx Emissions (g/hr)	52	199		18	749		28	41		208	32	28
VOC Emissions (g/hr)	62	237		22	892		34	49		247	38	33
Dilemma Vehicles (#)	0	87		0	107		0	4		0	3	0
Queue Length 50th (ft)	78	35		22	583		43	51		158	48	2
Queue Length 95th (ft)	#144	100		41	670		#97	#135		#236	93	51
Internal Link Dist (ft)	1249		1229			95			2371			
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	196	2945		248	2828		113	133		531	288	333
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	0.72	0.48		0.40	0.93		0.55	0.72		0.83	0.26	0.32

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 92 (84%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

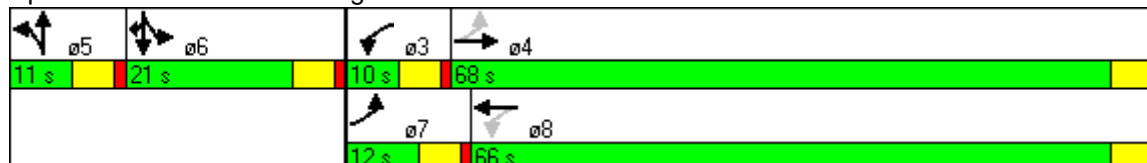
Intersection Signal Delay: 26.5 Intersection LOS: C

Intersection Capacity Utilization 82.5% ICU Level of Service E

Analysis Period (min) 15

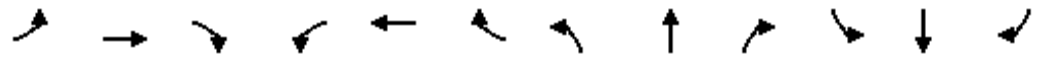
95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue



Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕↕↕		↙	↕↕↕		↙	↕	↙	↙	↕↕	↙
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.998			0.988				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.988	
Satd. Flow (prot)	1770	5075	0	1770	5024	0	1770	1863	1583	1681	1748	1583
Fl _t Permitted	0.063			0.158			0.950			0.950	0.988	
Satd. Flow (perm)	117	5075	0	294	5024	0	1770	1863	1583	1681	1748	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			19				48			119
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	176	1263	20	51	1974	169	52	56	44	70	45	203
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	193	1388	22	56	2169	186	57	62	48	77	49	223
Lane Group Flow (vph)	193	1410	0	56	2355	0	57	62	48	61	65	223
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	16.0	70.0	0.0	9.0	63.0	0.0	10.0	10.0	10.0	21.0	21.0	21.0
Total Split (%)	14.5%	63.6%	0.0%	8.2%	57.3%	0.0%	9.1%	9.1%	9.1%	19.1%	19.1%	19.1%
Maximum Green (s)	11.0	65.0		4.0	58.0		5.0	5.0	5.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	75.0	67.8		64.3	59.3		6.0	6.0	6.0	19.0	19.0	19.0
Actuated g/C Ratio	0.68	0.62		0.58	0.54		0.05	0.05	0.05	0.17	0.17	0.17
v/c Ratio	0.75	0.45		0.23	0.87		0.59	0.61	0.36	0.21	0.22	0.60
Control Delay	24.4	16.2		4.9	8.7		75.3	75.9	22.6	43.0	42.9	27.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.4	16.2		4.9	8.7		75.3	75.9	22.6	43.0	42.9	27.8
LOS	C	B		A	A		E	E	C	D	D	C

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012

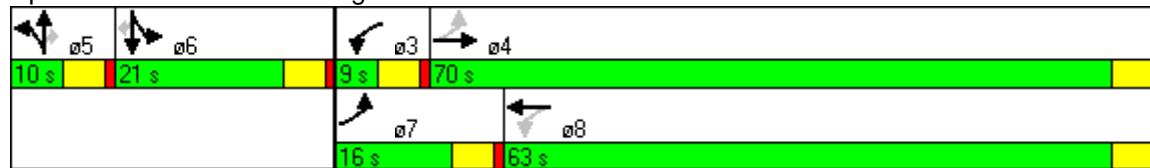


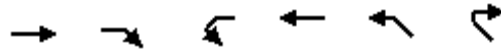
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		17.2			8.6			60.4			33.3	
Approach LOS		B			A			E			C	
90th %ile Green (s)	11.0	65.0		4.0	58.0		5.0	5.0	5.0	16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	11.0	65.0		4.0	58.0		5.0	5.0	5.0	16.0	16.0	16.0
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	11.0	65.0		4.0	58.0		5.0	5.0	5.0	16.0	16.0	16.0
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	11.0	65.0		4.0	58.0		5.0	5.0	5.0	16.0	16.0	16.0
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	9.7	74.0		0.0	59.3		0.0	0.0	0.0	26.0	26.0	26.0
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	MaxR	MaxR	MaxR
Stops (vph)	128	1107		7	604		47	52	13	48	51	94
Fuel Used(gal)	4	27		1	29		2	2	1	2	2	4
CO Emissions (g/hr)	264	1898		41	2032		142	154	69	108	114	294
NOx Emissions (g/hr)	51	369		8	395		28	30	13	21	22	57
VOC Emissions (g/hr)	61	440		9	471		33	36	16	25	26	68
Dilemma Vehicles (#)	0	4		0	126		0	3	0	0	3	0
Queue Length 50th (ft)	50	330		5	76		40	44	0	40	43	67
Queue Length 95th (ft)	m93	372		m8	124		#98	#105	38	83	87	153
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	260	3130		239	2716		97	102	132	291	302	372
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.45		0.23	0.87		0.59	0.61	0.36	0.21	0.22	0.60

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 15.5 Intersection LOS: B
 Intersection Capacity Utilization 71.4% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

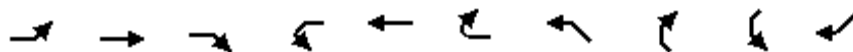
Splits and Phases: 29: Flagler Street & SW 84th Street





Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑	↑		↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1601	549	0	2745	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1759	603	0	3016	0	0
Lane Group Flow (vph)	1759	603	0	3016	0	0
Sign Control	Free			Free	Free	

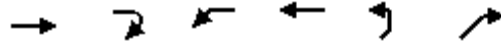
Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.4% ICU Level of Service B
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑↑					↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		45	15		9	15	9	15	45
Lane Util. Factor	1.00	0.95	*0.95	1.00	0.95	1.00	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	3539	0	3539	0	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	3539	0	3539	0	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		958			454		376		381	
Travel Time (s)		14.5			6.9		5.7		5.8	
Volume (vph)	0	1483	669	0	1852	0	0	0	0	580
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1630	735	0	2035	0	0	0	0	637
Lane Group Flow (vph)	0	1630	735	0	2035	0	0	0	0	637
Sign Control		Free			Free		Free		Free	

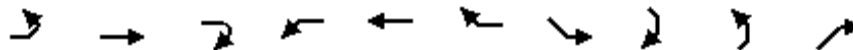
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	78.2%
ICU Level of Service	D
Analysis Period (min)	15
* User Entered Value	



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑		↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	45
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.95
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	1863	0	*3539
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	0	*3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	45	
Link Distance (ft)	479			840	486	
Travel Time (s)	7.3			12.7	7.4	
Volume (vph)	0	0	0	580	0	669
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	637	0	735
Lane Group Flow (vph)	0	0	0	637	0	735
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.9% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	



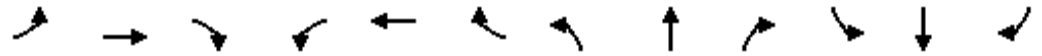
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations		↑↑			↑↑	↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		9	15		45	15	9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	*0.95	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	0	0	3539	3539	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	0	0	3539	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		639			676		475		554	
Travel Time (s)		9.7			10.2		7.2		8.4	
Volume (vph)	0	1483	0	0	1852	796	0	0	0	543
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1630	0	0	2035	875	0	0	0	597
Lane Group Flow (vph)	0	1630	0	0	2035	875	0	0	0	597
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	78.2% ICU Level of Service D
Analysis Period (min)	15
* User Entered Value	

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑	↔↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	340		155	240		55	380		0
Storage Lanes	2		1	2		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t			0.850			0.850			0.850		0.971	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	3539	1583	1770	3437	0
Fl _t Permitted	0.950			0.950			0.138			0.133		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	257	3539	1583	248	3437	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			92			18		29	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2650			345			2574			2388	
Travel Time (s)		40.2			5.2			43.9			40.7	
Volume (vph)	817	1558	112	210	1477	265	123	1015	58	174	800	188
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	898	1712	123	231	1623	291	135	1115	64	191	879	207
Lane Group Flow (vph)	898	1712	123	231	1623	291	135	1115	64	191	1086	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt		custom		pm+pt	
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases			4			8	2		2	6		
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	28.0	44.0	44.0	13.0	29.0	29.0	9.0	33.0	33.0	10.0	34.0	0.0
Total Split (%)	28.0%	44.0%	44.0%	13.0%	29.0%	29.0%	9.0%	33.0%	33.0%	10.0%	34.0%	0.0%
Maximum Green (s)	23.0	39.0	39.0	8.0	24.0	24.0	4.0	28.0	28.0	5.0	29.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	24.0	40.0	40.0	9.0	25.0	25.0	34.0	29.0	29.0	36.0	30.0	
Actuated g/C Ratio	0.24	0.40	0.40	0.09	0.25	0.25	0.34	0.29	0.29	0.36	0.30	
v/c Ratio	1.09	0.84	0.17	0.75	1.01	0.63	0.83	1.09	0.14	1.06	1.03	
Control Delay	75.2	21.1	3.5	58.0	49.1	19.9	50.8	81.9	12.2	99.3	48.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	75.2	21.1	3.5	58.0	49.1	19.9	50.8	81.9	12.2	99.3	48.2	
LOS	E	C	A	E	D	B	D	F	B	F	D	

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012

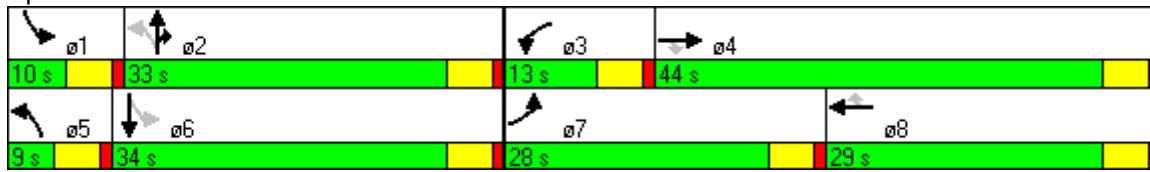


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	38.1			46.1			75.3			55.9		
Approach LOS	D			D			E			E		
90th %ile Green (s)	23.0	39.0	39.0	8.0	24.0	24.0	4.0	28.0	28.0	5.0	29.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	
70th %ile Green (s)	23.0	39.0	39.0	8.0	24.0	24.0	4.0	28.0	28.0	5.0	29.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	
50th %ile Green (s)	23.0	39.0	39.0	8.0	24.0	24.0	4.0	28.0	28.0	5.0	29.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	
30th %ile Green (s)	23.0	39.0	39.0	8.0	24.0	24.0	4.0	28.0	28.0	5.0	29.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	
10th %ile Green (s)	23.0	39.0	39.0	8.0	24.0	24.0	4.0	28.0	28.0	5.0	29.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	
Stops (vph)	602	1527	31	178	1361	199	71	888	40	100	709	
Fuel Used(gal)	34	52	2	8	58	8	4	43	2	8	35	
CO Emissions (g/hr)	2380	3669	167	589	4053	578	288	3032	108	540	2443	
NOx Emissions (g/hr)	463	714	33	115	789	112	56	590	21	105	475	
VOC Emissions (g/hr)	552	850	39	137	939	134	67	703	25	125	566	
Dilemma Vehicles (#)	0	15	0	0	29	0	0	38	0	0	79	
Queue Length 50th (ft)	~319	421	18	65	~314	142	45	~425	21	~67	~324	
Queue Length 95th (ft)	m#392	m473	m20	m80	#402	m171	m#133	#560	m29	m#130	m#437	
Internal Link Dist (ft)	2570			265			2494			2308		
Turn Bay Length (ft)	290			340			155 240			55 380		
Base Capacity (vph)	824	2034	707	309	1602	465	163	1026	472	181	1051	
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	1.09	0.84	0.17	0.75	1.01	0.63	0.83	1.09	0.14	1.06	1.03	

Intersection Summary

























Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green, Master Intersection
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 50.0 Intersection LOS: D
 Intersection Capacity Utilization 95.7% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue



Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.983			0.984	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3479	0	1770	3483	0
Fl _t Permitted	0.950			0.950			0.254			0.167		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	473	3479	0	311	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			52			67		12			12	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	371	2243	80	158	1465	92	149	589	73	372	508	61
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	408	2465	88	174	1610	101	164	647	80	409	558	67
Lane Group Flow (vph)	408	2465	88	174	1610	101	164	727	0	409	625	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	19.0	45.0	45.0	9.0	35.0	35.0	17.0	24.0	0.0	22.0	29.0	0.0
Total Split (%)	19.0%	45.0%	45.0%	9.0%	35.0%	35.0%	17.0%	24.0%	0.0%	22.0%	29.0%	0.0%
Maximum Green (s)	14.0	40.0	40.0	4.0	30.0	30.0	12.0	19.0		17.0	24.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	14.8	41.0	41.0	5.0	31.2	31.2	31.6	20.0		42.0	26.4	
Actuated g/C Ratio	0.15	0.41	0.41	0.05	0.31	0.31	0.32	0.20		0.42	0.26	
v/c Ratio	0.80	0.94	0.13	1.01	0.80	0.19	0.55	1.03		1.04	0.67	
Control Delay	53.6	36.8	9.4	131.2	17.2	3.5	25.2	81.7		84.3	36.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	53.6	36.8	9.4	131.2	17.2	3.5	25.2	81.7		84.3	36.8	
LOS	D	D	A	F	B	A	C	F		F	D	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

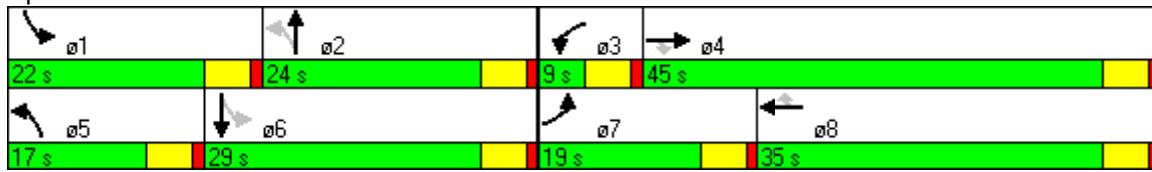


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	38.3			27.0			71.3			55.6		
Approach LOS	D			C			E			E		
90th %ile Green (s)	14.0	40.0	40.0	4.0	30.0	30.0	12.0	19.0		17.0	24.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	14.0	40.0	40.0	4.0	30.0	30.0	12.0	19.0		17.0	24.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	14.0	40.0	40.0	4.0	30.0	30.0	11.4	19.0		17.0	24.6	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
30th %ile Green (s)	14.0	40.0	40.0	4.0	30.0	30.0	9.8	19.0		17.0	26.2	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
10th %ile Green (s)	12.9	40.0	40.0	4.0	31.1	31.1	7.7	19.0		17.0	28.3	
10th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
Stops (vph)	342	2008	24	135	1250	16	104	571		249	490	
Fuel Used(gal)	15	82	2	8	36	1	5	30		18	23	
CO Emissions (g/hr)	1050	5760	133	528	2514	86	336	2101		1234	1578	
NOx Emissions (g/hr)	204	1121	26	103	489	17	65	409		240	307	
VOC Emissions (g/hr)	243	1335	31	122	583	20	78	487		286	366	
Dilemma Vehicles (#)	0	110	0	0	29	0	0	30		0	28	
Queue Length 50th (ft)	130	428	14	~62	195	0	65	~259		~232	186	
Queue Length 95th (ft)	#198	#497	44	#134	286	2	111	#379		#421	251	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	515	2627	680	172	2000	540	325	705		393	929	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.79	0.94	0.13	1.01	0.81	0.19	0.50	1.03		1.04	0.67	

Intersection Summary

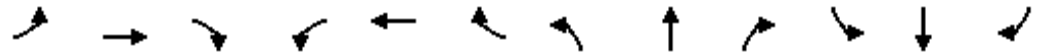
Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	84 (84%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.04
Intersection Signal Delay:	42.1
Intersection LOS:	D
Intersection Capacity Utilization:	89.6%
ICU Level of Service:	E
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

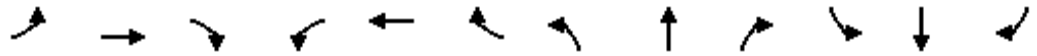
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.998			0.912			0.897	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6395	0	1770	1699	0	1770	1671	0
Fl _t Permitted	0.085			0.093			0.567			0.702		
Satd. Flow (perm)	158	6395	0	173	6395	0	1056	1699	0	1308	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			3			49			102	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	196	2557	41	13	1704	25	41	32	45	43	43	95
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	215	2810	45	14	1873	27	45	35	49	47	47	104
Lane Group Flow (vph)	215	2855	0	14	1900	0	45	84	0	47	151	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	27.0	60.0	0.0	14.0	47.0	0.0	26.0	26.0	0.0	26.0	26.0	0.0
Total Split (%)	27.0%	60.0%	0.0%	14.0%	47.0%	0.0%	26.0%	26.0%	0.0%	26.0%	26.0%	0.0%
Maximum Green (s)	22.0	55.0		9.0	42.0		21.0	21.0		21.0	21.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	81.5	79.3		72.6	66.0		10.5	10.5		10.5	10.5	
Actuated g/C Ratio	0.82	0.79		0.73	0.66		0.10	0.10		0.10	0.10	
v/c Ratio	0.69	0.56		0.06	0.45		0.41	0.38		0.34	0.57	
Control Delay	18.9	5.5		1.5	3.2		42.7	20.9		41.6	17.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.9	5.5		1.5	3.2		42.7	20.9		41.6	17.6	
LOS	B	A		A	A		D	C		D	B	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

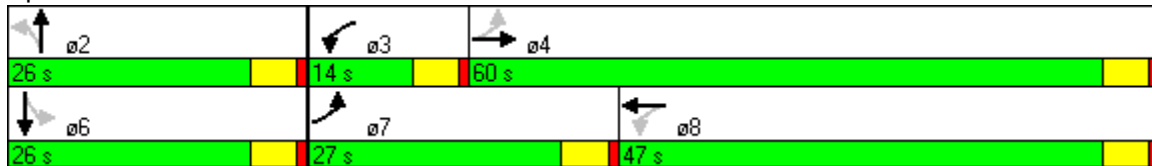


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		6.5			3.2			28.5			23.3	
Approach LOS		A			A			C			C	
90th %ile Green (s)	16.2	65.2		5.7	54.7		14.1	14.1		14.1	14.1	
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap		Gap	Gap	
70th %ile Green (s)	13.9	78.8		0.0	59.9		11.2	11.2		11.2	11.2	
70th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Hold	Hold	
50th %ile Green (s)	10.8	80.7		0.0	64.9		9.3	9.3		9.3	9.3	
50th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)	5.9	82.5		0.0	71.6		7.5	7.5		7.5	7.5	
30th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Hold	Hold	
10th %ile Green (s)	5.5	84.5		0.0	74.0		5.5	5.5		5.5	5.5	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	141	1204		2	268		38	33		39	49	
Fuel Used(gal)	5	45		0	18		1	2		1	3	
CO Emissions (g/hr)	318	3146		9	1238		95	133		103	242	
NOx Emissions (g/hr)	62	612		2	241		19	26		20	47	
VOC Emissions (g/hr)	74	729		2	287		22	31		24	56	
Dilemma Vehicles (#)	0	29		0	76		0	4		0	7	
Queue Length 50th (ft)	46	5		1	56		27	21		28	29	
Queue Length 95th (ft)	m27	m538		m1	77		61	63		62	87	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	500	5075		291	4223		232	412		288	447	
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	0.43	0.56		0.05	0.45		0.19	0.20		0.16	0.34	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 40 (40%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 6.4
 Intersection LOS: A
 Intersection Capacity Utilization 65.8%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

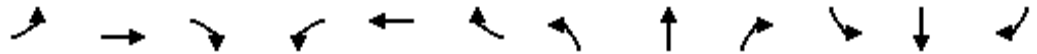
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑↑		↖	↑↑↑↑	↖	↖	↖		↖	↖	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995				0.850		0.971			0.930	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6376	0	1770	6408	1583	1770	1809	0	1770	1732	0
Fl _t Permitted	0.114			0.129			0.317			0.150		
Satd. Flow (perm)	212	6376	0	240	6408	1583	590	1809	0	279	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				136		12			45	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			2650			3134			2669	
Travel Time (s)		17.9			40.2			53.4			45.5	
Volume (vph)	283	2243	72	97	1396	219	130	347	83	72	169	147
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	311	2465	79	107	1534	241	143	381	91	79	186	162
Lane Group Flow (vph)	311	2544	0	107	1534	241	143	472	0	79	348	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	22.0	48.0	0.0	9.0	35.0	35.0	9.0	34.0	0.0	9.0	34.0	0.0
Total Split (%)	22.0%	48.0%	0.0%	9.0%	35.0%	35.0%	9.0%	34.0%	0.0%	9.0%	34.0%	0.0%
Maximum Green (s)	17.0	43.0		4.0	30.0	30.0	4.0	29.0		4.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	53.0	44.0		38.2	33.2	33.2	35.8	31.8		35.0	30.0	
Actuated g/C Ratio	0.53	0.44		0.38	0.33	0.33	0.36	0.32		0.35	0.30	
v/c Ratio	0.87	0.91		0.64	0.72	0.39	0.53	0.81		0.46	0.63	
Control Delay	47.6	19.4		26.8	9.1	0.4	29.6	43.9		28.8	32.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	47.6	19.4		26.8	9.1	0.4	29.6	43.9		28.8	32.1	
LOS	D	B		C	A	A	C	D		C	C	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

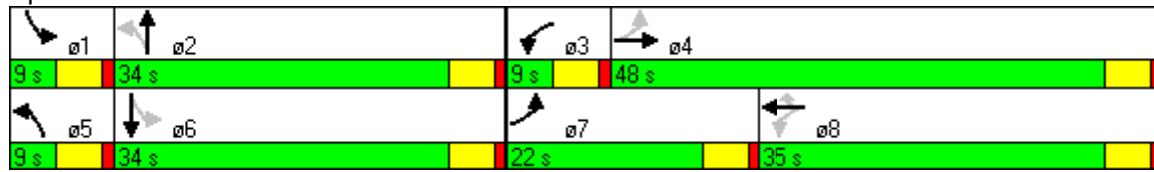


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		22.4			9.0			40.6			31.5	
Approach LOS		C			A			D			C	
90th %ile Green (s)	17.0	43.0		4.0	30.0	30.0	4.0	29.0		4.0	29.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	17.0	43.0		4.0	30.0	30.0	4.0	29.0		4.0	29.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	17.0	43.0		4.0	30.0	30.0	4.0	29.0		4.0	29.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	14.0	43.0		4.0	33.0	33.0	4.0	29.0		4.0	29.0	
30th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	8.8	43.0		4.0	38.2	38.2	4.0	38.0		0.0	29.0	
10th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	MaxR		Skip	MaxR	
Stops (vph)	232	1960		70	309	2	95	363		46	238	
Fuel Used(gal)	8	51		3	30	4	4	17		2	10	
CO Emissions (g/hr)	545	3582		214	2127	266	313	1157		152	710	
NOx Emissions (g/hr)	106	697		42	414	52	61	225		30	138	
VOC Emissions (g/hr)	126	830		50	493	62	73	268		35	164	
Dilemma Vehicles (#)	0	113		0	29	0	0	21		0	16	
Queue Length 50th (ft)	99	481		28	53	0	59	276		32	166	
Queue Length 95th (ft)	#282	201		m28	m53	m0	104	#452		63	264	
Internal Link Dist (ft)		1101			2570			3054			2589	
Turn Bay Length (ft)	507			380		96	160					
Base Capacity (vph)	393	2810		168	2130	617	271	583		172	551	
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	0.79	0.91		0.64	0.72	0.39	0.53	0.81		0.46	0.63	

Intersection Summary

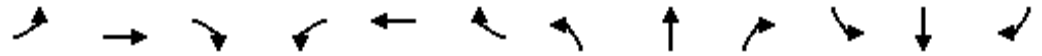
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 37 (37%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 20.6 Intersection LOS: C
 Intersection Capacity Utilization 79.7% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

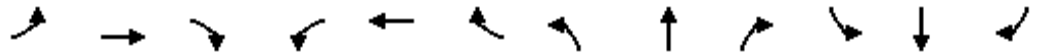
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.962			0.946			0.982			0.990	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1792	0	1770	1762	0	1770	3476	0	1770	3504	0
Fl _t Permitted	0.273			0.354			0.130			0.155		
Satd. Flow (perm)	509	1792	0	659	1762	0	242	3476	0	289	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			28			24			10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2574	
Travel Time (s)		24.4			21.2			19.6			43.9	
Volume (vph)	95	302	104	89	189	106	68	1029	137	107	936	69
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	104	332	114	98	208	116	75	1131	151	118	1029	76
Lane Group Flow (vph)	104	446	0	98	324	0	75	1282	0	118	1105	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	40.0	0.0	31.0	31.0	0.0	9.0	60.0	0.0	51.0	51.0	0.0
Total Split (%)	9.0%	40.0%	0.0%	31.0%	31.0%	0.0%	9.0%	60.0%	0.0%	51.0%	51.0%	0.0%
Maximum Green (s)	4.0	35.0		26.0	26.0		4.0	55.0		46.0	46.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	31.0	31.0		22.0	22.0		61.0	61.0		52.5	52.5	
Actuated g/C Ratio	0.31	0.31		0.22	0.22		0.61	0.61		0.52	0.52	
v/c Ratio	0.47	0.79		0.68	0.79		0.30	0.60		0.78	0.60	
Control Delay	31.5	35.3		47.2	39.6		12.3	14.0		29.1	3.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.5	35.3		47.2	39.6		12.3	14.0		29.1	3.8	
LOS	C	D		D	D		B	B		C	A	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012

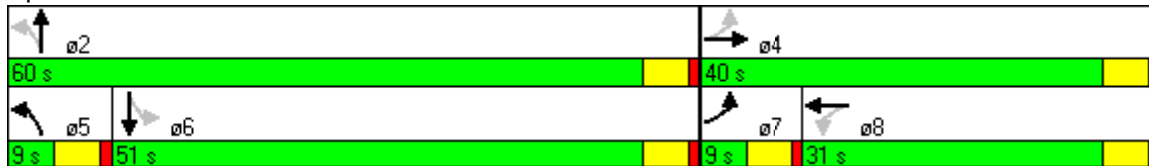


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		34.6			41.3			13.9			6.3	
Approach LOS		C			D			B			A	
90th %ile Green (s)	4.0	35.0		26.0	26.0		4.0	55.0		46.0	46.0	
90th %ile Term Code	Max	Max		Max	Max		Max	Coord		Coord	Coord	
70th %ile Green (s)	4.0	34.0		25.0	25.0		5.0	56.0		46.0	46.0	
70th %ile Term Code	Max	Hold		Gap	Gap		Max	Coord		Coord	Coord	
50th %ile Green (s)	4.0	30.7		21.7	21.7		7.2	59.3		47.1	47.1	
50th %ile Term Code	Max	Hold		Gap	Gap		Gap	Coord		Coord	Coord	
30th %ile Green (s)	4.0	27.4		18.4	18.4		6.5	62.6		51.1	51.1	
30th %ile Term Code	Max	Hold		Gap	Gap		Gap	Coord		Coord	Coord	
10th %ile Green (s)	4.0	22.8		13.8	13.8		0.0	67.2		67.2	67.2	
10th %ile Term Code	Max	Hold		Gap	Gap		Skip	Coord		Coord	Coord	
Stops (vph)	65	345		82	249		28	685		32	282	
Fuel Used(gal)	2	10		2	7		1	19		3	21	
CO Emissions (g/hr)	152	716		168	511		68	1339		197	1477	
NOx Emissions (g/hr)	30	139		33	99		13	261		38	287	
VOC Emissions (g/hr)	35	166		39	118		16	310		46	342	
Dilemma Vehicles (#)	0	20		0	15		0	58		0	27	
Queue Length 50th (ft)	48	245		57	178		18	245		4	18	
Queue Length 95th (ft)	83	341		112	264		41	347		m17	m27	
Internal Link Dist (ft)		1350			1161			1070			2494	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	221	657		178	496		250	2130		152	1844	
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	0.47	0.68		0.55	0.65		0.30	0.60		0.78	0.60	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 85 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 17.7 Intersection LOS: B
 Intersection Capacity Utilization 79.2% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Jose Consec St & SW 87th Avenue



Lanes, Volumes, Timings
20: SW 8th Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕↕↕		↙	↕↕↕	↗	↙	↕↕		↙	↕↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		250	154		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.996				0.850		0.948			0.940	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5065	0	1770	5085	1583	1770	3355	0	1770	3327	0
Fl _t Permitted	0.098			0.095			0.340			0.361		
Satd. Flow (perm)	183	5065	0	177	5085	1583	633	3355	0	672	3327	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				88		90			124	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2396			1458			2338			2560	
Travel Time (s)		36.3			22.1			39.9			43.6	
Volume (vph)	145	1711	42	194	1730	82	297	340	178	114	170	113
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	159	1880	46	213	1901	90	326	374	196	125	187	124
Lane Group Flow (vph)	159	1926	0	213	1901	90	326	570	0	125	311	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	21.0	21.0		9.0	21.0	
Total Split (s)	12.0	45.0	0.0	13.0	46.0	46.0	21.0	29.0	0.0	13.0	21.0	0.0
Total Split (%)	12.0%	45.0%	0.0%	13.0%	46.0%	46.0%	21.0%	29.0%	0.0%	13.0%	21.0%	0.0%
Maximum Green (s)	7.0	40.0		8.0	41.0	41.0	16.0	24.0		8.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	Max	Max		None	None	
Walk Time (s)		5.0			5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0			0	
Act Effct Green (s)	48.9	41.0		51.1	42.1	42.1	38.0	25.2		25.8	17.0	
Actuated g/C Ratio	0.49	0.41		0.51	0.42	0.42	0.38	0.25		0.26	0.17	
v/c Ratio	0.74	0.93		0.91	0.89	0.13	0.75	0.62		0.46	0.46	
Control Delay	46.3	15.4		61.0	32.8	4.6	36.2	31.3		23.4	21.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	46.3	15.4		61.0	32.8	4.6	36.2	31.3		23.4	21.1	
LOS	D	B		E	C	A	D	C		C	C	

Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012

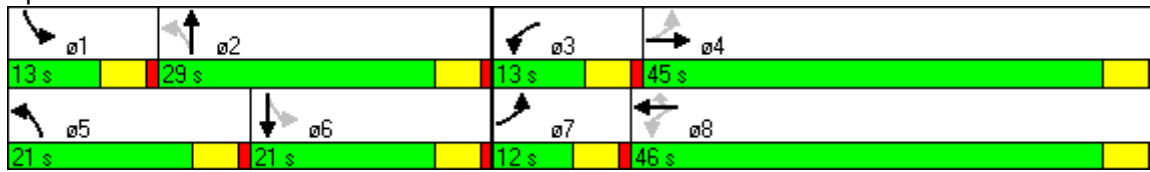


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		17.7			34.4			33.1			21.8	
Approach LOS		B			C			C			C	
90th %ile Green (s)	7.0	40.0		8.0	41.0	41.0	16.0	24.0		8.0	16.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	MaxR	MaxR		Max	Hold	
70th %ile Green (s)	7.0	40.0		8.0	41.0	41.0	16.0	24.0		8.0	16.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	MaxR	MaxR		Max	Hold	
50th %ile Green (s)	7.0	40.0		8.0	41.0	41.0	16.0	24.0		8.0	16.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	MaxR	MaxR		Max	Hold	
30th %ile Green (s)	7.0	40.0		8.0	41.0	41.0	16.0	24.0		8.0	16.0	
30th %ile Term Code	Max	Coord		Max	Coord	Coord	MaxR	MaxR		Max	Hold	
10th %ile Green (s)	6.4	40.0		8.0	41.6	41.6	16.0	25.1		6.9	16.0	
10th %ile Term Code	Gap	Coord		Max	Coord	Coord	MaxR	MaxR		Gap	Hold	
Stops (vph)	114	1167		106	1516	12	216	382		70	174	
Fuel Used(gal)	5	51		6	47	1	9	15		3	8	
CO Emissions (g/hr)	375	3578		389	3269	70	631	1069		234	572	
NOx Emissions (g/hr)	73	696		76	636	14	123	208		46	111	
VOC Emissions (g/hr)	87	829		90	758	16	146	248		54	133	
Dilemma Vehicles (#)	0	30		0	86	0	0	26		0	13	
Queue Length 50th (ft)	59	73		84	402	1	155	143		40	51	
Queue Length 95th (ft)	m81	m#90		#223	472	30	#255	202		m56	m74	
Internal Link Dist (ft)		2316			1378			2258			2480	
Turn Bay Length (ft)	250			250		250	154			150		
Base Capacity (vph)	217	2079		234	2142	718	434	913		274	669	
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	0.73	0.93		0.91	0.89	0.13	0.75	0.62		0.46	0.46	

Intersection Summary

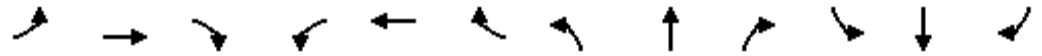
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 25 (25%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 27.0 Intersection LOS: C
 Intersection Capacity Utilization 82.8% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.988				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5024	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.133			0.143		
Satd. Flow (perm)	3433	5085	1583	3433	5024	0	248	5085	1583	266	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			47		14				174			388
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	610	1947	144	273	874	78	125	1509	395	164	718	353
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	670	2140	158	300	960	86	137	1658	434	180	789	388
Lane Group Flow (vph)	670	2140	158	300	1046	0	137	1658	434	180	789	388
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	27.0	45.0	45.0	12.0	30.0	0.0	11.0	34.0	34.0	9.0	32.0	32.0
Total Split (%)	27.0%	45.0%	45.0%	12.0%	30.0%	0.0%	11.0%	34.0%	34.0%	9.0%	32.0%	32.0%
Maximum Green (s)	22.0	40.0	40.0	7.0	25.0		6.0	29.0	29.0	4.0	27.0	27.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	22.4	41.0	41.0	8.0	26.6		37.0	30.0	30.0	33.0	28.0	28.0
Actuated g/C Ratio	0.22	0.41	0.41	0.08	0.27		0.37	0.30	0.30	0.33	0.28	0.28
v/c Ratio	0.87	1.03	0.23	1.09	0.78		0.69	1.09	0.73	1.10	0.80	0.54
Control Delay	48.8	56.8	14.4	105.2	50.2		30.6	73.8	19.9	129.1	40.4	6.0
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	48.8	56.8	14.4	105.2	50.2		30.6	73.8	19.9	129.1	40.4	6.0
LOS	D	E	B	F	D		C	E	B	F	D	A

Lanes, Volumes, Timings
22: Flagler Street & SW 87th Avenue

2/1/2012

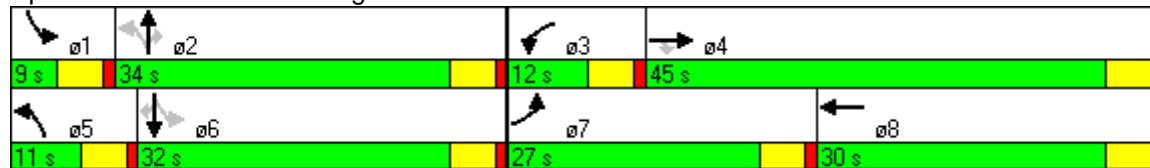


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	52.7			62.4			60.7			42.4		
Approach LOS	D			E			E			D		
90th %ile Green (s)	22.0	40.0	40.0	7.0	25.0		6.0	29.0	29.0	4.0	27.0	27.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	22.0	40.0	40.0	7.0	25.0		6.0	29.0	29.0	4.0	27.0	27.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	22.0	40.0	40.0	7.0	25.0		6.0	29.0	29.0	4.0	27.0	27.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	22.0	40.0	40.0	7.0	25.0		6.0	29.0	29.0	4.0	27.0	27.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	18.9	40.0	40.0	7.0	28.1		6.0	29.0	29.0	4.0	27.0	27.0
10th %ile Term Code	Gap	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	555	1722	64	212	937		74	1227	289	100	644	35
Fuel Used(gal)	21	71	3	10	28		4	63	12	8	26	8
CO Emissions (g/hr)	1492	4948	236	733	1948		267	4380	822	592	1827	532
NOx Emissions (g/hr)	290	963	46	143	379		52	852	160	115	355	104
VOC Emissions (g/hr)	346	1147	55	170	451		62	1015	190	137	423	123
Dilemma Vehicles (#)	0	91	0	0	4		0	99	0	0	36	0
Queue Length 50th (ft)	211	~536	44	~103	260		54	~428	109	~80	244	0
Queue Length 95th (ft)	#301	#632	88	#190	308		m54	m#345	m96	#218	317	69
Internal Link Dist (ft)	2295			1303			260			2774		
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	790	2085	677	275	1348		198	1526	597	163	991	723
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	0.85	1.03	0.23	1.09	0.78		0.69	1.09	0.73	1.10	0.80	0.54

Intersection Summary

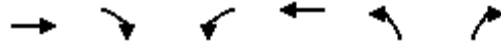
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 42 (42%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 54.8 Intersection LOS: D
 Intersection Capacity Utilization 97.0% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

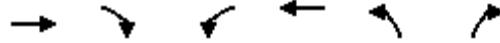
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1397	0	212	1951	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1535	0	233	2144	0	0
Lane Group Flow (vph)	1535	0	233	2144	0	0
Turn Type						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	31.0	0.0	19.0	50.0	0.0	0.0
Total Split (%)	62.0%	0.0%	38.0%	100.0%	0.0%	0.0%
Maximum Green (s)	26.0		14.0	45.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	35.6		9.3	50.0		
Actuated g/C Ratio	0.71		0.19	1.00		
v/c Ratio	0.42		0.36	0.42		
Control Delay	9.1		17.8	0.3		
Queue Delay	0.0		0.0	0.0		
Total Delay	9.1		17.8	0.3		
LOS	A		B	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012

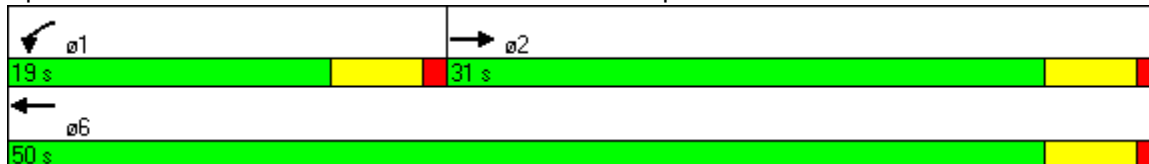


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	9.1			2.0		
Approach LOS	A			A		
90th %ile Green (s)	29.5		10.5	45.0		
90th %ile Term Code	Coord		Gap	Coord		
70th %ile Green (s)	30.6		9.4	45.0		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	31.5		8.5	45.0		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	32.4		7.6	45.0		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	45.0		0.0	45.0		
10th %ile Term Code	Coord		Skip	Coord		
Stops (vph)	994		171	0		
Fuel Used(gal)	16		5	22		
CO Emissions (g/hr)	1139		372	1570		
NOx Emissions (g/hr)	222		72	305		
VOC Emissions (g/hr)	264		86	364		
Dilemma Vehicles (#)	134		0	0		
Queue Length 50th (ft)	300		30	0		
Queue Length 95th (ft)	m330		52	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	3621		1030	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.42		0.23	0.42		

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 26 (52%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.42
 Intersection Signal Delay: 4.8
 Intersection LOS: A
 Intersection Capacity Utilization 41.0%
 ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





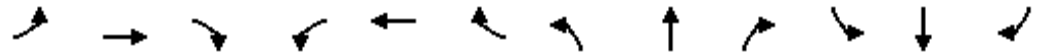
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	212	0	0	521	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	233	0	0	573	0	0
Lane Group Flow (vph)	233	0	0	573	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.1%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		0	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	0.97	1.00	1.00
Fr _t		0.996			0.984			0.923				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5065	0	1770	5004	0	1770	3267	0	3433	1863	1583
Fl _t Permitted	0.109			0.087			0.950			0.950		
Satd. Flow (perm)	203	5065	0	162	5004	0	1770	3267	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			26			79				87
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	94	2172	57	124	1114	129	55	122	128	361	100	79
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	103	2387	63	136	1224	142	60	134	141	397	110	87
Lane Group Flow (vph)	103	2450	0	136	1366	0	60	275	0	397	110	87
Turn Type	pm+pt			pm+pt			Prot			Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8								2
Detector Phases	7	4		3	8		1	6		5	2	2
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	21.0		9.0	21.0	21.0
Total Split (s)	13.0	54.0	0.0	9.0	50.0	0.0	13.0	21.0	0.0	16.0	24.0	24.0
Total Split (%)	13.0%	54.0%	0.0%	9.0%	50.0%	0.0%	13.0%	21.0%	0.0%	16.0%	24.0%	24.0%
Maximum Green (s)	8.0	49.0		4.0	45.0		8.0	16.0		11.0	19.0	19.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	Max
Walk Time (s)		5.0			5.0			5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	58.1	50.0		53.1	49.1		8.4	17.0		12.0	22.7	22.7
Actuated g/C Ratio	0.58	0.50		0.53	0.49		0.08	0.17		0.12	0.23	0.23
v/c Ratio	0.42	0.97		0.81	0.55		0.41	0.44		0.96	0.26	0.20
Control Delay	18.0	22.3		52.7	19.1		62.7	22.2		81.1	35.5	8.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	18.0	22.3		52.7	19.1		62.7	22.2		81.1	35.5	8.8
LOS	B	C		D	B		E	C		F	D	A

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

2/1/2012

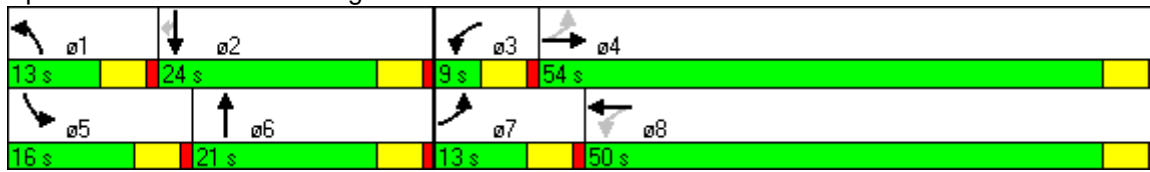


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		22.1			22.1			29.5			62.0	
Approach LOS		C			C			C			E	
90th %ile Green (s)	8.0	49.0		4.0	45.0		8.0	16.0		11.0	19.0	19.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	MaxR		Max	MaxR	MaxR
70th %ile Green (s)	8.0	49.0		4.0	45.0		8.0	16.0		11.0	19.0	19.0
70th %ile Term Code	Max	Coord		Max	Coord		Max	MaxR		Max	MaxR	MaxR
50th %ile Green (s)	6.9	49.0		4.0	46.1		8.0	16.0		11.0	19.0	19.0
50th %ile Term Code	Gap	Coord		Max	Coord		Max	MaxR		Max	MaxR	MaxR
30th %ile Green (s)	6.4	49.0		4.0	46.6		7.5	16.0		11.0	19.5	19.5
30th %ile Term Code	Gap	Coord		Max	Coord		Gap	MaxR		Max	MaxR	MaxR
10th %ile Green (s)	0.0	49.0		4.0	58.0		0.0	16.0		11.0	32.0	32.0
10th %ile Term Code	Skip	Coord		Max	Coord		Skip	MaxR		Max	MaxR	MaxR
Stops (vph)	37	981		56	824		55	149		318	83	15
Fuel Used(gal)	2	40		3	24		2	7		15	3	2
CO Emissions (g/hr)	109	2787		208	1675		158	506		1054	224	112
NOx Emissions (g/hr)	21	542		41	326		31	98		205	44	22
VOC Emissions (g/hr)	25	646		48	388		37	117		244	52	26
Dilemma Vehicles (#)	0	185		0	62		0	25		0	5	0
Queue Length 50th (ft)	18	160		36	219		40	25		131	60	0
Queue Length 95th (ft)	m35	#656		#143	271		m66	m66		#226	111	40
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	261	2535		167	2472		159	621		412	423	427
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	0.39	0.97		0.81	0.55		0.38	0.44		0.96	0.26	0.20

Intersection Summary

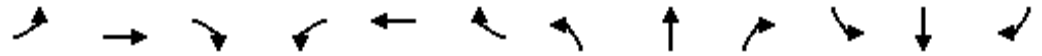
Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	60 (60%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.97
Intersection Signal Delay:	27.4
Intersection LOS:	C
Intersection Capacity Utilization:	81.2%
ICU Level of Service:	D
Analysis Period (min):	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue



Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗↗		↘	↗↗↗		↘	↗	↗	↘	↗	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.996			0.993				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.979	
Satd. Flow (prot)	1770	5065	0	1770	5050	0	1770	1863	1583	1681	1732	1583
Fl _t Permitted	0.103			0.105			0.950			0.950	0.979	
Satd. Flow (perm)	192	5065	0	196	5050	0	1770	1863	1583	1681	1732	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			8				79			110
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	271	2175	56	35	1096	50	50	48	72	117	48	100
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	298	2390	62	38	1204	55	55	53	79	129	53	110
Lane Group Flow (vph)	298	2452	0	38	1259	0	55	53	79	89	93	110
Turn Type	pm+pt			pm+pt			custom		Perm custom			Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5	5	5	6	6	6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	27.0	60.0	0.0	9.0	42.0	0.0	10.0	10.0	10.0	21.0	21.0	21.0
Total Split (%)	27.0%	60.0%	0.0%	9.0%	42.0%	0.0%	10.0%	10.0%	10.0%	21.0%	21.0%	21.0%
Maximum Green (s)	22.0	55.0		4.0	37.0		5.0	5.0	5.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	65.0	59.6		49.5	44.5		6.0	6.0	6.0	19.0	19.0	19.0
Actuated g/C Ratio	0.65	0.60		0.50	0.44		0.06	0.06	0.06	0.19	0.19	0.19
v/c Ratio	0.77	0.81		0.22	0.56		0.52	0.47	0.47	0.28	0.28	0.28
Control Delay	37.5	6.2		12.9	18.3		63.5	59.8	20.2	38.9	38.8	9.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.5	6.2		12.9	18.3		63.5	59.8	20.2	38.9	38.8	9.3
LOS	D	A		B	B		E	E	C	D	D	A

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012

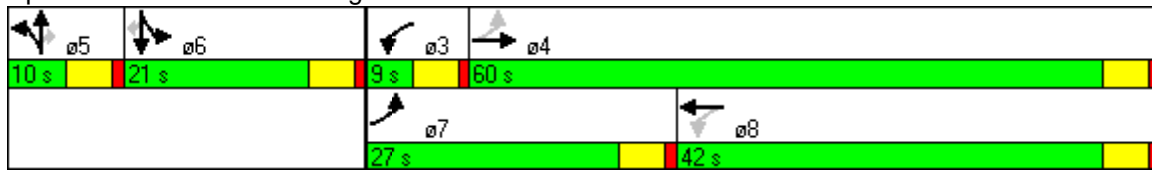


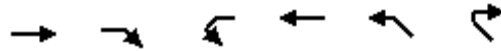
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	9.6		18.2				44.1			27.7		
Approach LOS	A		B				D			C		
90th %ile Green (s)	22.0	55.0		4.0	37.0		5.0	5.0	5.0	16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	18.5	55.0		4.0	40.5		5.0	5.0	5.0	16.0	16.0	16.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	15.7	55.0		4.0	43.3		5.0	5.0	5.0	16.0	16.0	16.0
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	12.8	64.0		0.0	46.2		5.0	5.0	5.0	16.0	16.0	16.0
30th %ile Term Code	Gap	Coord		Skip	Coord		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	8.5	64.0		0.0	50.5		0.0	0.0	0.0	26.0	26.0	26.0
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	MaxR	MaxR	MaxR
Stops (vph)	328	948		16	443		47	46	16	70	73	17
Fuel Used(gal)	8	33		1	19		2	2	2	2	2	1
CO Emissions (g/hr)	548	2311		39	1325		129	122	107	152	159	98
NOx Emissions (g/hr)	107	450		8	258		25	24	21	30	31	19
VOC Emissions (g/hr)	127	536		9	307		30	28	25	35	37	23
Dilemma Vehicles (#)	0	30		0	117		0	3	0	0	4	0
Queue Length 50th (ft)	133	94		7	105		35	33	0	52	55	0
Queue Length 95th (ft)	m123	m99		m20	180		#83	#74	45	102	105	47
Internal Link Dist (ft)	1303		1249				2113			1096		
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	488	3021		176	2252		106	112	169	320	329	390
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.81		0.22	0.56		0.52	0.47	0.47	0.28	0.28	0.28

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 63 (63%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 14.7 Intersection LOS: B
 Intersection Capacity Utilization 67.8% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street





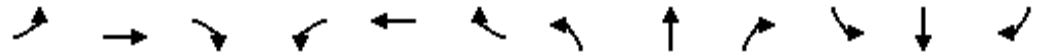
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑			↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt	0.959					
Flt Protected						
Satd. Flow (prot)	4877	0	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	4877	0	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1397	521	0	1951	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1535	573	0	2144	0	0
Lane Group Flow (vph)	2108	0	0	2144	0	0
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.0%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↖	↖↖	↑↑↑	↖	↖	↑↑	↖	↖	↑↑	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	340		155	240		55	380		0
Storage Lanes	2		1	2		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t			0.850			0.850			0.850		0.966	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	3539	1583	1770	3419	0
Fl _t Permitted	0.950			0.950			0.148			0.129		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	276	3539	1583	240	3419	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			84			178			42		39	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2650			345			2574			2388	
Travel Time (s)		40.2			5.2			43.9			40.7	
Volume (vph)	383	1716	96	386	1967	286	172	663	106	242	985	293
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	421	1886	105	424	2162	314	189	729	116	266	1082	322
Lane Group Flow (vph)	421	1886	105	424	2162	314	189	729	116	266	1404	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt		custom		pm+pt	
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases			4			8	2		2	6		
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	17.0	42.0	42.0	16.0	41.0	41.0	10.0	31.0	31.0	21.0	42.0	0.0
Total Split (%)	15.5%	38.2%	38.2%	14.5%	37.3%	37.3%	9.1%	28.2%	28.2%	19.1%	38.2%	0.0%
Maximum Green (s)	12.0	37.0	37.0	11.0	36.0	36.0	5.0	26.0	26.0	16.0	37.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	13.0	38.0	38.0	12.0	37.0	37.0	34.1	28.1	28.1	48.0	38.0	
Actuated g/C Ratio	0.12	0.35	0.35	0.11	0.34	0.34	0.31	0.26	0.26	0.44	0.35	
v/c Ratio	1.04	1.07	0.17	1.13	1.00	0.48	1.13	0.81	0.27	0.82	1.16	
Control Delay	77.4	71.5	9.7	115.4	40.4	10.1	129.8	42.4	18.9	58.4	100.4	
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	77.4	71.5	9.7	115.4	40.4	10.1	129.8	42.4	18.9	58.4	100.4	
LOS	E	E	A	F	D	B	F	D	B	E	F	

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	69.9			48.1			55.7			93.7		
Approach LOS	E			D			E			F		
90th %ile Green (s)	12.0	37.0	37.0	11.0	36.0	36.0	5.0	26.0	26.0	16.0	37.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	
70th %ile Green (s)	12.0	37.0	37.0	11.0	36.0	36.0	5.0	26.0	26.0	16.0	37.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	
50th %ile Green (s)	12.0	37.0	37.0	11.0	36.0	36.0	5.0	26.0	26.0	16.0	37.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	
30th %ile Green (s)	12.0	37.0	37.0	11.0	36.0	36.0	5.0	26.5	26.5	15.5	37.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Gap	MaxR	
10th %ile Green (s)	12.0	37.0	37.0	11.0	36.0	36.0	5.0	30.9	30.9	11.1	37.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR	MaxR	Gap	MaxR	
Stops (vph)	304	1573	52	309	1846	158	112	608	69	182	676	
Fuel Used(gal)	16	74	2	20	74	8	9	23	3	9	56	
CO Emissions (g/hr)	1147	5178	174	1383	5181	534	605	1627	205	639	3943	
NOx Emissions (g/hr)	223	1007	34	269	1008	104	118	317	40	124	767	
VOC Emissions (g/hr)	266	1200	40	320	1201	124	140	377	48	148	914	
Dilemma Vehicles (#)	0	22	0	0	24	0	0	19	0	0	53	
Queue Length 50th (ft)	~142	~557	38	~175	~463	98	~108	265	46	152	~584	
Queue Length 95th (ft)	m#205	#657	m44	m#194	m#493	m111	m#232	m#339	m93	m163	m#564	
Internal Link Dist (ft)	2570			265			2494			2308		
Turn Bay Length (ft)	290			340			155	240		55	380	
Base Capacity (vph)	406	1757	602	375	2155	651	167	904	435	341	1207	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.04	1.07	0.17	1.13	1.00	0.48	1.13	0.81	0.27	0.78	1.16	

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green, Master Intersection
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.16
Intersection Signal Delay:	65.1
Intersection LOS:	E
Intersection Capacity Utilization	103.6%
ICU Level of Service	G
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue

 ø1	 ø2	 ø3	 ø4
21 s	31 s	16 s	42 s
 ø5	 ø6	 ø7	 ø8
10 s	42 s	17 s	41 s

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.986			0.982	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3490	0	1770	3476	0
Fl _t Permitted	0.950			0.950			0.148			0.201		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	276	3490	0	374	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			48			34		9			12	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	380	1772	72	275	2092	71	376	514	52	273	735	97
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	418	1947	79	302	2299	78	413	565	57	300	808	107
Lane Group Flow (vph)	418	1947	79	302	2299	78	413	622	0	300	915	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	17.0	41.0	41.0	16.0	40.0	40.0	23.0	31.0	0.0	22.0	30.0	0.0
Total Split (%)	15.5%	37.3%	37.3%	14.5%	36.4%	36.4%	20.9%	28.2%	0.0%	20.0%	27.3%	0.0%
Maximum Green (s)	12.0	36.0	36.0	11.0	35.0	35.0	18.0	26.0		17.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	13.0	37.0	37.0	12.0	36.0	36.0	46.7	28.0		43.0	26.0	
Actuated g/C Ratio	0.12	0.34	0.34	0.11	0.33	0.33	0.42	0.25		0.39	0.24	
v/c Ratio	1.03	0.90	0.14	0.81	1.10	0.14	1.10	0.70		0.83	1.10	
Control Delay	100.5	41.9	12.7	74.8	73.0	5.0	106.9	41.7		39.8	102.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	100.5	41.9	12.7	74.8	73.0	5.0	106.9	41.7		39.8	102.0	
LOS	F	D	B	E	E	A	F	D		D	F	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

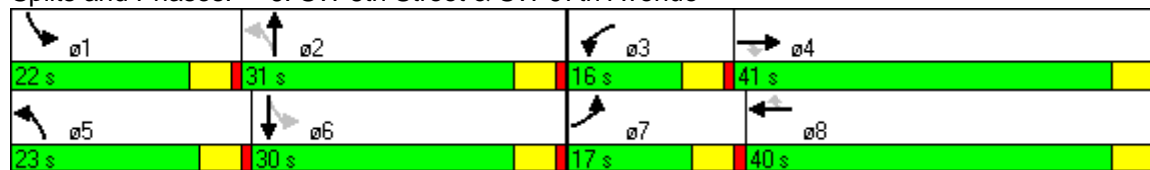


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	50.9			71.2			67.7			86.6		
Approach LOS	D			E			E			F		
90th %ile Green (s)	12.0	36.0	36.0	11.0	35.0	35.0	18.0	26.0		17.0	25.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	12.0	36.0	36.0	11.0	35.0	35.0	18.0	26.0		17.0	25.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	12.0	36.0	36.0	11.0	35.0	35.0	18.0	26.0		17.0	25.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	12.0	36.0	36.0	11.0	35.0	35.0	18.0	26.7		16.3	25.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Gap	MaxR	
10th %ile Green (s)	12.0	36.0	36.0	11.0	35.0	35.0	18.0	30.1		12.9	25.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Gap	MaxR	
Stops (vph)	331	1607	24	233	1902	24	251	497		184	712	
Fuel Used(gal)	19	67	2	10	77	1	18	21		10	44	
CO Emissions (g/hr)	1312	4696	125	696	5353	78	1278	1480		733	3078	
NOx Emissions (g/hr)	255	914	24	135	1041	15	249	288		143	599	
VOC Emissions (g/hr)	304	1088	29	161	1241	18	296	343		170	713	
Dilemma Vehicles (#)	0	80	0	0	23	0	0	26		0	33	
Queue Length 50th (ft)	~163	378	15	94	~544	10	~283	210		138	~384	
Queue Length 95th (ft)	#262	430	49	#170	#624	m28	#479	275		#269	#515	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	406	2155	564	375	2097	541	375	894		378	831	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.03	0.90	0.14	0.81	1.10	0.14	1.10	0.70		0.79	1.10	

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	93 (85%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.10
Intersection Signal Delay:	66.6
Intersection LOS:	E
Intersection Capacity Utilization:	98.7%
ICU Level of Service:	F
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.998			0.942			0.866	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6395	0	1770	1755	0	1770	1613	0
Fl _t Permitted	0.066			0.070			0.392			0.734		
Satd. Flow (perm)	123	6395	0	130	6395	0	730	1755	0	1367	1613	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4			14			166	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	98	2106	30	28	2258	35	11	20	13	54	24	193
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	108	2314	33	31	2481	38	12	22	14	59	26	212
Lane Group Flow (vph)	108	2347	0	31	2519	0	12	36	0	59	238	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	20.0	67.0	0.0	14.0	61.0	0.0	29.0	29.0	0.0	29.0	29.0	0.0
Total Split (%)	18.2%	60.9%	0.0%	12.7%	55.5%	0.0%	26.4%	26.4%	0.0%	26.4%	26.4%	0.0%
Maximum Green (s)	15.0	62.0		9.0	56.0		24.0	24.0		24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	88.1	83.1		84.7	78.0		12.4	12.4		12.4	12.4	
Actuated g/C Ratio	0.80	0.76		0.77	0.71		0.11	0.11		0.11	0.11	
v/c Ratio	0.51	0.49		0.16	0.56		0.15	0.17		0.38	0.72	
Control Delay	20.0	8.3		5.1	2.1		42.0	29.1		44.8	18.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.0	8.3		5.1	2.1		42.0	29.1		44.8	18.2	
LOS	B	A		A	A		D	C		D	B	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

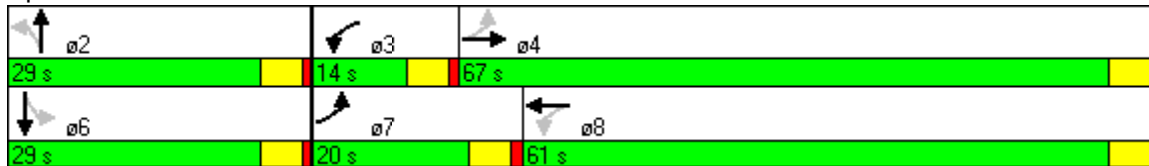


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		8.8			2.2			32.3			23.5	
Approach LOS		A			A			C			C	
90th %ile Green (s)	10.0	69.7		6.5	66.2		18.8	18.8		18.8	18.8	
90th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	6.7	75.6		5.6	74.5		13.8	13.8		13.8	13.8	
70th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	5.5	79.0		5.5	79.0		10.5	10.5		10.5	10.5	
50th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	5.5	91.9		0.0	81.4		8.1	8.1		8.1	8.1	
30th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
10th %ile Green (s)	5.5	94.3		0.0	83.8		5.7	5.7		5.7	5.7	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	47	1204		5	229		11	21		49	71	
Fuel Used(gal)	2	41		0	21		0	1		2	5	
CO Emissions (g/hr)	140	2857		21	1497		26	65		132	382	
NOx Emissions (g/hr)	27	556		4	291		5	13		26	74	
VOC Emissions (g/hr)	32	662		5	347		6	15		31	88	
Dilemma Vehicles (#)	0	13		0	30		0	2		0	10	
Queue Length 50th (ft)	29	429		1	36		8	14		40	48	
Queue Length 95th (ft)	m18	497		m1	m58		25	42		76	124	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	340	4832		253	4535		166	410		311	495	
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	0.32	0.49		0.12	0.56		0.07	0.09		0.19	0.48	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 39 (35%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 6.7 Intersection LOS: A
 Intersection Capacity Utilization 61.9% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.994				0.850		0.952			0.949	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6369	0	1770	6408	1583	1770	1773	0	1770	1768	0
Fl _t Permitted	0.100			0.098			0.125			0.287		
Satd. Flow (perm)	186	6369	0	183	6408	1583	233	1773	0	535	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				69		21			26	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			2650			3134			2669	
Travel Time (s)		17.9			40.2			53.4			45.5	
Volume (vph)	168	1830	73	135	2084	166	113	206	96	189	393	200
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	185	2011	80	148	2290	182	124	226	105	208	432	220
Lane Group Flow (vph)	185	2091	0	148	2290	182	124	331	0	208	652	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	12.0	44.0	0.0	13.0	45.0	45.0	9.0	36.0	0.0	17.0	44.0	0.0
Total Split (%)	10.9%	40.0%	0.0%	11.8%	40.9%	40.9%	8.2%	32.7%	0.0%	15.5%	40.0%	0.0%
Maximum Green (s)	7.0	39.0		8.0	40.0	40.0	4.0	31.0		12.0	39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	48.3	40.3		49.7	41.0	41.0	37.6	32.6		49.0	40.0	
Actuated g/C Ratio	0.44	0.37		0.45	0.37	0.37	0.34	0.30		0.45	0.36	
v/c Ratio	0.94	0.89		0.71	0.96	0.29	0.83	0.61		0.55	0.99	
Control Delay	89.8	19.5		40.4	12.5	1.6	64.0	37.0		24.9	66.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	89.8	19.5		40.4	12.5	1.6	64.0	37.0		24.9	66.9	
LOS	F	B		D	B	A	E	D		C	E	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

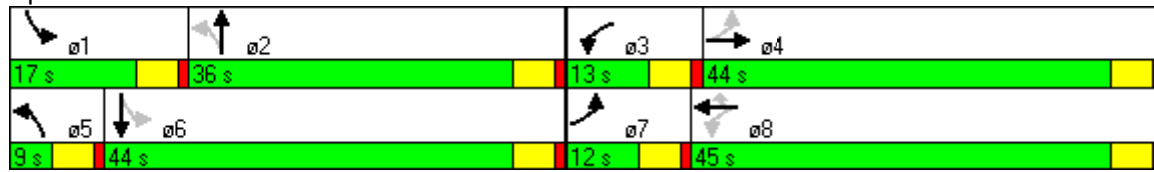


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		25.2			13.3			44.4			56.7	
Approach LOS		C			B			D			E	
90th %ile Green (s)	7.0	39.0		8.0	40.0	40.0	4.0	31.0		12.0	39.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	7.0	39.0		8.0	40.0	40.0	4.0	31.0		12.0	39.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	7.0	39.0		8.0	40.0	40.0	4.0	31.0		12.0	39.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	7.0	39.0		8.0	40.0	40.0	4.0	31.3		11.7	39.0	
30th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Gap	MaxR	
10th %ile Green (s)	7.0	40.5		6.5	40.0	40.0	4.0	33.8		9.2	39.0	
10th %ile Term Code	Max	Coord		Gap	Coord	Coord	Max	MaxR		Gap	MaxR	
Stops (vph)	134	1248		83	812	8	70	242		114	498	
Fuel Used(gal)	6	38		4	51	3	5	11		6	24	
CO Emissions (g/hr)	421	2633		312	3583	210	319	772		384	1657	
NOx Emissions (g/hr)	82	512		61	697	41	62	150		75	322	
VOC Emissions (g/hr)	98	610		72	830	49	74	179		89	384	
Dilemma Vehicles (#)	0	73		0	62	0	0	14		0	25	
Queue Length 50th (ft)	89	160		67	98	3	51	190		90	439	
Queue Length 95th (ft)	#229	146		m63	m95	m2	#141	288		144	#688	
Internal Link Dist (ft)		1101			2570			3054			2589	
Turn Bay Length (ft)	507			380		96	160					
Base Capacity (vph)	197	2338		213	2388	633	149	541		384	659	
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	0.94	0.89		0.69	0.96	0.29	0.83	0.61		0.54	0.99	

Intersection Summary

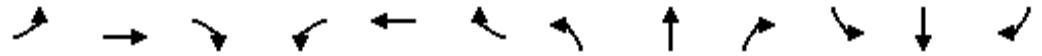
Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 37 (34%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 26.0 Intersection LOS: C
 Intersection Capacity Utilization 92.0% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.949			0.965			0.983			0.984	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1768	0	1770	1798	0	1770	3479	0	1770	3483	0
Fl _t Permitted	0.127			0.544			0.071			0.299		
Satd. Flow (perm)	237	1768	0	1013	1798	0	132	3479	0	557	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			13			21			15	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2574	
Travel Time (s)		24.4			21.2			19.6			43.9	
Volume (vph)	73	180	93	134	287	86	156	769	96	58	1207	141
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	80	198	102	147	315	95	171	845	105	64	1326	155
Lane Group Flow (vph)	80	300	0	147	410	0	171	950	0	64	1481	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	41.0	0.0	32.0	32.0	0.0	13.0	69.0	0.0	56.0	56.0	0.0
Total Split (%)	8.2%	37.3%	0.0%	29.1%	29.1%	0.0%	11.8%	62.7%	0.0%	50.9%	50.9%	0.0%
Maximum Green (s)	4.0	36.0		27.0	27.0		8.0	64.0		51.0	51.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	34.2	34.2		27.0	27.0		67.8	67.8		54.8	54.8	
Actuated g/C Ratio	0.31	0.31		0.25	0.25		0.62	0.62		0.50	0.50	
v/c Ratio	0.56	0.53		0.59	0.91		0.80	0.44		0.23	0.85	
Control Delay	41.7	30.8		46.1	59.8		47.7	12.2		3.1	7.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	41.7	30.8		46.1	59.8		47.7	12.2		3.1	7.6	
LOS	D	C		D	E		D	B		A	A	

Lanes, Volumes, Timings
 15: Jose Conseco St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		33.1			56.2			17.6			7.4	
Approach LOS		C			E			B			A	
90th %ile Green (s)	4.0	36.0		27.0	27.0		8.0	64.0		51.0	51.0	
90th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
70th %ile Green (s)	4.0	36.0		27.0	27.0		8.0	64.0		51.0	51.0	
70th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
50th %ile Green (s)	4.0	36.0		27.0	27.0		8.0	64.0		51.0	51.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
30th %ile Green (s)	4.0	36.0		27.0	27.0		8.0	64.0		51.0	51.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	Coord		Coord	Coord	
10th %ile Green (s)	0.0	22.0		22.0	22.0		8.0	78.0		65.0	65.0	
10th %ile Term Code	Skip	Hold		Gap	Gap		Gap	Coord		Coord	Coord	
Stops (vph)	49	199		118	325		83	429		13	865	
Fuel Used(gal)	2	6		4	11		4	13		1	34	
CO Emissions (g/hr)	127	442		248	760		248	916		82	2386	
NOx Emissions (g/hr)	25	86		48	148		48	178		16	464	
VOC Emissions (g/hr)	29	102		57	176		57	212		19	553	
Dilemma Vehicles (#)	0	12		0	16		0	39		0	25	
Queue Length 50th (ft)	39	153		91	271		68	181		6	277	
Queue Length 95th (ft)	75	237		161	#447		#184	229		m7	m200	
Internal Link Dist (ft)		1350			1161			1070			2494	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	143	611		258	467		215	2152		277	1742	
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	0.56	0.49		0.57	0.88		0.80	0.44		0.23	0.85	

Intersection Summary

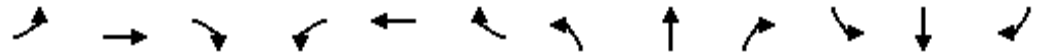
Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 105 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 20.9 Intersection LOS: C
 Intersection Capacity Utilization 84.2% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕↕↕		↙	↕↕↕	↗	↙	↕↕		↙	↕↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		250	154		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.992				0.850		0.936			0.954	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5045	0	1770	5085	1583	1770	3313	0	1770	3376	0
Fl _t Permitted	0.089			0.082			0.190			0.595		
Satd. Flow (perm)	166	5045	0	153	5085	1583	354	3313	0	1108	3376	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				131		108			53	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2396			1458			2338			2560	
Travel Time (s)		36.3			22.1			39.9			43.6	
Volume (vph)	149	1923	106	303	2210	153	223	132	98	110	269	117
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	164	2113	116	333	2429	168	245	145	108	121	296	129
Lane Group Flow (vph)	164	2229	0	333	2429	168	245	253	0	121	425	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	21.0	21.0		9.0	21.0	
Total Split (s)	11.0	49.0	0.0	19.0	57.0	57.0	21.0	29.0	0.0	13.0	21.0	0.0
Total Split (%)	10.0%	44.5%	0.0%	17.3%	51.8%	51.8%	19.1%	26.4%	0.0%	11.8%	19.1%	0.0%
Maximum Green (s)	6.0	44.0		14.0	52.0	52.0	16.0	24.0		8.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	Max	Max		None	None	
Walk Time (s)		5.0			5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0			0	
Act Effct Green (s)	52.0	45.0		64.0	53.0	53.0	38.0	25.2		25.8	17.0	
Actuated g/C Ratio	0.47	0.41		0.58	0.48	0.48	0.35	0.23		0.23	0.15	
v/c Ratio	0.91	1.08		1.07	0.99	0.20	0.72	0.30		0.39	0.75	
Control Delay	61.8	54.7		98.1	43.2	5.1	40.5	20.9		30.8	47.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	61.8	54.7		98.1	43.2	5.1	40.5	20.9		30.8	47.4	
LOS	E	D		F	D	A	D	C		C	D	

Lanes, Volumes, Timings
20: SW 8th Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	55.2		47.2				30.6		43.7			
Approach LOS	E		D				C		D			
90th %ile Green (s)	6.0	44.0		14.0	52.0	52.0	16.0	24.0		8.0	16.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	MaxR	MaxR		Max	Max	
70th %ile Green (s)	6.0	44.0		14.0	52.0	52.0	16.0	24.0		8.0	16.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	MaxR	MaxR		Max	Max	
50th %ile Green (s)	6.0	44.0		14.0	52.0	52.0	16.0	24.0		8.0	16.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	MaxR	MaxR		Max	Max	
30th %ile Green (s)	6.0	44.0		14.0	52.0	52.0	16.0	24.0		8.0	16.0	
30th %ile Term Code	Max	Coord		Max	Coord	Coord	MaxR	MaxR		Max	Hold	
10th %ile Green (s)	6.0	44.0		14.0	52.0	52.0	16.0	24.9		7.1	16.0	
10th %ile Term Code	Max	Coord		Max	Coord	Coord	MaxR	MaxR		Gap	Hold	
Stops (vph)	134	1733		191	1957	25	164	105		78	309	
Fuel Used(gal)	6	80		11	65	2	7	6		3	14	
CO Emissions (g/hr)	433	5609		789	4522	134	488	396		245	975	
NOx Emissions (g/hr)	84	1091		154	880	26	95	77		48	190	
VOC Emissions (g/hr)	100	1300		183	1048	31	113	92		57	226	
Dilemma Vehicles (#)	0	57		0	96	0	0	11		0	10	
Queue Length 50th (ft)	73	~648		~211	604	13	130	43		59	106	
Queue Length 95th (ft)	m76	m#608		#394	#743	50	#217	80		103	163	
Internal Link Dist (ft)	2316			1378		2258				2480		
Turn Bay Length (ft)	250			250		250	154			150		
Base Capacity (vph)	181	2069		310	2450	831	341	841		316	567	
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	0.91	1.08		1.07	0.99	0.20	0.72	0.30		0.38	0.75	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 44 (40%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 48.6 Intersection LOS: D

Intersection Capacity Utilization 93.2% ICU Level of Service F

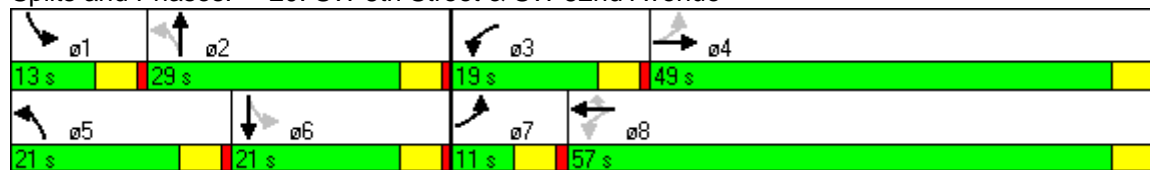
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

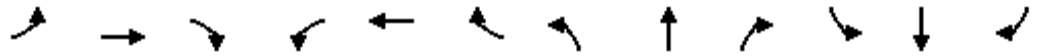
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5009	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.148			0.133		
Satd. Flow (perm)	3433	5085	1583	3433	5009	0	276	5085	1583	248	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			54		20				125			210
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	339	1161	123	343	1581	176	250	982	127	221	974	485
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	373	1276	135	377	1737	193	275	1079	140	243	1070	533
Lane Group Flow (vph)	373	1276	135	377	1930	0	275	1079	140	243	1070	533
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	15.0	41.0	41.0	19.0	45.0	0.0	16.0	31.0	31.0	19.0	34.0	34.0
Total Split (%)	13.6%	37.3%	37.3%	17.3%	40.9%	0.0%	14.5%	28.2%	28.2%	17.3%	30.9%	30.9%
Maximum Green (s)	10.0	36.0	36.0	14.0	40.0		11.0	26.0	26.0	14.0	29.0	29.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	11.0	37.2	37.2	14.8	41.0		39.5	27.5	27.5	44.5	30.0	30.0
Actuated g/C Ratio	0.10	0.34	0.34	0.13	0.37		0.36	0.25	0.25	0.40	0.27	0.27
v/c Ratio	1.09	0.74	0.24	0.82	1.03		1.05	0.85	0.29	0.81	1.11	0.91
Control Delay	120.8	35.4	16.9	54.5	46.5		93.0	26.2	3.7	44.0	101.6	45.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	120.8	35.4	16.9	54.5	46.5		93.0	26.2	3.7	44.0	101.6	45.2
LOS	F	D	B	D	D		F	C	A	D	F	D

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012

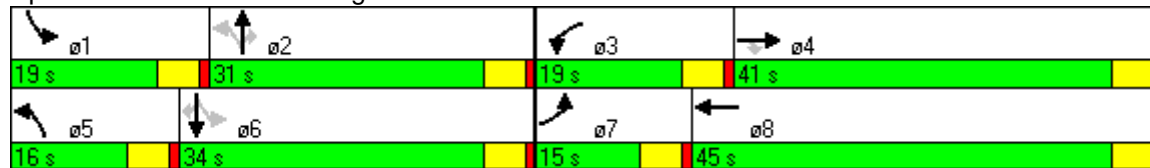


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	51.8			47.8			36.4			77.7		
Approach LOS	D			D			D			E		
90th %ile Green (s)	10.0	36.0	36.0	14.0	40.0		11.0	26.0	26.0	14.0	29.0	29.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	10.0	36.0	36.0	14.0	40.0		11.0	26.0	26.0	14.0	29.0	29.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	10.0	36.0	36.0	14.0	40.0		11.0	26.0	26.0	14.0	29.0	29.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	10.0	36.0	36.0	14.0	40.0		11.0	26.0	26.0	14.0	29.0	29.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	10.0	37.2	37.2	12.8	40.0		11.0	28.7	28.7	11.3	29.0	29.0
10th %ile Term Code	Max	Coord	Coord	Gap	Coord		Max	MaxR	MaxR	Gap	MaxR	MaxR
Stops (vph)	287	995	52	298	1638		229	744	33	148	841	283
Fuel Used(gal)	17	37	3	10	49		12	31	3	8	47	17
CO Emissions (g/hr)	1162	2575	204	696	3438		812	2147	194	539	3304	1163
NOx Emissions (g/hr)	226	501	40	135	669		158	418	38	105	643	226
VOC Emissions (g/hr)	269	597	47	161	797		188	498	45	125	766	269
Dilemma Vehicles (#)	0	53	0	0	9		0	29	0	0	39	0
Queue Length 50th (ft)	~153	290	40	123	~549		~152	210	20	114	~455	237
Queue Length 95th (ft)	#249	346	87	m152	#644		m#237	m234	m22	#239	#587	#450
Internal Link Dist (ft)	2295			1303			260			2774		
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	343	1721	571	468	1880		262	1273	490	309	965	584
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	1.09	0.74	0.24	0.81	1.03		1.05	0.85	0.29	0.79	1.11	0.91

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 66 (60%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 53.9 Intersection LOS: D
 Intersection Capacity Utilization 98.2% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

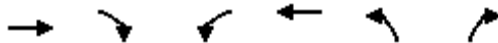
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘↘	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1603	0	520	2734	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1762	0	571	3004	0	0
Lane Group Flow (vph)	1762	0	571	3004	0	0
Turn Type						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	32.0	0.0	23.0	55.0	0.0	0.0
Total Split (%)	58.2%	0.0%	41.8%	100.0%	0.0%	0.0%
Maximum Green (s)	27.0		18.0	50.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	32.0		15.0	55.0		
Actuated g/C Ratio	0.58		0.27	1.00		
v/c Ratio	0.60		0.61	0.59		
Control Delay	7.6		18.4	0.5		
Queue Delay	0.0		0.0	0.0		
Total Delay	7.6		18.4	0.5		
LOS	A		B	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012

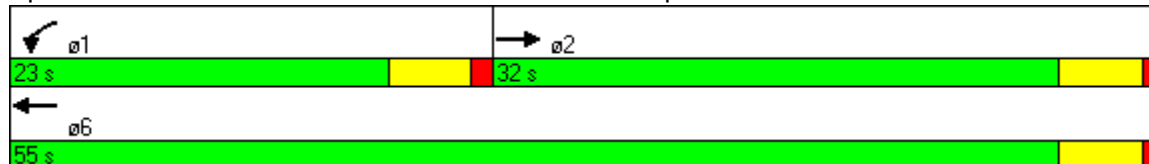


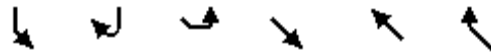
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	7.6			3.4		
Approach LOS	A			A		
90th %ile Green (s)	27.0		18.0	50.0		
90th %ile Term Code	Coord		Max	Coord		
70th %ile Green (s)	28.9		16.1	50.0		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	31.2		13.8	50.0		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	32.8		12.2	50.0		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	35.0		10.0	50.0		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	603		418	1		
Fuel Used(gal)	12		13	32		
CO Emissions (g/hr)	804		916	2210		
NOx Emissions (g/hr)	157		178	430		
VOC Emissions (g/hr)	186		212	512		
Dilemma Vehicles (#)	170		0	0		
Queue Length 50th (ft)	171		84	0		
Queue Length 95th (ft)	m164		111	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	2957		1186	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.60		0.48	0.59		

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 55
 Offset: 15 (27%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 4.8
 Intersection LOS: A
 Intersection Capacity Utilization 56.2%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





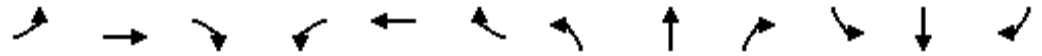
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	520	0	0	550	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	571	0	0	604	0	0
Lane Group Flow (vph)	571	0	0	604	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.4%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		0	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	0.97	1.00	1.00
Fr _t		0.992			0.978			0.939				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5045	0	1770	4973	0	1770	3323	0	3433	1863	1583
Fl _t Permitted	0.087			0.098			0.950			0.950		
Satd. Flow (perm)	162	5045	0	183	4973	0	1770	3323	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			46			88				96
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	124	1162	65	182	1994	339	82	117	80	379	125	87
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	136	1277	71	200	2191	373	90	129	88	416	137	96
Lane Group Flow (vph)	136	1348	0	200	2564	0	90	217	0	416	137	96
Turn Type	pm+pt			pm+pt			Prot			Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8								2
Detector Phases	7	4		3	8		1	6		5	2	2
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	21.0		9.0	21.0	21.0
Total Split (s)	9.0	50.0	0.0	21.0	62.0	0.0	16.0	21.0	0.0	18.0	23.0	23.0
Total Split (%)	8.2%	45.5%	0.0%	19.1%	56.4%	0.0%	14.5%	19.1%	0.0%	16.4%	20.9%	20.9%
Maximum Green (s)	4.0	45.0		16.0	57.0		11.0	16.0		13.0	18.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	Max
Walk Time (s)		5.0			5.0			5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	55.1	50.1		67.0	58.0		10.8	17.0		14.0	22.6	22.6
Actuated g/C Ratio	0.50	0.46		0.61	0.53		0.10	0.15		0.13	0.21	0.21
v/c Ratio	0.88	0.59		0.67	0.97		0.52	0.37		0.95	0.36	0.24
Control Delay	80.8	10.3		23.0	36.9		61.1	20.3		80.9	42.7	9.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	80.8	10.3		23.0	36.9		61.1	20.3		80.9	42.7	9.7
LOS	F	B		C	D		E	C		F	D	A

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

2/1/2012

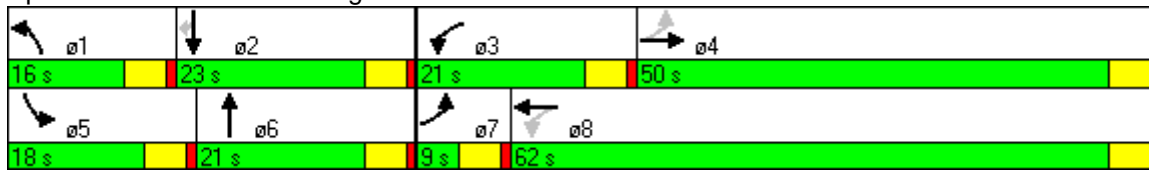


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		16.8			35.9			32.2			62.3	
Approach LOS		B			D			C			E	
90th %ile Green (s)	4.0	45.0		16.0	57.0		11.0	16.0		13.0	18.0	18.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	MaxR		Max	MaxR	MaxR
70th %ile Green (s)	4.0	46.7		14.3	57.0		11.0	16.0		13.0	18.0	18.0
70th %ile Term Code	Max	Coord		Gap	Coord		Max	MaxR		Max	MaxR	MaxR
50th %ile Green (s)	4.0	49.5		11.5	57.0		11.0	16.0		13.0	18.0	18.0
50th %ile Term Code	Max	Coord		Gap	Coord		Max	MaxR		Max	MaxR	MaxR
30th %ile Green (s)	4.0	51.3		9.7	57.0		9.2	16.0		13.0	19.8	19.8
30th %ile Term Code	Max	Coord		Gap	Coord		Gap	MaxR		Max	MaxR	MaxR
10th %ile Green (s)	4.0	53.1		7.9	57.0		0.0	16.0		13.0	34.0	34.0
10th %ile Term Code	Max	Coord		Gap	Coord		Skip	MaxR		Max	MaxR	MaxR
Stops (vph)	89	276		96	2017		79	121		339	109	15
Fuel Used(gal)	4	16		3	58		3	6		16	4	2
CO Emissions (g/hr)	282	1143		238	4059		232	395		1110	296	123
NOx Emissions (g/hr)	55	222		46	790		45	77		216	58	24
VOC Emissions (g/hr)	65	265		55	941		54	92		257	69	29
Dilemma Vehicles (#)	0	104		0	103		0	6		0	6	0
Queue Length 50th (ft)	68	70		65	606		64	30		152	87	0
Queue Length 95th (ft)	#169	140		142	#758		m102	m45		#249	149	45
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	154	2304		357	2644		193	588		437	382	401
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	0.88	0.59		0.56	0.97		0.47	0.37		0.95	0.36	0.24

Intersection Summary

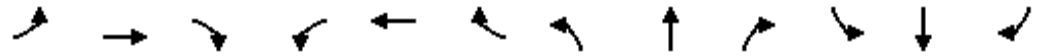
Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 5 (5%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 33.5 Intersection LOS: C
 Intersection Capacity Utilization 82.9% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue



Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖	↖	↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.998			0.988				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.988	
Satd. Flow (prot)	1770	5075	0	1770	5024	0	1770	1863	1583	1681	1748	1583
Fl _t Permitted	0.065			0.161			0.950			0.950	0.988	
Satd. Flow (perm)	121	5075	0	300	5024	0	1770	1863	1583	1681	1748	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			20				51			135
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	171	1265	18	49	1936	171	50	60	46	70	45	200
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	188	1390	20	54	2127	188	55	66	51	77	49	220
Lane Group Flow (vph)	188	1410	0	54	2315	0	55	66	51	61	65	220
Turn Type	pm+pt			pm+pt			custom		Perm custom			Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5	5	5	6	6	6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	17.0	70.0	0.0	9.0	62.0	0.0	10.0	10.0	10.0	21.0	21.0	21.0
Total Split (%)	15.5%	63.6%	0.0%	8.2%	56.4%	0.0%	9.1%	9.1%	9.1%	19.1%	19.1%	19.1%
Maximum Green (s)	12.0	65.0		4.0	57.0		5.0	5.0	5.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	75.0	67.8		63.7	58.7		6.0	6.0	6.0	19.0	19.0	19.0
Actuated g/C Ratio	0.68	0.62		0.58	0.53		0.05	0.05	0.05	0.17	0.17	0.17
v/c Ratio	0.70	0.45		0.22	0.86		0.57	0.65	0.38	0.21	0.22	0.57
Control Delay	18.7	15.5		4.6	8.0		73.5	79.6	22.3	43.0	42.9	23.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	15.5		4.6	8.0		73.5	79.6	22.3	43.0	42.9	23.8
LOS	B	B		A	A		E	E	C	D	D	C

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012

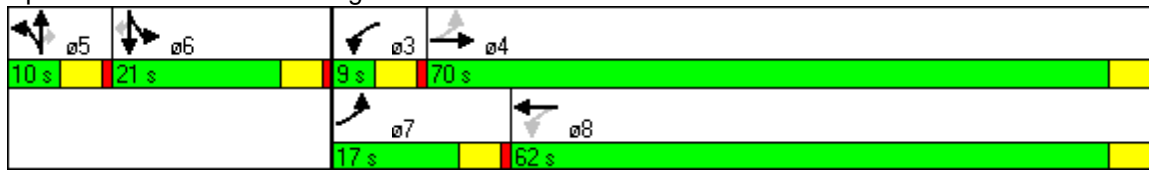


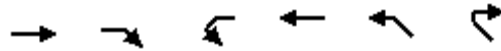
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		15.8			7.9			60.7			30.8	
Approach LOS		B			A			E			C	
90th %ile Green (s)	12.0	65.0		4.0	57.0		5.0	5.0	5.0	16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	12.0	65.0		4.0	57.0		5.0	5.0	5.0	16.0	16.0	16.0
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	12.0	65.0		4.0	57.0		5.0	5.0	5.0	16.0	16.0	16.0
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	11.3	65.0		4.0	57.7		5.0	5.0	5.0	16.0	16.0	16.0
30th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	9.2	74.0		0.0	59.8		0.0	0.0	0.0	26.0	26.0	26.0
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	MaxR	MaxR	MaxR
Stops (vph)	116	1048		6	477		45	55	13	48	51	79
Fuel Used(gal)	3	26		1	27		2	2	1	2	2	4
CO Emissions (g/hr)	237	1844		38	1895		135	168	71	108	114	269
NOx Emissions (g/hr)	46	359		7	369		26	33	14	21	22	52
VOC Emissions (g/hr)	55	427		9	439		31	39	17	25	26	62
Dilemma Vehicles (#)	0	3		0	139		0	3	0	0	3	0
Queue Length 50th (ft)	47	309		5	80		39	47	0	40	43	54
Queue Length 95th (ft)	m90	360		m7	m106		#95	#114	39	83	87	137
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	277	3129		241	2690		97	102	135	291	302	385
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.45		0.22	0.86		0.57	0.65	0.38	0.21	0.22	0.57

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 10 (9%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 14.5 Intersection LOS: B
 Intersection Capacity Utilization 70.5% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street

































Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑			↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt	0.962					
Flt Protected						
Satd. Flow (prot)	4892	0	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	4892	0	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1603	550	0	2734	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1762	604	0	3004	0	0
Lane Group Flow (vph)	2366	0	0	3004	0	0
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.2%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 				 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		0	240		240	380		250
Storage Lanes	2		0	2		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.937				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3316	0	3433	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.161			0.125		
Satd. Flow (perm)	3433	3316	0	3433	1863	1583	300	3539	1583	233	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		123				105			64			207
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		840			341			2564			2398	
Travel Time (s)		12.7			5.2			43.7			40.9	
Volume (vph)	817	156	112	210	73	265	123	1015	58	174	800	188
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	898	171	123	231	80	291	135	1115	64	191	879	207
Lane Group Flow (vph)	898	294	0	231	80	291	135	1115	64	191	879	207
Turn Type	Prot			Prot		Perm	pm+pt		custom	pm+pt		Perm
Protected Phases	7	4		3	8		5	2	2	1		6
Permitted Phases						8	2		2	6		6
Detector Phases	7	4		3	8	8	5	2	2	1		6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0	9.0		21.0
Total Split (s)	27.0	17.0	0.0	27.0	17.0	17.0	10.0	36.0	36.0	10.0		36.0
Total Split (%)	30.0%	18.9%	0.0%	30.0%	18.9%	18.9%	11.1%	40.0%	40.0%	11.1%		40.0%
Maximum Green (s)	22.0	12.0		22.0	12.0	12.0	5.0	31.0	31.0	5.0		31.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead		Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None		Max
Walk Time (s)		5.0			5.0	5.0		5.0	5.0			5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0			11.0
Pedestrian Calls (#/hr)		0			0	0		0	0			0
Act Effct Green (s)	23.0	23.6		12.4	12.9	12.9	38.0	32.0	32.0	38.0		32.0
Actuated g/C Ratio	0.26	0.26		0.14	0.14	0.14	0.42	0.36	0.36	0.42		0.36
v/c Ratio	1.02	0.31		0.49	0.30	0.92	0.60	0.89	0.11	0.95		0.70
Control Delay	70.9	16.7		36.4	37.8	59.0	26.5	37.4	5.9	72.9		28.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	70.9	16.7		36.4	37.8	59.0	26.5	37.4	5.9	72.9		28.4
LOS	E	B		D	D	E	C	D	A	E		C

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		57.5			47.5			34.7			31.2	
Approach LOS		E			D			C			C	
90th %ile Green (s)	22.0	19.5		14.5	12.0	12.0	5.0	31.0	31.0	5.0	31.0	31.0
90th %ile Term Code	Max	Hold		Gap	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	22.0	21.3		12.7	12.0	12.0	5.0	31.0	31.0	5.0	31.0	31.0
70th %ile Term Code	Max	Hold		Gap	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	22.0	22.6		11.4	12.0	12.0	5.0	31.0	31.0	5.0	31.0	31.0
50th %ile Term Code	Max	Hold		Gap	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	22.0	23.9		10.1	12.0	12.0	5.0	31.0	31.0	5.0	31.0	31.0
30th %ile Term Code	Max	Hold		Gap	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	22.0	25.5		8.2	11.7	11.7	5.0	31.0	31.0	5.0	31.0	31.0
10th %ile Term Code	Max	Hold		Gap	Gap	Gap	Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	712	122		186	63	146	72	891	10	91	662	21
Fuel Used(gal)	25	4		4	2	6	4	34	1	7	26	4
CO Emissions (g/hr)	1754	272		303	105	390	245	2386	82	469	1817	270
NOx Emissions (g/hr)	341	53		59	20	76	48	464	16	91	354	53
VOC Emissions (g/hr)	407	63		70	24	91	57	553	19	109	421	63
Dilemma Vehicles (#)	0	15		0	4	0	0	55	0	0	44	0
Queue Length 50th (ft)	~274	40		63	41	107	43	309	0	63	222	0
Queue Length 95th (ft)	#400	77		95	84	#260	#80	#432	26	#192	290	44
Internal Link Dist (ft)		760			261			2484			2318	
Turn Bay Length (ft)	290			290			240		240	380		250
Base Capacity (vph)	878	959		786	269	318	225	1259	604	201	1259	696
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	1.02	0.31		0.29	0.30	0.92	0.60	0.89	0.11	0.95	0.70	0.30

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	89.9
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.02
Intersection Signal Delay:	41.7
Intersection LOS:	D
Intersection Capacity Utilization	78.2%
ICU Level of Service	D
Analysis Period (min)	15
90th %ile Actuated Cycle:	90
70th %ile Actuated Cycle:	90
50th %ile Actuated Cycle:	90
30th %ile Actuated Cycle:	90
10th %ile Actuated Cycle:	89.7
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue

 ø1	 ø2	 ø3	 ø4
10 s	36 s	27 s	17 s
 ø5	 ø6	 ø7	 ø8
10 s	36 s	27 s	17 s

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.983			0.984	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3479	0	1770	3483	0
Fl _t Permitted	0.950			0.950			0.362			0.182		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	674	3479	0	339	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			56			73		13			14	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	371	2243	80	158	1465	92	149	589	73	372	508	61
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	408	2465	88	174	1610	101	164	647	80	409	558	67
Lane Group Flow (vph)	408	2465	88	174	1610	101	164	727	0	409	625	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	17.0	39.0	39.0	9.0	31.0	31.0	12.0	22.0	0.0	20.0	30.0	0.0
Total Split (%)	18.9%	43.3%	43.3%	10.0%	34.4%	34.4%	13.3%	24.4%	0.0%	22.2%	33.3%	0.0%
Maximum Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	13.0	35.0	35.0	5.0	27.0	27.0	26.0	18.0		38.0	26.0	
Actuated g/C Ratio	0.14	0.39	0.39	0.06	0.30	0.30	0.29	0.20		0.42	0.29	
v/c Ratio	0.82	0.99	0.14	0.91	0.84	0.19	0.56	1.03		1.03	0.62	
Control Delay	52.6	43.8	8.7	89.8	34.3	10.0	26.2	77.9		77.6	30.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	52.6	43.8	8.7	89.8	34.3	10.0	26.2	77.9		77.6	30.1	
LOS	D	D	A	F	C	A	C	E		E	C	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

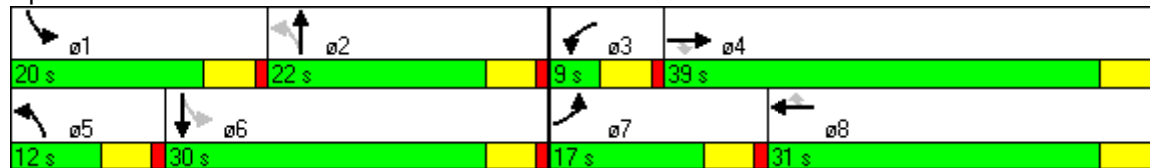


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		43.9			38.1			68.4			48.9	
Approach LOS		D			D			E			D	
90th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR		Max	MaxR	
70th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
70th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR		Max	MaxR	
50th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
50th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR		Max	MaxR	
30th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
30th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR		Max	MaxR	
10th %ile Green (s)	12.0	34.0	34.0	4.0	26.0	26.0	7.0	17.0		15.0	25.0	
10th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR		Max	MaxR	
Stops (vph)	337	1997	24	134	1318	26	113	566		244	467	
Fuel Used(gal)	15	85	2	6	42	1	5	29		17	22	
CO Emissions (g/hr)	1040	5973	132	434	2928	103	345	2062		1195	1508	
NOx Emissions (g/hr)	202	1162	26	84	570	20	67	401		232	293	
VOC Emissions (g/hr)	241	1384	31	101	679	24	80	478		277	349	
Dilemma Vehicles (#)	0	119	0	0	81	0	0	33		0	31	
Queue Length 50th (ft)	117	396	11	52	247	11	58	~232		~200	157	
Queue Length 95th (ft)	#189	#499	41	#113	293	48	101	#347		#381	215	
Internal Link Dist (ft)		2710			1527			202			3414	
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	496	2492	650	191	1922	526	292	706		398	1016	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.82	0.99	0.14	0.91	0.84	0.19	0.56	1.03		1.03	0.62	

Intersection Summary

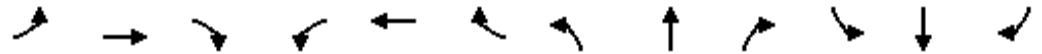
Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.03
Intersection Signal Delay:	46.3
Intersection LOS:	D
Intersection Capacity Utilization:	89.6%
ICU Level of Service:	E
Analysis Period (min):	15
90th %ile Actuated Cycle:	90
70th %ile Actuated Cycle:	90
50th %ile Actuated Cycle:	90
30th %ile Actuated Cycle:	90
10th %ile Actuated Cycle:	90
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

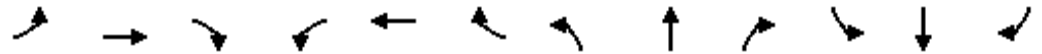
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.998			0.912			0.897	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6395	0	1770	1699	0	1770	1671	0
Fl _t Permitted	0.138			0.160			0.646			0.702		
Satd. Flow (perm)	257	6395	0	298	6395	0	1203	1699	0	1308	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			5			49			104	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	196	2557	41	13	1704	25	41	32	45	43	43	95
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	215	2810	45	14	1873	27	45	35	49	47	47	104
Lane Group Flow (vph)	215	2855	0	14	1900	0	45	84	0	47	151	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	15.0	35.0	0.0	9.0	29.0	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Total Split (%)	23.1%	53.8%	0.0%	13.8%	44.6%	0.0%	32.3%	32.3%	0.0%	32.3%	32.3%	0.0%
Maximum Green (s)	10.0	30.0		4.0	24.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	42.5	41.6		33.9	29.0		9.1	9.1		9.1	9.1	
Actuated g/C Ratio	0.74	0.72		0.52	0.50		0.15	0.15		0.15	0.15	
v/c Ratio	0.49	0.62		0.05	0.59		0.25	0.28		0.24	0.44	
Control Delay	8.7	7.2		5.7	12.4		21.9	12.1		21.7	10.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.7	7.2		5.7	12.4		21.9	12.1		21.7	10.2	
LOS	A	A		A	B		C	B		C	B	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

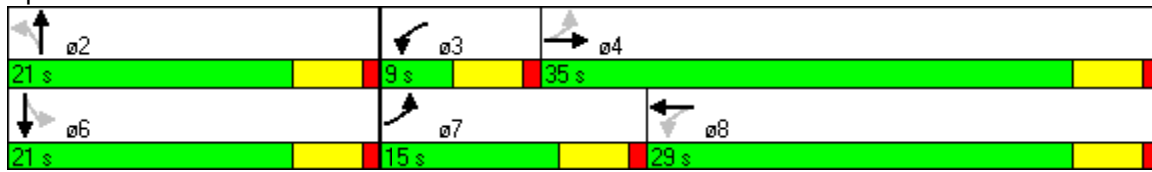


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		7.3			12.3			15.5			12.9	
Approach LOS		A			B			B			B	
90th %ile Green (s)	10.0	30.0		4.0	24.0		11.7	11.7		11.7	11.7	
90th %ile Term Code	Max	MaxR		Max	MaxR		Hold	Hold		Gap	Gap	
70th %ile Green (s)	10.0	39.0		0.0	24.0		8.9	8.9		8.9	8.9	
70th %ile Term Code	Max	Hold		Skip	MaxR		Hold	Hold		Gap	Gap	
50th %ile Green (s)	9.0	38.0		0.0	24.0		7.5	7.5		7.5	7.5	
50th %ile Term Code	Gap	Hold		Skip	MaxR		Gap	Gap		Hold	Hold	
30th %ile Green (s)	7.5	36.5		0.0	24.0		6.1	6.1		6.1	6.1	
30th %ile Term Code	Gap	Hold		Skip	MaxR		Gap	Gap		Gap	Gap	
10th %ile Green (s)	6.1	55.9		0.0	44.8		0.0	0.0		0.0	0.0	
10th %ile Term Code	Gap	Dwell		Skip	Dwell		Skip	Skip		Skip	Skip	
Stops (vph)	72	1232		7	1162		36	34		38	49	
Fuel Used(gal)	3	46		0	32		1	2		1	3	
CO Emissions (g/hr)	230	3232		14	2241		82	124		90	227	
NOx Emissions (g/hr)	45	629		3	436		16	24		18	44	
VOC Emissions (g/hr)	53	749		3	519		19	29		21	53	
Dilemma Vehicles (#)	0	190		0	151		0	7		0	12	
Queue Length 50th (ft)	18	109		1	133		13	10		14	14	
Queue Length 95th (ft)	73	302		6	201		38	42		39	56	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	468	4628		271	3227		305	468		332	501	
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	0.46	0.62		0.05	0.59		0.15	0.18		0.14	0.30	

Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	57.5
Natural Cycle:	65
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.62
Intersection Signal Delay:	9.5
Intersection LOS:	A
Intersection Capacity Utilization:	65.8%
ICU Level of Service:	C
Analysis Period (min):	15
90th %ile Actuated Cycle:	60.7
70th %ile Actuated Cycle:	57.9
50th %ile Actuated Cycle:	55.5
30th %ile Actuated Cycle:	52.6
10th %ile Actuated Cycle:	60.9

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995				0.850		0.971			0.930	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6376	0	1770	6408	1583	1770	1809	0	1770	1732	0
Fl _t Permitted	0.129			0.148			0.311			0.154		
Satd. Flow (perm)	240	6376	0	276	6408	1583	579	1809	0	287	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				149		13			49	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			958			3134			2669	
Travel Time (s)		17.9			14.5			53.4			45.5	
Volume (vph)	283	2243	72	97	1396	219	130	347	83	72	169	147
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	311	2465	79	107	1534	241	143	381	91	79	186	162
Lane Group Flow (vph)	311	2544	0	107	1534	241	143	472	0	79	348	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	20.0	42.0	0.0	9.0	31.0	31.0	9.0	30.0	0.0	9.0	30.0	0.0
Total Split (%)	22.2%	46.7%	0.0%	10.0%	34.4%	34.4%	10.0%	33.3%	0.0%	10.0%	33.3%	0.0%
Maximum Green (s)	15.0	37.0		4.0	26.0	26.0	4.0	25.0		4.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	45.8	38.7		31.9	26.9	26.9	31.9	27.9		31.0	26.0	
Actuated g/C Ratio	0.52	0.44		0.35	0.30	0.30	0.36	0.31		0.34	0.29	
v/c Ratio	0.82	0.92		0.59	0.79	0.41	0.52	0.82		0.44	0.64	
Control Delay	35.0	30.5		28.6	31.9	12.3	26.9	42.2		25.7	30.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	35.0	30.5		28.6	31.9	12.3	26.9	42.2		25.7	30.0	
LOS	C	C		C	C	B	C	D		C	C	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

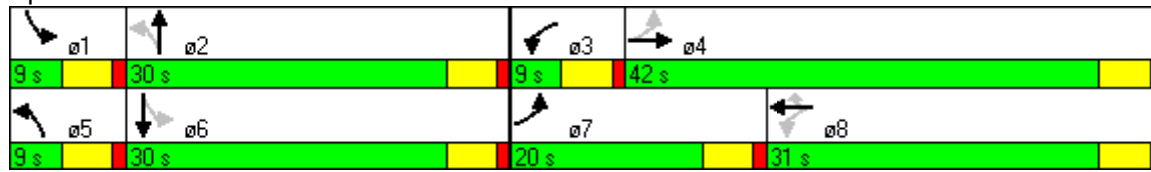


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		31.0			29.2			38.6			29.2	
Approach LOS		C			C			D			C	
90th %ile Green (s)	15.0	37.0		4.0	26.0	26.0	4.0	25.0		4.0	25.0	
90th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	
70th %ile Green (s)	15.0	37.0		4.0	26.0	26.0	4.0	25.0		4.0	25.0	
70th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	
50th %ile Green (s)	15.0	37.0		4.0	26.0	26.0	4.0	25.0		4.0	25.0	
50th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	
30th %ile Green (s)	13.7	37.0		4.0	27.3	27.3	4.0	25.0		4.0	25.0	
30th %ile Term Code	Gap	Max		Max	Hold	Hold	Max	MaxR		Max	MaxR	
10th %ile Green (s)	10.9	39.9		0.0	24.0	24.0	4.0	34.0		0.0	25.0	
10th %ile Term Code	Gap	Hold		Skip	Gap	Gap	Max	Hold		Skip	MaxR	
Stops (vph)	181	2001		62	1230	72	93	355		46	236	
Fuel Used(gal)	6	57		2	33	3	4	16		2	10	
CO Emissions (g/hr)	450	3985		136	2311	196	307	1141		149	699	
NOx Emissions (g/hr)	88	775		26	450	38	60	222		29	136	
VOC Emissions (g/hr)	104	923		31	536	45	71	264		35	162	
Dilemma Vehicles (#)	0	127		0	78	0	0	23		0	18	
Queue Length 50th (ft)	115	391		29	231	39	53	249		28	148	
Queue Length 95th (ft)	#244	#490		#71	276	102	95	#430		57	243	
Internal Link Dist (ft)		1101			878			3054			2589	
Turn Bay Length (ft)	507			380		96	160					
Base Capacity (vph)	395	2780		180	1959	587	275	578		180	542	
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	0.79	0.92		0.59	0.78	0.41	0.52	0.82		0.44	0.64	

Intersection Summary

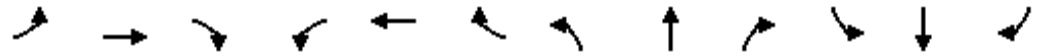
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 88.8
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 31.1 Intersection LOS: C
 Intersection Capacity Utilization 79.7% ICU Level of Service D
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 90
 70th %ile Actuated Cycle: 90
 50th %ile Actuated Cycle: 90
 30th %ile Actuated Cycle: 90
 10th %ile Actuated Cycle: 83.9
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.962			0.946			0.982			0.990	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1792	0	1770	1762	0	1770	3476	0	1770	3504	0
Fl _t Permitted	0.193			0.363			0.129			0.173		
Satd. Flow (perm)	360	1792	0	676	1762	0	240	3476	0	322	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			32			31			13	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2564	
Travel Time (s)		24.4			21.2			19.6			43.7	
Volume (vph)	95	302	104	89	189	106	68	1029	137	107	936	69
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	104	332	114	98	208	116	75	1131	151	118	1029	76
Lane Group Flow (vph)	104	446	0	98	324	0	75	1282	0	118	1105	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	30.0	0.0	21.0	21.0	0.0	9.0	50.0	0.0	41.0	41.0	0.0
Total Split (%)	11.3%	37.5%	0.0%	26.3%	26.3%	0.0%	11.3%	62.5%	0.0%	51.3%	51.3%	0.0%
Maximum Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	23.9	23.7		16.7	16.7		46.0	46.2		39.1	39.1	
Actuated g/C Ratio	0.30	0.30		0.21	0.21		0.58	0.59		0.50	0.50	
v/c Ratio	0.53	0.79		0.68	0.80		0.32	0.62		0.73	0.62	
Control Delay	30.3	32.3		53.6	42.8		11.2	12.1		48.9	17.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.3	32.3		53.6	42.8		11.2	12.1		48.9	17.2	
LOS	C	C		D	D		B	B		D	B	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012

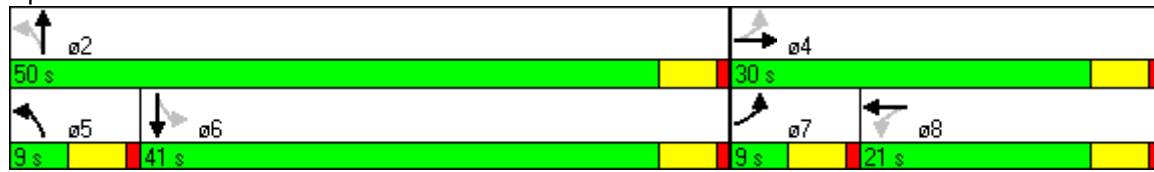


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		31.9			45.3			12.0			20.3	
Approach LOS		C			D			B			C	
90th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
90th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
70th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	45.0		36.0	36.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	14.4		14.4	14.4		0.0	45.0		45.0	45.0	
10th %ile Term Code	Skip	Gap		Hold	Hold		Skip	MaxR		Hold	Hold	
Stops (vph)	66	335		74	232		29	695		81	703	
Fuel Used(gal)	2	10		2	7		1	19		4	28	
CO Emissions (g/hr)	151	692		171	513		68	1315		260	1953	
NOx Emissions (g/hr)	29	135		33	100		13	256		51	380	
VOC Emissions (g/hr)	35	160		40	119		16	305		60	453	
Dilemma Vehicles (#)	0	25		0	18		0	75		0	64	
Queue Length 50th (ft)	37	186		45	140		15	202		48	215	
Queue Length 95th (ft)	73	#307		#121	#274		33	266		#147	284	
Internal Link Dist (ft)		1350			1161			1070			2484	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	196	598		148	409		235	2072		162	1768	
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	0.53	0.75		0.66	0.79		0.32	0.62		0.73	0.63	

Intersection Summary

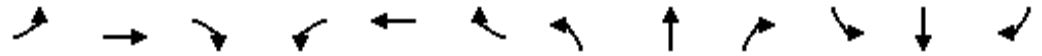
Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 77.9
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 21.9 Intersection LOS: C
 Intersection Capacity Utilization 79.2% ICU Level of Service D
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 80
 70th %ile Actuated Cycle: 80
 50th %ile Actuated Cycle: 80
 30th %ile Actuated Cycle: 80
 10th %ile Actuated Cycle: 69.4
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↑↑		↘	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	154		250	200		200	250		0
Storage Lanes	1		0	1		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.948			0.940	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	3355	0	1770	3327	0
Fl _t Permitted	0.121			0.114			0.367			0.438		
Satd. Flow (perm)	225	5085	1583	212	5085	1583	684	3355	0	816	3327	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			46			90		106			124	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		799			1458			2338			2560	
Travel Time (s)		12.1			22.1			39.9			43.6	
Volume (vph)	145	1711	42	194	1730	82	297	340	178	114	170	113
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	159	1880	46	213	1901	90	326	374	196	125	187	124
Lane Group Flow (vph)	159	1880	46	213	1901	90	326	570	0	125	311	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	21.0	21.0		9.0	21.0	
Total Split (s)	9.0	37.0	37.0	11.0	39.0	39.0	21.0	30.0	0.0	12.0	21.0	0.0
Total Split (%)	10.0%	41.1%	41.1%	12.2%	43.3%	43.3%	23.3%	33.3%	0.0%	13.3%	23.3%	0.0%
Maximum Green (s)	4.0	32.0	32.0	6.0	34.0	34.0	16.0	25.0		7.0	16.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	Max	Max		None	None	
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0			0	
Act Effct Green (s)	38.0	33.0	33.0	42.0	35.0	35.0	37.9	26.0		24.8	16.9	
Actuated g/C Ratio	0.42	0.37	0.37	0.47	0.39	0.39	0.42	0.29		0.28	0.19	
v/c Ratio	0.88	1.01	0.08	0.97	0.96	0.13	0.66	0.54		0.40	0.43	
Control Delay	60.7	51.9	6.3	74.3	40.4	4.6	25.8	24.0		21.5	21.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	60.7	51.9	6.3	74.3	40.4	4.6	25.8	24.0		21.5	21.1	
LOS	E	D	A	E	D	A	C	C		C	C	

Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012

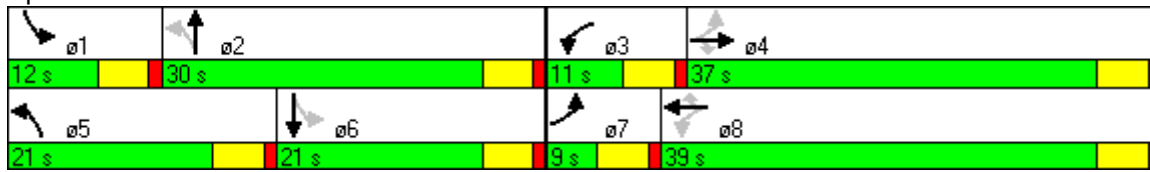


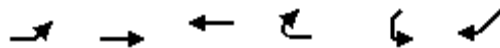
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		51.6			42.2			24.6			21.2	
Approach LOS		D			D			C			C	
90th %ile Green (s)	4.0	32.0	32.0	6.0	34.0	34.0	16.0	25.0		7.0	16.0	
90th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR		Max	Hold	
70th %ile Green (s)	4.0	32.0	32.0	6.0	34.0	34.0	16.0	25.0		7.0	16.0	
70th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR		Max	Hold	
50th %ile Green (s)	4.0	32.0	32.0	6.0	34.0	34.0	16.0	25.0		7.0	16.0	
50th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR		Max	Hold	
30th %ile Green (s)	4.0	32.0	32.0	6.0	34.0	34.0	16.0	25.0		7.0	16.0	
30th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR		Max	Hold	
10th %ile Green (s)	4.0	32.0	32.0	6.0	34.0	34.0	16.0	25.0		6.5	15.5	
10th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR		Gap	Hold	
Stops (vph)	75	1513	9	100	1529	13	205	348		82	146	
Fuel Used(gal)	4	53	1	6	50	1	8	14		3	8	
CO Emissions (g/hr)	288	3725	40	420	3468	71	579	991		239	552	
NOx Emissions (g/hr)	56	725	8	82	675	14	113	193		47	107	
VOC Emissions (g/hr)	67	863	9	97	804	16	134	230		55	128	
Dilemma Vehicles (#)	0	90	0	0	93	0	0	29		0	16	
Queue Length 50th (ft)	49	~392	0	71	378	0	128	115		43	48	
Queue Length 95th (ft)	#155	#510	22	#213	#495	29	201	167		79	87	
Internal Link Dist (ft)		719			1378			2258			2480	
Turn Bay Length (ft)	250			154		250	200			250		
Base Capacity (vph)	181	1867	611	220	1980	672	494	1046		310	729	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.88	1.01	0.08	0.97	0.96	0.13	0.66	0.54		0.40	0.43	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	89.9
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.01
Intersection Signal Delay:	41.3
Intersection LOS:	D
Intersection Capacity Utilization:	81.9%
ICU Level of Service:	D
Analysis Period (min):	15
90th %ile Actuated Cycle:	90
70th %ile Actuated Cycle:	90
50th %ile Actuated Cycle:	90
30th %ile Actuated Cycle:	90
10th %ile Actuated Cycle:	89.5
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue





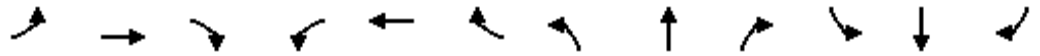
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15			9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	*0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	0	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45	45		45	
Link Distance (ft)		341	370		448	
Travel Time (s)		5.2	5.6		6.8	
Volume (vph)	0	388	0	0	0	568
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	426	0	0	0	624
Lane Group Flow (vph)	0	426	0	0	0	624
Sign Control		Free	Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.2%
	ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

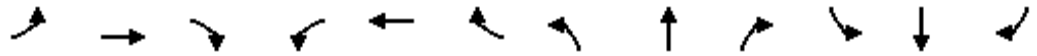
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.988				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5024	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.144			0.121		
Satd. Flow (perm)	3433	5085	1583	3433	5024	0	268	5085	1583	225	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			42		13				176			388
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	610	1947	144	273	874	78	125	1509	395	164	718	353
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	670	2140	158	300	960	86	137	1658	434	180	789	388
Lane Group Flow (vph)	670	2140	158	300	1046	0	137	1658	434	180	789	388
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	29.0	49.0	49.0	13.0	33.0	0.0	11.0	38.0	38.0	10.0	37.0	37.0
Total Split (%)	26.4%	44.5%	44.5%	11.8%	30.0%	0.0%	10.0%	34.5%	34.5%	9.1%	33.6%	33.6%
Maximum Green (s)	24.0	44.0	44.0	8.0	28.0		6.0	33.0	33.0	5.0	32.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	24.4	45.0	45.0	9.0	29.6		41.0	34.0	34.0	39.0	33.0	33.0
Actuated g/C Ratio	0.22	0.41	0.41	0.08	0.27		0.37	0.31	0.31	0.35	0.30	0.30
v/c Ratio	0.88	1.03	0.24	1.07	0.77		0.70	1.05	0.71	1.10	0.74	0.52
Control Delay	53.9	60.1	16.5	121.2	41.2		43.0	76.0	26.8	126.9	39.8	5.7
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	53.9	60.1	16.5	121.2	41.2		43.0	76.0	26.8	126.9	39.8	5.7
LOS	D	E	B	F	D		D	E	C	F	D	A

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012

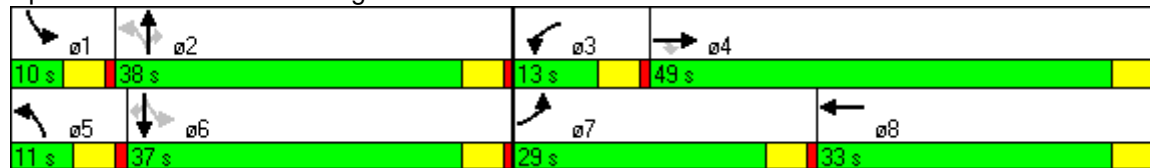


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		56.4			59.0			64.4			41.6	
Approach LOS		E			E			E			D	
90th %ile Green (s)	24.0	44.0	44.0	8.0	28.0		6.0	33.0	33.0	5.0	32.0	32.0
90th %ile Term Code	Max	Max	Max	Max	Max		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	24.0	44.0	44.0	8.0	28.0		6.0	33.0	33.0	5.0	32.0	32.0
70th %ile Term Code	Max	Max	Max	Max	Max		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	24.0	44.0	44.0	8.0	28.0		6.0	33.0	33.0	5.0	32.0	32.0
50th %ile Term Code	Max	Max	Max	Max	Max		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	24.0	44.0	44.0	8.0	28.0		6.0	33.0	33.0	5.0	32.0	32.0
30th %ile Term Code	Max	Max	Max	Max	Hold		Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	21.1	44.0	44.0	8.0	30.9		6.0	33.0	33.0	5.0	32.0	32.0
10th %ile Term Code	Gap	Max	Max	Max	Hold		Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	559	1732	67	231	847		78	1341	220	95	632	32
Fuel Used(gal)	22	72	3	12	25		4	65	12	8	26	8
CO Emissions (g/hr)	1539	5049	242	808	1765		292	4512	815	583	1812	528
NOx Emissions (g/hr)	299	982	47	157	343		57	878	159	114	353	103
VOC Emissions (g/hr)	357	1170	56	187	409		68	1046	189	135	420	122
Dilemma Vehicles (#)	0	83	0	0	43		0	63	0	0	33	0
Queue Length 50th (ft)	235	~593	51	~121	248		62	~470	163	~93	263	0
Queue Length 95th (ft)	#328	#689	98	#209	302		#120	#567	285	#236	335	70
Internal Link Dist (ft)		2295			1303			260			2774	
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	776	2080	672	281	1360		195	1572	611	164	1062	747
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	0.86	1.03	0.24	1.07	0.77		0.70	1.05	0.71	1.10	0.74	0.52

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Natural Cycle: 110
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 56.6 Intersection LOS: E
 Intersection Capacity Utilization 97.0% ICU Level of Service F
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 110
 70th %ile Actuated Cycle: 110
 50th %ile Actuated Cycle: 110
 30th %ile Actuated Cycle: 110
 10th %ile Actuated Cycle: 110
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

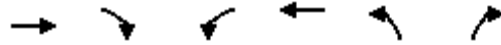
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1397	0	212	1951	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1535	0	233	2144	0	0
Lane Group Flow (vph)	1535	0	233	2144	0	0
Turn Type Prot						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	25.0	0.0	15.0	40.0	0.0	0.0
Total Split (%)	62.5%	0.0%	37.5%	100.0%	0.0%	0.0%
Maximum Green (s)	20.0		10.0	35.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		None	None		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	21.2		8.7	33.8		
Actuated g/C Ratio	0.63		0.24	1.00		
v/c Ratio	0.48		0.28	0.42		
Control Delay	5.8		12.1	0.3		
Queue Delay	0.0		0.0	0.0		
Total Delay	5.8		12.1	0.3		
LOS	A		B	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012

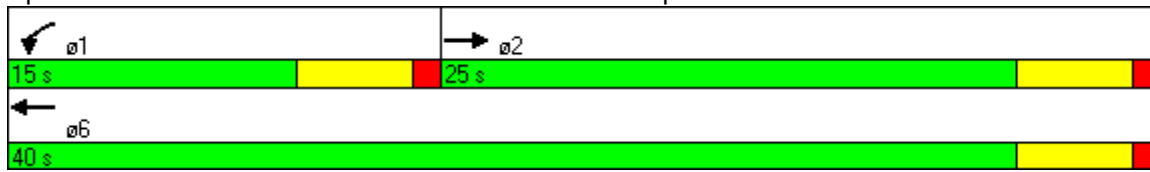


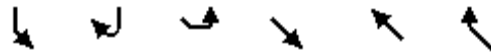
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	5.8			1.4		
Approach LOS	A			A		
90th %ile Green (s)	20.0		10.0	35.0		
90th %ile Term Code	Max		Max	Max		
70th %ile Green (s)	20.0		8.7	33.7		
70th %ile Term Code	Max		Gap	Hold		
50th %ile Green (s)	19.2		7.8	32.0		
50th %ile Term Code	Gap		Gap	Hold		
30th %ile Green (s)	16.4		6.8	28.2		
30th %ile Term Code	Gap		Gap	Hold		
10th %ile Green (s)	15.3		0.0	15.3		
10th %ile Term Code	Hold		Skip	Gap		
Stops (vph)	705		156	1		
Fuel Used(gal)	12		5	22		
CO Emissions (g/hr)	822		342	1571		
NOx Emissions (g/hr)	160		67	306		
VOC Emissions (g/hr)	191		79	364		
Dilemma Vehicles (#)	161		0	0		
Queue Length 50th (ft)	60		20	0		
Queue Length 95th (ft)	102		39	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	3248		992	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.47		0.23	0.42		

Intersection Summary

Area Type:	Other
Cycle Length:	40
Actuated Cycle Length:	33.8
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	3.1
Intersection LOS:	A
Intersection Capacity Utilization:	41.0%
ICU Level of Service:	A
Analysis Period (min):	15
90th %ile Actuated Cycle:	40
70th %ile Actuated Cycle:	38.7
50th %ile Actuated Cycle:	37
30th %ile Actuated Cycle:	33.2
10th %ile Actuated Cycle:	20.3

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





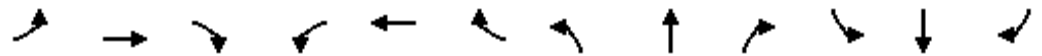
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	212	0	0	521	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	233	0	0	573	0	0
Lane Group Flow (vph)	233	0	0	573	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.1%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	175		0	234		0
Storage Lanes	1		0	1		0	1		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	0.97	1.00	1.00
Fr _t		0.996			0.984			0.923				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5065	0	1770	5004	0	1770	3267	0	3433	1863	1583
Fl _t Permitted	0.104			0.103			0.950			0.950		
Satd. Flow (perm)	194	5065	0	192	5004	0	1770	3267	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			28			91				87
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175				2451
Travel Time (s)		22.7			22.3			3.0				41.8
Volume (vph)	94	2172	57	124	1114	129	55	122	128	361	100	79
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	103	2387	63	136	1224	142	60	134	141	397	110	87
Lane Group Flow (vph)	103	2450	0	136	1366	0	60	275	0	397	110	87
Turn Type	pm+pt			pm+pt			Prot			Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8								2
Detector Phases	7	4		3	8		1	6		5	2	2
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	21.0		9.0	21.0	21.0
Total Split (s)	12.0	46.0	0.0	9.0	43.0	0.0	12.0	21.0	0.0	14.0	23.0	23.0
Total Split (%)	13.3%	51.1%	0.0%	10.0%	47.8%	0.0%	13.3%	23.3%	0.0%	15.6%	25.6%	25.6%
Maximum Green (s)	7.0	41.0		4.0	38.0		7.0	16.0		9.0	18.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max		None	Max	Max
Walk Time (s)		5.0			5.0			5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	49.9	42.0		45.4	41.4		7.7	17.0		10.0	21.4	21.4
Actuated g/C Ratio	0.54	0.47		0.50	0.46		0.08	0.19		0.11	0.24	0.24
v/c Ratio	0.43	1.04		0.74	0.59		0.41	0.40		1.04	0.25	0.20
Control Delay	14.8	53.2		38.4	19.5		46.7	23.1		98.2	31.2	8.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	14.8	53.2		38.4	19.5		46.7	23.1		98.2	31.2	8.2
LOS	B	D		D	B		D	C		F	C	A

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012

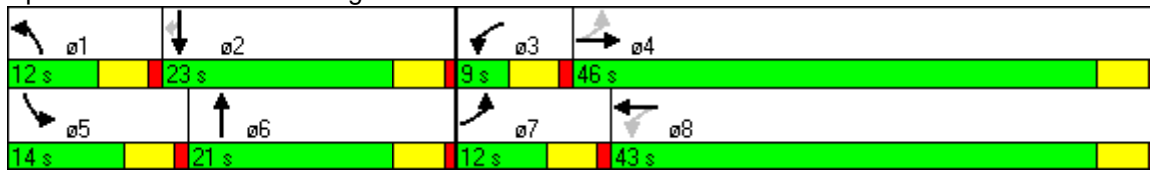


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		51.7			21.2			27.3			72.6	
Approach LOS		D			C			C			E	
90th %ile Green (s)	7.0	41.0		4.0	38.0		7.0	16.0		9.0	18.0	18.0
90th %ile Term Code	Max	Max		Max	Max		Max	MaxR		Max	MaxR	MaxR
70th %ile Green (s)	7.0	41.0		4.0	38.0		7.0	16.0		9.0	18.0	18.0
70th %ile Term Code	Max	Max		Max	Hold		Max	MaxR		Max	MaxR	MaxR
50th %ile Green (s)	7.0	41.0		4.0	38.0		7.0	16.0		9.0	18.0	18.0
50th %ile Term Code	Max	Max		Max	Hold		Max	MaxR		Max	MaxR	MaxR
30th %ile Green (s)	7.0	41.0		4.0	38.0		7.0	16.0		9.0	18.0	18.0
30th %ile Term Code	Max	Max		Max	Hold		Max	MaxR		Max	MaxR	MaxR
10th %ile Green (s)	0.0	41.0		4.0	50.0		0.0	16.0		9.0	30.0	30.0
10th %ile Term Code	Skip	Max		Max	Hold		Skip	MaxR		Max	Hold	Hold
Stops (vph)	42	1938		60	872		51	143		307	82	15
Fuel Used(gal)	2	63		3	25		2	7		16	3	2
CO Emissions (g/hr)	108	4425		186	1716		143	505		1135	217	111
NOx Emissions (g/hr)	21	861		36	334		28	98		221	42	22
VOC Emissions (g/hr)	25	1025		43	398		33	117		263	50	26
Dilemma Vehicles (#)	0	116		0	69		0	14		0	5	0
Queue Length 50th (ft)	25	~554		34	210		33	47		~127	53	0
Queue Length 95th (ft)	48	#652		#117	258		72	84		#217	99	38
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173			175			234		
Base Capacity (vph)	242	2367		185	2317		153	691		381	443	443
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.43	1.04		0.74	0.59		0.39	0.40		1.04	0.25	0.20

Intersection Summary

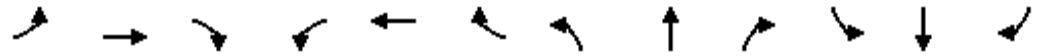
Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.04
Intersection Signal Delay:	43.3
Intersection LOS:	D
Intersection Capacity Utilization:	81.2%
ICU Level of Service:	D
Analysis Period (min):	15
90th %ile Actuated Cycle:	90
70th %ile Actuated Cycle:	90
50th %ile Actuated Cycle:	90
30th %ile Actuated Cycle:	90
10th %ile Actuated Cycle:	90
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue



Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕		↖	↕	↖	↖	↕↕	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.996			0.993				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.979	
Satd. Flow (prot)	1770	5065	0	1770	5050	0	1770	1863	1583	1681	1732	1583
Fl _t Permitted	0.125			0.143			0.950			0.950	0.979	
Satd. Flow (perm)	233	5065	0	266	5050	0	1770	1863	1583	1681	1732	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			9				79			110
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	271	2175	56	35	1096	50	50	48	72	117	48	100
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	298	2390	62	38	1204	55	55	53	79	129	53	110
Lane Group Flow (vph)	298	2452	0	38	1259	0	55	53	79	89	93	110
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	18.0	41.0	0.0	9.0	32.0	0.0	9.0	9.0	9.0	21.0	21.0	21.0
Total Split (%)	22.5%	51.3%	0.0%	11.3%	40.0%	0.0%	11.3%	11.3%	11.3%	26.3%	26.3%	26.3%
Maximum Green (s)	13.0	36.0		4.0	27.0		4.0	4.0	4.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	43.6	38.5		31.7	26.8		5.0	5.0	5.0	17.2	17.2	17.2
Actuated g/C Ratio	0.58	0.51		0.40	0.35		0.06	0.06	0.06	0.23	0.23	0.23
v/c Ratio	0.76	0.95		0.19	0.70		0.48	0.44	0.45	0.23	0.24	0.25
Control Delay	26.6	30.3		11.3	23.7		51.0	47.9	18.1	28.0	28.0	7.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.6	30.3		11.3	23.7		51.0	47.9	18.1	28.0	28.0	7.5
LOS	C	C		B	C		D	D	B	C	C	A

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012

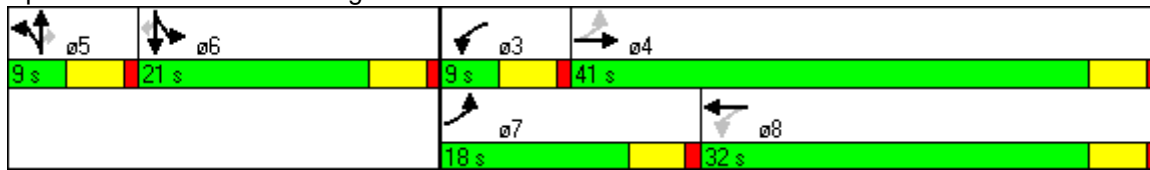


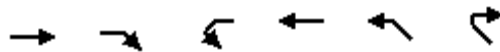
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		29.9			23.3			36.2			20.3	
Approach LOS		C			C			D			C	
90th %ile Green (s)	13.0	36.0		4.0	27.0		4.0	4.0	4.0	16.0	16.0	16.0
90th %ile Term Code	Max	Max		Max	Max		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	13.0	36.0		4.0	27.0		4.0	4.0	4.0	16.0	16.0	16.0
70th %ile Term Code	Max	Max		Max	Max		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	13.0	36.0		4.0	27.0		4.0	4.0	4.0	16.0	16.0	16.0
50th %ile Term Code	Max	Max		Max	Max		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	12.2	41.5		0.0	24.3		4.0	4.0	4.0	16.0	16.0	16.0
30th %ile Term Code	Gap	Hold		Skip	Gap		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	7.9	36.0		0.0	23.1		0.0	0.0	0.0	16.0	16.0	16.0
10th %ile Term Code	Gap	Max		Skip	Hold		Skip	Skip	Skip	MaxR	MaxR	MaxR
Stops (vph)	158	1720		20	928		46	47	19	64	68	19
Fuel Used(gal)	6	52		1	25		2	2	2	2	2	1
CO Emissions (g/hr)	389	3608		41	1746		120	115	106	136	143	97
NOx Emissions (g/hr)	76	702		8	340		23	22	21	26	28	19
VOC Emissions (g/hr)	90	836		10	405		28	27	25	31	33	23
Dilemma Vehicles (#)	0	137		0	75		0	3	0	0	5	0
Queue Length 50th (ft)	87	~495		8	194		27	26	0	38	41	0
Queue Length 95th (ft)	#200	#593		20	244		#72	#64	40	81	83	39
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	413	2576		202	1852		115	120	176	381	393	444
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.95		0.19	0.68		0.48	0.44	0.45	0.23	0.24	0.25

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 75.7
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 27.7 Intersection LOS: C
 Intersection Capacity Utilization 67.8% ICU Level of Service C
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 80
 70th %ile Actuated Cycle: 80
 50th %ile Actuated Cycle: 80
 30th %ile Actuated Cycle: 76.5
 10th %ile Actuated Cycle: 62
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 29: Flagler Street & SW 84th Street

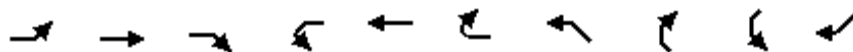




Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑			↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt	0.959					
Flt Protected						
Satd. Flow (prot)	4877	0	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	4877	0	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1397	521	0	1951	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1535	573	0	2144	0	0
Lane Group Flow (vph)	2108	0	0	2144	0	0
Sign Control	Free			Free	Free	

Intersection Summary

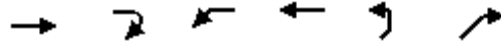
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.0%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑↑					↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		45	15		9	15	9	15	45
Lane Util. Factor	1.00	0.95	*0.95	1.00	0.95	1.00	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	3539	0	3539	0	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	3539	0	3539	0	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		958			454		376		381	
Travel Time (s)		14.5			6.9		5.7		5.8	
Volume (vph)	0	1402	1085	0	1404	0	0	0	0	548
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1541	1192	0	1543	0	0	0	0	602
Lane Group Flow (vph)	0	1541	1192	0	1543	0	0	0	0	602
Sign Control		Free			Free		Free		Free	

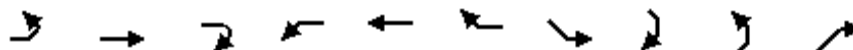
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.6%
ICU Level of Service	C
Analysis Period (min)	15
* User Entered Value	



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑		↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	45
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.95
Fr _t						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	1863	0	*3539
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	0	*3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	45	
Link Distance (ft)	479			840	486	
Travel Time (s)	7.3			12.7	7.4	
Volume (vph)	0	0	0	548	0	1085
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	602	0	1192
Lane Group Flow (vph)	0	0	0	602	0	1192
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.3% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	



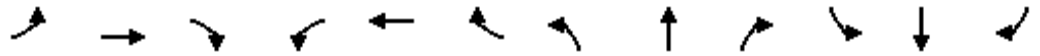
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations		↑↑			↑↑	↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		9	15		45	15	9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	*0.95	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	0	0	3539	3539	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	0	0	3539	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		639			676		475		554	
Travel Time (s)		9.7			10.2		7.2		8.4	
Volume (vph)	0	1402	0	0	1404	568	0	0	0	388
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1541	0	0	1543	624	0	0	0	426
Lane Group Flow (vph)	0	1541	0	0	1543	624	0	0	0	426
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.6%
	ICU Level of Service C
Analysis Period (min)	15
* User Entered Value	

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↗		↖↗	↖	↖	↖	↖↗	↖	↖	↖↗	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		0	240		240	380		250
Storage Lanes	2		0	2		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fr _t		0.946				0.850			0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3348	0	3433	1863	1583	1770	3539	1583	1770	3539	1583
Fl _t Permitted	0.950			0.950			0.139			0.218		
Satd. Flow (perm)	3433	3348	0	3433	1863	1583	259	3539	1583	406	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		105				200			116			322
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		840			341			2564			2398	
Travel Time (s)		12.7			5.2			43.7			40.9	
Volume (vph)	383	172	96	386	98	286	172	663	106	242	985	293
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	421	189	105	424	108	314	189	729	116	266	1082	322
Lane Group Flow (vph)	421	294	0	424	108	314	189	729	116	266	1082	322
Turn Type	Prot			Prot		Perm	pm+pt		custom	pm+pt		Perm
Protected Phases	7	4		3	8		5	2	2	1		6
Permitted Phases						8	2		2	6		6
Detector Phases	7	4		3	8	8	5	2	2	1		6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	15.0	17.0	0.0	15.0	17.0	17.0	11.0	33.0	33.0	15.0	37.0	37.0
Total Split (%)	18.8%	21.3%	0.0%	18.8%	21.3%	21.3%	13.8%	41.3%	41.3%	18.8%	46.3%	46.3%
Maximum Green (s)	10.0	12.0		10.0	12.0	12.0	6.0	28.0	28.0	10.0	32.0	32.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0			5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	11.0	11.1		11.0	11.1	11.1	36.6	29.6	29.6	43.5	33.0	33.0
Actuated g/C Ratio	0.14	0.14		0.14	0.14	0.14	0.47	0.38	0.38	0.56	0.42	0.42
v/c Ratio	0.87	0.52		0.88	0.41	0.79	0.74	0.54	0.17	0.65	0.72	0.38
Control Delay	53.9	22.1		54.7	33.9	24.2	32.7	21.4	4.5	16.6	22.6	3.3
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	53.9	22.1		54.7	33.9	24.2	32.7	21.4	4.5	16.6	22.6	3.3
LOS	D	C		D	C	C	C	C	A	B	C	A

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012

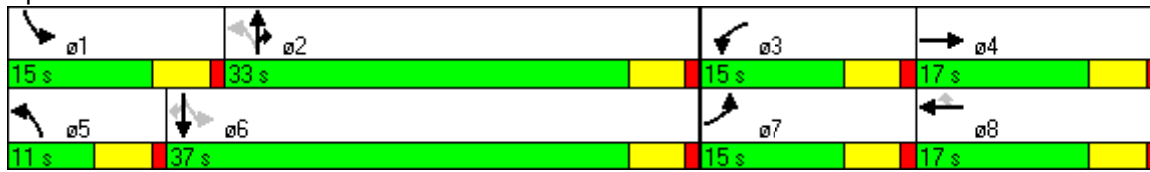


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		40.8			40.7			21.6			17.9	
Approach LOS		D			D			C			B	
90th %ile Green (s)	10.0	12.0		10.0	12.0	12.0	6.0	28.0	28.0	10.0	32.0	32.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	10.0	12.0		10.0	12.0	12.0	6.0	28.0	28.0	10.0	32.0	32.0
70th %ile Term Code	Max	Hold		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	10.0	12.0		10.0	12.0	12.0	6.0	28.0	28.0	10.0	32.0	32.0
50th %ile Term Code	Max	Hold		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	10.0	8.7		10.0	8.7	8.7	6.0	28.2	28.2	9.8	32.0	32.0
30th %ile Term Code	Max	Hold		Max	Gap	Gap	Max	Hold	Hold	Gap	MaxR	MaxR
10th %ile Green (s)	10.0	6.2		10.0	6.2	6.2	6.0	30.3	30.3	7.7	32.0	32.0
10th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Hold	Hold	Gap	MaxR	MaxR
Stops (vph)	337	151		339	84	104	94	499	16	120	787	26
Fuel Used(gal)	10	5		9	2	3	5	19	2	6	31	6
CO Emissions (g/hr)	733	318		655	135	233	354	1351	147	454	2136	412
NOx Emissions (g/hr)	143	62		127	26	45	69	263	29	88	416	80
VOC Emissions (g/hr)	170	74		152	31	54	82	313	34	105	495	96
Dilemma Vehicles (#)	0	17		0	6	0	0	42	0	0	63	0
Queue Length 50th (ft)	108	44		109	49	52	44	151	0	65	233	0
Queue Length 95th (ft)	#188	82		#190	96	#168	#142	205	32	108	308	46
Internal Link Dist (ft)		760			261			2484			2318	
Turn Bay Length (ft)	290			290			240		240	380		250
Base Capacity (vph)	483	632		483	303	425	257	1338	671	418	1495	855
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	0.87	0.47		0.88	0.36	0.74	0.74	0.54	0.17	0.64	0.72	0.38

Intersection Summary

























Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 78.2
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 27.2 Intersection LOS: C
 Intersection Capacity Utilization 68.9% ICU Level of Service C
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 80
 70th %ile Actuated Cycle: 80
 50th %ile Actuated Cycle: 80
 30th %ile Actuated Cycle: 76.7
 10th %ile Actuated Cycle: 74.2
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue



Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.986			0.982	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3490	0	1770	3476	0
Fl _t Permitted	0.950			0.950			0.182			0.174		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	339	3490	0	324	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55			38		10			13	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	380	1772	72	275	2092	71	376	514	52	273	735	97
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	418	1947	79	302	2299	78	413	565	57	300	808	107
Lane Group Flow (vph)	418	1947	79	302	2299	78	413	622	0	300	915	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	15.0	40.0	40.0	13.0	38.0	38.0	20.0	26.0	0.0	21.0	27.0	0.0
Total Split (%)	15.0%	40.0%	40.0%	13.0%	38.0%	38.0%	20.0%	26.0%	0.0%	21.0%	27.0%	0.0%
Maximum Green (s)	10.0	35.0	35.0	8.0	33.0	33.0	15.0	21.0		16.0	22.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	11.0	36.0	36.0	9.0	34.0	34.0	38.8	22.8		39.2	23.0	
Actuated g/C Ratio	0.11	0.36	0.36	0.09	0.34	0.34	0.39	0.23		0.39	0.23	
v/c Ratio	1.11	0.84	0.13	0.98	1.06	0.14	1.14	0.77		0.83	1.13	
Control Delay	120.3	33.7	9.6	92.6	68.6	13.9	120.5	43.5		40.9	110.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	120.3	33.7	9.6	92.6	68.6	13.9	120.5	43.5		40.9	110.3	
LOS	F	C	A	F	E	B	F	D		D	F	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		47.7			69.8			74.2				93.1
Approach LOS		D			E			E				F
90th %ile Green (s)	10.0	35.0	35.0	8.0	33.0	33.0	15.0	21.0		16.0	22.0	
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR		Max	MaxR	
70th %ile Green (s)	10.0	35.0	35.0	8.0	33.0	33.0	15.0	21.0		16.0	22.0	
70th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR		Max	MaxR	
50th %ile Green (s)	10.0	35.0	35.0	8.0	33.0	33.0	15.0	21.0		16.0	22.0	
50th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR		Max	MaxR	
30th %ile Green (s)	10.0	35.0	35.0	8.0	33.0	33.0	15.0	21.4		15.6	22.0	
30th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Hold		Gap	MaxR	
10th %ile Green (s)	10.0	35.0	35.0	8.0	33.0	33.0	15.0	24.7		12.3	22.0	
10th %ile Term Code	Max	Hold	Hold	Max	Max	Max	Max	Hold		Gap	MaxR	
Stops (vph)	320	1572	20	239	1861	28	241	504		185	701	
Fuel Used(gal)	20	64	2	11	74	1	19	21		11	45	
CO Emissions (g/hr)	1410	4459	118	771	5187	90	1343	1499		738	3169	
NOx Emissions (g/hr)	274	867	23	150	1009	18	261	292		144	616	
VOC Emissions (g/hr)	327	1033	27	179	1202	21	311	347		171	734	
Dilemma Vehicles (#)	0	88	0	0	96	0	0	28		0	35	
Queue Length 50th (ft)	~157	327	10	100	~469	17	~262	195		131	~356	
Queue Length 95th (ft)	#254	377	41	#187	#545	50	#453	#263		#265	#483	
Internal Link Dist (ft)		2710			1527			202			3414	
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	378	2307	605	309	2179	563	361	804		372	809	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.11	0.84	0.13	0.98	1.06	0.14	1.14	0.77		0.81	1.13	

Intersection Summary

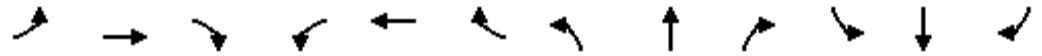
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Natural Cycle: 100
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 66.9 Intersection LOS: E
 Intersection Capacity Utilization 98.7% ICU Level of Service F
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 100
 70th %ile Actuated Cycle: 100
 50th %ile Actuated Cycle: 100
 30th %ile Actuated Cycle: 100
 10th %ile Actuated Cycle: 100
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue

 ø1	 ø2	 ø3	 ø4
21 s	26 s	13 s	40 s
 ø5	 ø6	 ø7	 ø8
20 s	27 s	15 s	38 s

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.998			0.942			0.866	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6395	0	1770	1755	0	1770	1613	0
Fl _t Permitted	0.154			0.154			0.519			0.734		
Satd. Flow (perm)	287	6395	0	287	6395	0	967	1755	0	1367	1613	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			6			14			151	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	98	2106	30	28	2258	35	11	20	13	54	24	193
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	108	2314	33	31	2481	38	12	22	14	59	26	212
Lane Group Flow (vph)	108	2347	0	31	2519	0	12	36	0	59	238	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	9.0	30.0	0.0	9.0	30.0	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Total Split (%)	15.0%	50.0%	0.0%	15.0%	50.0%	0.0%	35.0%	35.0%	0.0%	35.0%	35.0%	0.0%
Maximum Green (s)	4.0	25.0		4.0	25.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	35.5	33.5		33.7	29.7		10.1	10.1		10.1	10.1	
Actuated g/C Ratio	0.62	0.61		0.56	0.54		0.18	0.18		0.18	0.18	
v/c Ratio	0.35	0.60		0.11	0.73		0.07	0.11		0.24	0.57	
Control Delay	7.5	9.3		5.7	13.1		17.3	13.0		18.8	10.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.5	9.3		5.7	13.1		17.3	13.0		18.8	10.4	
LOS	A	A		A	B		B	B		B	B	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

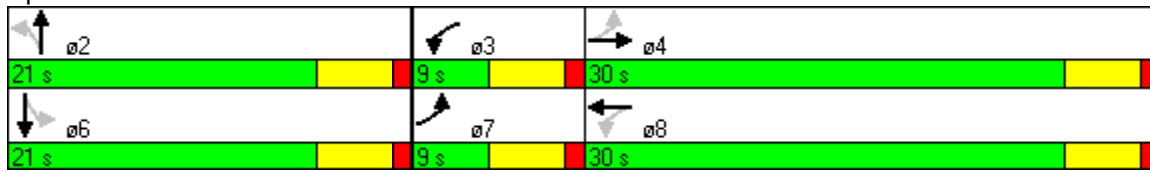


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		9.2			13.0			14.1			12.0	
Approach LOS		A			B			B			B	
90th %ile Green (s)	4.0	25.0		4.0	25.0		14.7	14.7		14.7	14.7	
90th %ile Term Code	Max	MaxR		Max	MaxR		Hold	Hold		Gap	Gap	
70th %ile Green (s)	4.0	25.0		4.0	25.0		10.9	10.9		10.9	10.9	
70th %ile Term Code	Max	MaxR		Max	MaxR		Hold	Hold		Gap	Gap	
50th %ile Green (s)	4.0	34.0		0.0	25.0		8.4	8.4		8.4	8.4	
50th %ile Term Code	Max	Hold		Skip	MaxR		Hold	Hold		Gap	Gap	
30th %ile Green (s)	4.0	34.0		0.0	25.0		6.3	6.3		6.3	6.3	
30th %ile Term Code	Max	Hold		Skip	MaxR		Hold	Hold		Gap	Gap	
10th %ile Green (s)	0.0	44.0		0.0	44.0		5.5	5.5		5.5	5.5	
10th %ile Term Code	Skip	Dwell		Skip	Dwell		Hold	Hold		Gap	Gap	
Stops (vph)	35	1256		14	1602		12	20		44	78	
Fuel Used(gal)	2	42		0	44		0	1		2	5	
CO Emissions (g/hr)	112	2933		29	3049		22	57		109	361	
NOx Emissions (g/hr)	22	571		6	593		4	11		21	70	
VOC Emissions (g/hr)	26	680		7	707		5	13		25	84	
Dilemma Vehicles (#)	0	194		0	206		0	3		0	20	
Queue Length 50th (ft)	9	85		3	171		3	6		16	24	
Queue Length 95th (ft)	31	247		12	#279		14	24		41	74	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	310	3886		283	3438		266	493		376	553	
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	0.35	0.60		0.11	0.73		0.05	0.07		0.16	0.43	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	55.2
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	11.2
Intersection LOS:	B
Intersection Capacity Utilization:	61.9%
ICU Level of Service:	B
Analysis Period (min):	15
90th %ile Actuated Cycle:	58.7
70th %ile Actuated Cycle:	54.9
50th %ile Actuated Cycle:	52.4
30th %ile Actuated Cycle:	50.3
10th %ile Actuated Cycle:	59.5
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.994				0.850		0.952			0.949	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6369	0	1770	6408	1583	1770	1773	0	1770	1768	0
Fl _t Permitted	0.121			0.125			0.143			0.326		
Satd. Flow (perm)	225	6369	0	233	6408	1583	266	1773	0	607	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				82		27			31	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			958			3134			2669	
Travel Time (s)		17.9			14.5			53.4			45.5	
Volume (vph)	168	1830	73	135	2084	166	113	206	96	189	393	200
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	185	2011	80	148	2290	182	124	226	105	208	432	220
Lane Group Flow (vph)	185	2091	0	148	2290	182	124	331	0	208	652	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	10.0	37.0	0.0	9.0	36.0	36.0	9.0	32.0	0.0	12.0	35.0	0.0
Total Split (%)	11.1%	41.1%	0.0%	10.0%	40.0%	40.0%	10.0%	35.6%	0.0%	13.3%	38.9%	0.0%
Maximum Green (s)	5.0	32.0		4.0	31.0	31.0	4.0	27.0		7.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	39.0	33.0		37.0	32.0	32.0	33.0	28.0		39.0	31.0	
Actuated g/C Ratio	0.43	0.37		0.41	0.36	0.36	0.37	0.31		0.43	0.34	
v/c Ratio	0.92	0.89		0.82	1.01	0.30	0.69	0.58		0.57	1.04	
Control Delay	66.3	32.9		51.7	49.9	12.9	37.7	28.7		22.8	75.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	66.3	32.9		51.7	49.9	12.9	37.7	28.7		22.8	75.3	
LOS	E	C		D	D	B	D	C		C	E	

Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012

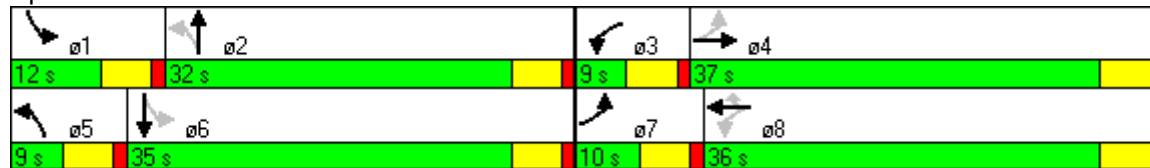


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		35.6			47.5			31.1			62.6	
Approach LOS		D			D			C			E	
90th %ile Green (s)	5.0	32.0		4.0	31.0	31.0	4.0	27.0		7.0	30.0	
90th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	
70th %ile Green (s)	5.0	32.0		4.0	31.0	31.0	4.0	27.0		7.0	30.0	
70th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	
50th %ile Green (s)	5.0	32.0		4.0	31.0	31.0	4.0	27.0		7.0	30.0	
50th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	
30th %ile Green (s)	5.0	32.0		4.0	31.0	31.0	4.0	27.0		7.0	30.0	
30th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	
10th %ile Green (s)	5.0	32.0		4.0	31.0	31.0	4.0	27.0		7.0	30.0	
10th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	
Stops (vph)	87	1684		73	1859	65	68	230		117	481	
Fuel Used(gal)	5	48		3	57	2	4	10		5	25	
CO Emissions (g/hr)	324	3374		221	4003	159	275	728		381	1716	
NOx Emissions (g/hr)	63	656		43	779	31	54	142		74	334	
VOC Emissions (g/hr)	75	782		51	928	37	64	169		88	398	
Dilemma Vehicles (#)	0	105		0	110	0	0	17		0	29	
Queue Length 50th (ft)	60	318		47	~377	39	41	144		72	~391	
Queue Length 95th (ft)	#183	371		#138	#475	88	#98	232		120	#604	
Internal Link Dist (ft)		1101			878			3054			2589	
Turn Bay Length (ft)	507			380		96	160					
Base Capacity (vph)	201	2342		181	2278	616	181	570		366	629	
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	0.92	0.89		0.82	1.01	0.30	0.69	0.58		0.57	1.04	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.04
Intersection Signal Delay:	44.0
Intersection LOS:	D
Intersection Capacity Utilization:	92.0%
ICU Level of Service:	F
Analysis Period (min):	15
90th %ile Actuated Cycle:	90
70th %ile Actuated Cycle:	90
50th %ile Actuated Cycle:	90
30th %ile Actuated Cycle:	90
10th %ile Actuated Cycle:	90
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Conseco St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.949			0.965			0.983			0.984	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1768	0	1770	1798	0	1770	3479	0	1770	3483	0
Fl _t Permitted	0.154			0.577			0.089			0.294		
Satd. Flow (perm)	287	1768	0	1075	1798	0	166	3479	0	548	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			16			25			18	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2564	
Travel Time (s)		24.4			21.2			19.6			43.7	
Volume (vph)	73	180	93	134	287	86	156	769	96	58	1207	141
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	80	198	102	147	315	95	171	845	105	64	1326	155
Lane Group Flow (vph)	80	300	0	147	410	0	171	950	0	64	1481	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	35.0	0.0	26.0	26.0	0.0	10.0	55.0	0.0	45.0	45.0	0.0
Total Split (%)	10.0%	38.9%	0.0%	28.9%	28.9%	0.0%	11.1%	61.1%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	4.0	30.0		21.0	21.0		5.0	50.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	28.3	28.2		21.2	21.2		51.2	51.2		41.1	41.1	
Actuated g/C Ratio	0.32	0.32		0.24	0.24		0.59	0.59		0.47	0.47	
v/c Ratio	0.46	0.51		0.56	0.92		0.82	0.46		0.25	0.90	
Control Delay	29.3	23.9		38.5	54.7		46.8	11.5		18.5	30.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	29.3	23.9		38.5	54.7		46.8	11.5		18.5	30.7	
LOS	C	C		D	D		D	B		B	C	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012

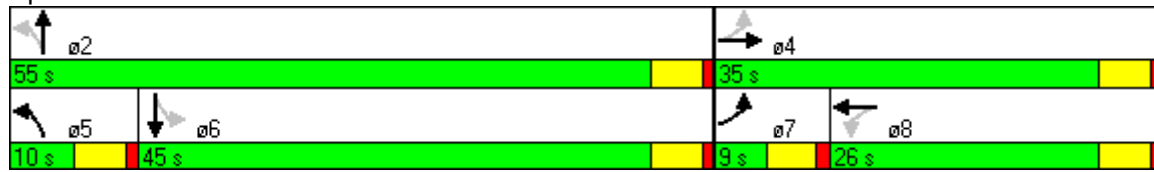


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		25.1			50.4			16.9			30.2	
Approach LOS		C			D			B			C	
90th %ile Green (s)	4.0	30.0		21.0	21.0		5.0	50.0		40.0	40.0	
90th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	4.0	30.0		21.0	21.0		5.0	50.0		40.0	40.0	
70th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	4.0	30.0		21.0	21.0		5.0	50.0		40.0	40.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	4.0	30.0		21.0	21.0		5.0	50.0		40.0	40.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	17.1		17.1	17.1		5.0	50.0		40.0	40.0	
10th %ile Term Code	Skip	Hold		Gap	Gap		Max	MaxR		MaxR	MaxR	
Stops (vph)	48	188		117	310		70	455		35	1120	
Fuel Used(gal)	2	6		3	10		3	13		2	43	
CO Emissions (g/hr)	113	407		233	723		237	925		110	2998	
NOx Emissions (g/hr)	22	79		45	141		46	180		21	583	
VOC Emissions (g/hr)	26	94		54	168		55	214		25	695	
Dilemma Vehicles (#)	0	15		0	20		0	49		0	75	
Queue Length 50th (ft)	31	118		73	219		45	152		22	400	
Queue Length 95th (ft)	63	194		137	#394		#160	200		52	#561	
Internal Link Dist (ft)		1350			1161			1070			2484	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	174	629		269	462		208	2048		258	1650	
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	0.46	0.48		0.55	0.89		0.82	0.46		0.25	0.90	

Intersection Summary

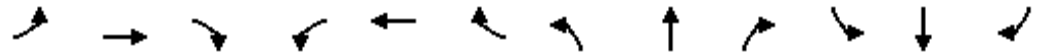
Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	87.4
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.92
Intersection Signal Delay:	28.6
Intersection LOS:	C
Intersection Capacity Utilization:	84.2%
ICU Level of Service:	E
Analysis Period (min):	15
90th %ile Actuated Cycle:	90
70th %ile Actuated Cycle:	90
50th %ile Actuated Cycle:	90
30th %ile Actuated Cycle:	90
10th %ile Actuated Cycle:	77.1
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

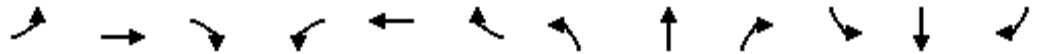
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑↑	↗	↙	↑↑↑	↗	↙	↑↑		↙	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	154		250	200		200	250		0
Storage Lanes	1		0	1		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.936			0.954	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	3313	0	1770	3376	0
Fl _t Permitted	0.091			0.083			0.190			0.595		
Satd. Flow (perm)	170	5085	1583	155	5085	1583	354	3313	0	1108	3376	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			90			131		108			53	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		799			1458			2338			2560	
Travel Time (s)		12.1			22.1			39.9			43.6	
Volume (vph)	149	1923	106	303	2210	153	223	132	98	110	269	117
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	164	2113	116	333	2429	168	245	145	108	121	296	129
Lane Group Flow (vph)	164	2113	116	333	2429	168	245	253	0	121	425	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	21.0	21.0		9.0	21.0	
Total Split (s)	11.0	48.0	48.0	20.0	57.0	57.0	21.0	29.0	0.0	13.0	21.0	0.0
Total Split (%)	10.0%	43.6%	43.6%	18.2%	51.8%	51.8%	19.1%	26.4%	0.0%	11.8%	19.1%	0.0%
Maximum Green (s)	6.0	43.0	43.0	15.0	52.0	52.0	16.0	24.0		8.0	16.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	Max	Max		None	None	
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0			0	
Act Effct Green (s)	51.0	44.0	44.0	64.0	53.0	53.0	37.8	25.0		25.6	16.8	
Actuated g/C Ratio	0.46	0.40	0.40	0.58	0.48	0.48	0.34	0.23		0.23	0.15	
v/c Ratio	0.91	1.04	0.17	1.02	0.99	0.20	0.72	0.30		0.39	0.76	
Control Delay	71.1	63.2	7.3	87.4	44.5	5.2	40.6	20.9		30.1	48.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	71.1	63.2	7.3	87.4	44.5	5.2	40.6	20.9		30.1	48.0	
LOS	E	E	A	F	D	A	D	C		C	D	

Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012

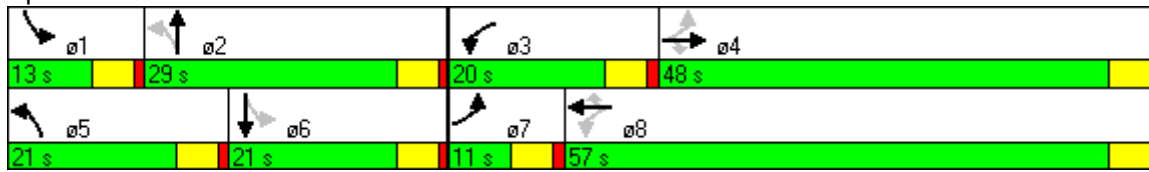


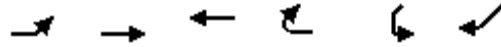
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		61.1			47.2			30.6			44.1	
Approach LOS		E			D			C			D	
90th %ile Green (s)	6.0	43.0	43.0	15.0	52.0	52.0	16.0	24.0		8.0	16.0	
90th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR		Max	Max	
70th %ile Green (s)	6.0	43.0	43.0	15.0	52.0	52.0	16.0	24.0		8.0	16.0	
70th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR		Max	Max	
50th %ile Green (s)	6.0	43.0	43.0	15.0	52.0	52.0	16.0	24.0		8.0	16.0	
50th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR		Max	Max	
30th %ile Green (s)	6.0	43.0	43.0	15.0	52.0	52.0	16.0	24.0		8.0	16.0	
30th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR		Max	Hold	
10th %ile Green (s)	6.0	43.0	43.0	15.0	52.0	52.0	16.0	24.0		7.1	15.1	
10th %ile Term Code	Max	Max	Max	Max	Max	Max	MaxR	MaxR		Gap	Hold	
Stops (vph)	80	1705	21	197	1955	25	164	105		85	320	
Fuel Used(gal)	5	64	1	11	65	2	7	6		4	14	
CO Emissions (g/hr)	320	4500	100	749	4562	134	489	396		248	986	
NOx Emissions (g/hr)	62	876	20	146	888	26	95	77		48	192	
VOC Emissions (g/hr)	74	1043	23	173	1057	31	113	92		58	229	
Dilemma Vehicles (#)	0	81	0	0	97	0	0	11		0	17	
Queue Length 50th (ft)	63	~591	11	~200	604	13	130	43		60	134	
Queue Length 95th (ft)	#196	#687	47	#383	#743	50	#217	80		105	190	
Internal Link Dist (ft)		719			1378			2258			2480	
Turn Bay Length (ft)	250			154		250	200			250		
Base Capacity (vph)	181	2037	688	326	2454	832	341	837		314	567	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.91	1.04	0.17	1.02	0.99	0.20	0.72	0.30		0.39	0.75	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 109.8
 Natural Cycle: 110
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 50.8 Intersection LOS: D
 Intersection Capacity Utilization 90.8% ICU Level of Service E
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 110
 70th %ile Actuated Cycle: 110
 50th %ile Actuated Cycle: 110
 30th %ile Actuated Cycle: 110
 10th %ile Actuated Cycle: 109.1
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue





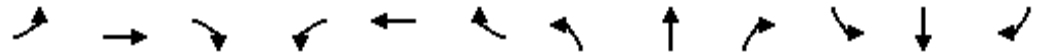
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15			9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	*0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	0	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45	45		45	
Link Distance (ft)		341	370		448	
Travel Time (s)		5.2	5.6		6.8	
Volume (vph)	0	520	0	0	0	770
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	571	0	0	0	846
Lane Group Flow (vph)	0	571	0	0	0	846
Sign Control		Free	Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.3% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑		↔	↑↑↑	↔	↔	↑↑	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5009	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.167			0.143		
Satd. Flow (perm)	3433	5085	1583	3433	5009	0	311	5085	1583	266	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			58		21				136			216
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	339	1161	123	343	1581	176	250	982	127	221	974	485
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	373	1276	135	377	1737	193	275	1079	140	243	1070	533
Lane Group Flow (vph)	373	1276	135	377	1930	0	275	1079	140	243	1070	533
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	14.0	36.0	36.0	18.0	40.0	0.0	14.0	28.0	28.0	18.0	32.0	32.0
Total Split (%)	14.0%	36.0%	36.0%	18.0%	40.0%	0.0%	14.0%	28.0%	28.0%	18.0%	32.0%	32.0%
Maximum Green (s)	9.0	31.0	31.0	13.0	35.0		9.0	23.0	23.0	13.0	27.0	27.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	10.0	32.2	32.2	13.8	36.0		34.5	24.5	24.5	41.5	28.0	28.0
Actuated g/C Ratio	0.10	0.32	0.32	0.14	0.36		0.34	0.24	0.24	0.42	0.28	0.28
v/c Ratio	1.09	0.78	0.25	0.79	1.06		1.08	0.87	0.29	0.78	1.08	0.89
Control Delay	117.4	34.8	15.8	54.4	71.5		107.3	45.0	7.6	38.1	88.1	39.3
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	117.4	34.8	15.8	54.4	71.5		107.3	45.0	7.6	38.1	88.1	39.3
LOS	F	C	B	D	E		F	D	A	D	F	D

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012

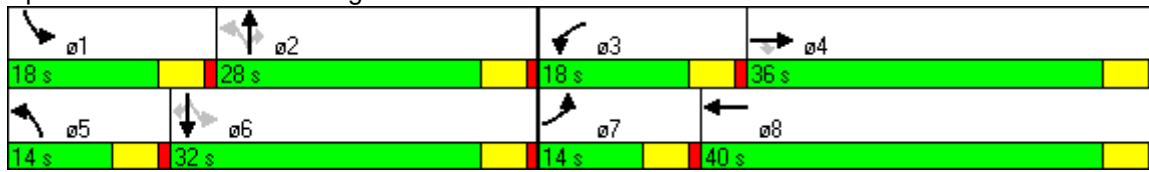


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		50.6			68.7			52.9			67.4	
Approach LOS		D			E			D			E	
90th %ile Green (s)	9.0	31.0	31.0	13.0	35.0		9.0	23.0	23.0	13.0	27.0	27.0
90th %ile Term Code	Max	Max	Max	Max	Max		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	9.0	31.0	31.0	13.0	35.0		9.0	23.0	23.0	13.0	27.0	27.0
70th %ile Term Code	Max	Max	Max	Max	Max		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	9.0	31.0	31.0	13.0	35.0		9.0	23.0	23.0	13.0	27.0	27.0
50th %ile Term Code	Max	Max	Max	Max	Max		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	9.0	31.0	31.0	13.0	35.0		9.0	23.0	23.0	13.0	27.0	27.0
30th %ile Term Code	Max	Hold	Hold	Max	Max		Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	9.0	31.8	31.8	12.2	35.0		9.0	25.6	25.6	10.4	27.0	27.0
10th %ile Term Code	Max	Hold	Hold	Gap	Max		Max	Hold	Hold	Gap	MaxR	MaxR
Stops (vph)	285	1018	52	316	1535		155	892	20	145	845	276
Fuel Used(gal)	16	37	3	10	57		12	36	3	7	45	16
CO Emissions (g/hr)	1144	2582	202	708	3993		813	2516	192	519	3119	1117
NOx Emissions (g/hr)	223	502	39	138	777		158	490	37	101	607	217
VOC Emissions (g/hr)	265	598	47	164	925		188	583	45	120	723	259
Dilemma Vehicles (#)	0	58	0	0	81		0	48	0	0	44	0
Queue Length 50th (ft)	~138	268	35	121	~497		~146	243	2	102	~403	206
Queue Length 95th (ft)	#231	324	81	#186	#595		#311	#319	49	#211	#532	#409
Internal Link Dist (ft)		2295			1303			260			2774	
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	343	1635	548	480	1817		254	1247	491	320	991	599
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	1.09	0.78	0.25	0.79	1.06		1.08	0.87	0.29	0.76	1.08	0.89

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Natural Cycle:	100
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.09
Intersection Signal Delay:	60.9
Intersection LOS:	E
Intersection Capacity Utilization	98.2%
ICU Level of Service	F
Analysis Period (min)	15
90th %ile Actuated Cycle:	100
70th %ile Actuated Cycle:	100
50th %ile Actuated Cycle:	100
30th %ile Actuated Cycle:	100
10th %ile Actuated Cycle:	100
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1603	0	520	2734	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1762	0	571	3004	0	0
Lane Group Flow (vph)	1762	0	571	3004	0	0
Turn Type			Prot			
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	25.0	0.0	15.0	40.0	0.0	0.0
Total Split (%)	62.5%	0.0%	37.5%	100.0%	0.0%	0.0%
Maximum Green (s)	20.0		10.0	35.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	None		None	None		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	20.0		10.6	38.6		
Actuated g/C Ratio	0.52		0.27	1.00		
v/c Ratio	0.67		0.61	0.59		
Control Delay	8.3		15.4	0.5		
Queue Delay	0.0		0.0	0.0		
Total Delay	8.3		15.4	0.5		
LOS	A		B	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012

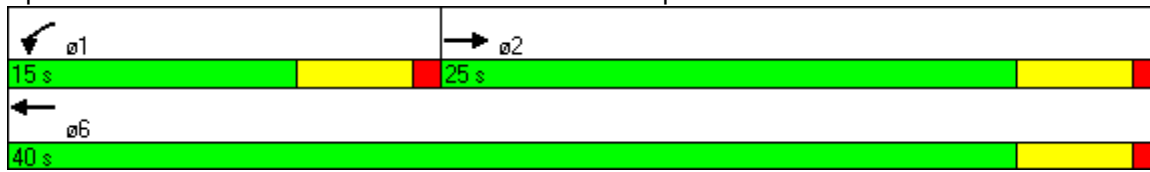


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	8.3			2.9		
Approach LOS	A			A		
90th %ile Green (s)	20.0		10.0	35.0		
90th %ile Term Code	Max		Max	Max		
70th %ile Green (s)	20.0		10.0	35.0		
70th %ile Term Code	Max		Max	Max		
50th %ile Green (s)	20.0		10.0	35.0		
50th %ile Term Code	Max		Max	Max		
30th %ile Green (s)	20.0		10.0	35.0		
30th %ile Term Code	Max		Max	Max		
10th %ile Green (s)	15.2		8.0	28.2		
10th %ile Term Code	Gap		Gap	Hold		
Stops (vph)	1028		419	2		
Fuel Used(gal)	17		13	32		
CO Emissions (g/hr)	1191		895	2211		
NOx Emissions (g/hr)	232		174	430		
VOC Emissions (g/hr)	276		207	512		
Dilemma Vehicles (#)	206		0	0		
Queue Length 50th (ft)	89		56	0		
Queue Length 95th (ft)	126		93	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	2698		970	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.65		0.59	0.59		

Intersection Summary

Area Type:	Other
Cycle Length:	40
Actuated Cycle Length:	38.6
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	4.7
Intersection LOS:	A
Intersection Capacity Utilization:	56.2%
ICU Level of Service:	B
Analysis Period (min):	15
90th %ile Actuated Cycle:	40
70th %ile Actuated Cycle:	40
50th %ile Actuated Cycle:	40
30th %ile Actuated Cycle:	40
10th %ile Actuated Cycle:	33.2

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





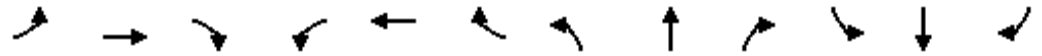
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	520	0	0	550	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	571	0	0	604	0	0
Lane Group Flow (vph)	571	0	0	604	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.4%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↘	↖	↕	↘	↖	↕	↘	↖	↕	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	175		0	234		0
Storage Lanes	1		0	1		0	1		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	0.97	1.00	1.00
Fr _t		0.992			0.978			0.939				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5045	0	1770	4973	0	1770	3323	0	3433	1863	1583
Fl _t Permitted	0.103			0.093			0.950			0.950		
Satd. Flow (perm)	192	5045	0	173	4973	0	1770	3323	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			47			88				96
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	124	1162	65	182	1994	339	82	117	80	379	125	87
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	136	1277	71	200	2191	373	90	129	88	416	137	96
Lane Group Flow (vph)	136	1348	0	200	2564	0	90	217	0	416	137	96
Turn Type	pm+pt			pm+pt			Prot			Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8								2
Detector Phases	7	4		3	8		1	6		5	2	2
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	21.0		9.0	21.0	21.0
Total Split (s)	9.0	43.0	0.0	20.0	54.0	0.0	15.0	21.0	0.0	16.0	22.0	22.0
Total Split (%)	9.0%	43.0%	0.0%	20.0%	54.0%	0.0%	15.0%	21.0%	0.0%	16.0%	22.0%	22.0%
Maximum Green (s)	4.0	38.0		15.0	49.0		10.0	16.0		11.0	17.0	17.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max		None	Max	Max
Walk Time (s)		5.0			5.0			5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	47.4	42.4		58.9	50.0		10.1	17.0		12.0	21.3	21.3
Actuated g/C Ratio	0.47	0.42		0.59	0.50		0.10	0.17		0.12	0.21	0.21
v/c Ratio	0.80	0.63		0.66	1.02		0.51	0.34		1.01	0.35	0.23
Control Delay	51.0	24.5		23.9	48.9		51.3	23.1		91.7	38.3	9.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	51.0	24.5		23.9	48.9		51.3	23.1		91.7	38.3	9.1
LOS	D	C		C	D		D	C		F	D	A

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012

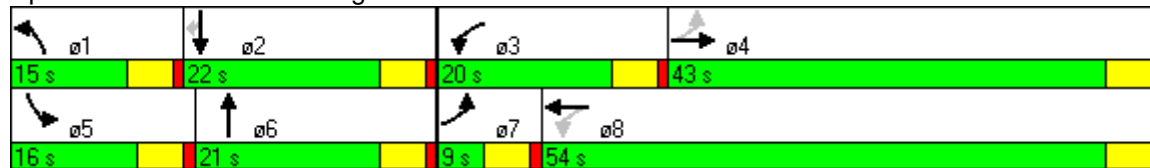


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		26.9			47.1			31.4			68.2	
Approach LOS		C			D			C			E	
90th %ile Green (s)	4.0	38.0		15.0	49.0		10.0	16.0		11.0	17.0	17.0
90th %ile Term Code	Max	Max		Max	Max		Max	MaxR		Max	MaxR	MaxR
70th %ile Green (s)	4.0	38.7		14.3	49.0		10.0	16.0		11.0	17.0	17.0
70th %ile Term Code	Max	Hold		Gap	Max		Max	MaxR		Max	MaxR	MaxR
50th %ile Green (s)	4.0	41.5		11.5	49.0		10.0	16.0		11.0	17.0	17.0
50th %ile Term Code	Max	Hold		Gap	Max		Max	MaxR		Max	MaxR	MaxR
30th %ile Green (s)	4.0	43.6		9.4	49.0		8.7	16.0		11.0	18.3	18.3
30th %ile Term Code	Max	Hold		Gap	Max		Gap	MaxR		Max	Hold	Hold
10th %ile Green (s)	4.0	45.3		7.7	49.0		0.0	16.0		11.0	32.0	32.0
10th %ile Term Code	Max	Hold		Gap	Max		Skip	MaxR		Max	Hold	Hold
Stops (vph)	65	928		103	2017		77	102		332	106	16
Fuel Used(gal)	3	26		4	64		3	6		17	4	2
CO Emissions (g/hr)	213	1838		246	4456		219	390		1163	286	123
NOx Emissions (g/hr)	41	358		48	867		43	76		226	56	24
VOC Emissions (g/hr)	49	426		57	1033		51	90		270	66	29
Dilemma Vehicles (#)	0	61		0	110		0	10		0	6	0
Queue Length 50th (ft)	36	239		65	~634		55	37		~140	78	0
Queue Length 95th (ft)	#142	308		138	#731		106	72		#240	137	43
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173			175			234		
Base Capacity (vph)	170	2146		346	2510		189	638		412	396	412
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	0.80	0.63		0.58	1.02		0.48	0.34		1.01	0.35	0.23

Intersection Summary

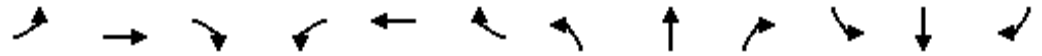
Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Natural Cycle:	100
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.02
Intersection Signal Delay:	43.0
Intersection LOS:	D
Intersection Capacity Utilization:	82.9%
ICU Level of Service:	E
Analysis Period (min)	15
90th %ile Actuated Cycle:	100
70th %ile Actuated Cycle:	100
50th %ile Actuated Cycle:	100
30th %ile Actuated Cycle:	100
10th %ile Actuated Cycle:	100
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue



Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

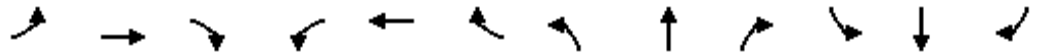
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖	↖	↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.998			0.988				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.988	
Satd. Flow (prot)	1770	5075	0	1770	5024	0	1770	1863	1583	1681	1748	1583
Fl _t Permitted	0.085			0.137			0.950			0.950	0.988	
Satd. Flow (perm)	158	5075	0	255	5024	0	1770	1863	1583	1681	1748	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			22				51			111
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	171	1265	18	49	1936	171	50	60	46	70	45	200
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	188	1390	20	54	2127	188	55	66	51	77	49	220
Lane Group Flow (vph)	188	1410	0	54	2315	0	55	66	51	61	65	220
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	12.0	51.0	0.0	9.0	48.0	0.0	9.0	9.0	9.0	21.0	21.0	21.0
Total Split (%)	13.3%	56.7%	0.0%	10.0%	53.3%	0.0%	10.0%	10.0%	10.0%	23.3%	23.3%	23.3%
Maximum Green (s)	7.0	46.0		4.0	43.0		4.0	4.0	4.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	54.9	48.7		48.6	43.7		5.0	5.0	5.0	17.0	17.0	17.0
Actuated g/C Ratio	0.63	0.55		0.54	0.50		0.06	0.06	0.06	0.19	0.19	0.19
v/c Ratio	0.76	0.50		0.24	0.92		0.56	0.63	0.38	0.19	0.19	0.55
Control Delay	37.7	13.7		9.7	28.1		64.0	69.2	20.6	32.6	32.6	22.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.7	13.7		9.7	28.1		64.0	69.2	20.6	32.6	32.6	22.5
LOS	D	B		A	C		E	E	C	C	C	C

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012

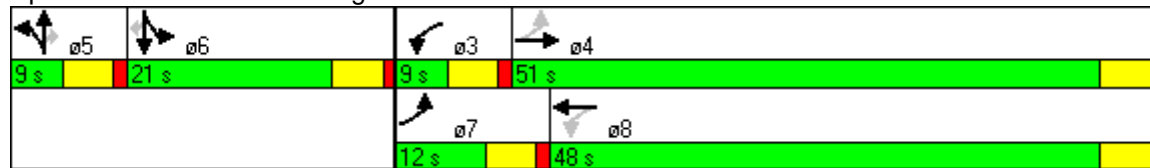


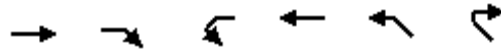
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		16.6			27.7			53.1			26.2	
Approach LOS		B			C			D			C	
90th %ile Green (s)	7.0	46.0		4.0	43.0		4.0	4.0	4.0	16.0	16.0	16.0
90th %ile Term Code	Max	Hold		Max	Max		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	7.0	46.0		4.0	43.0		4.0	4.0	4.0	16.0	16.0	16.0
70th %ile Term Code	Max	Hold		Max	Max		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	7.0	46.0		4.0	43.0		4.0	4.0	4.0	16.0	16.0	16.0
50th %ile Term Code	Max	Hold		Max	Max		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	7.0	46.0		4.0	43.0		4.0	4.0	4.0	16.0	16.0	16.0
30th %ile Term Code	Max	Hold		Max	Max		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	7.0	53.1		0.0	41.1		0.0	0.0	0.0	16.0	16.0	16.0
10th %ile Term Code	Max	Hold		Skip	Gap		Skip	Skip	Skip	MaxR	MaxR	MaxR
Stops (vph)	85	755		20	1777		46	53	14	47	49	94
Fuel Used(gal)	4	23		1	49		2	2	1	1	1	4
CO Emissions (g/hr)	262	1611		51	3391		129	158	71	99	104	275
NOx Emissions (g/hr)	51	313		10	660		25	31	14	19	20	54
VOC Emissions (g/hr)	61	373		12	786		30	37	16	23	24	64
Dilemma Vehicles (#)	0	73		0	117		0	3	0	0	3	0
Queue Length 50th (ft)	53	183		11	432		31	38	0	30	33	54
Queue Length 95th (ft)	#163	223		24	#567		#83	#101	35	68	71	128
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	246	2816		223	2521		98	104	136	327	339	397
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.50		0.24	0.92		0.56	0.63	0.38	0.19	0.19	0.55

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 87.8
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 24.6 Intersection LOS: C
 Intersection Capacity Utilization 70.5% ICU Level of Service C
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 90
 70th %ile Actuated Cycle: 90
 50th %ile Actuated Cycle: 90
 30th %ile Actuated Cycle: 90
 10th %ile Actuated Cycle: 79.1
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 29: Flagler Street & SW 84th Street

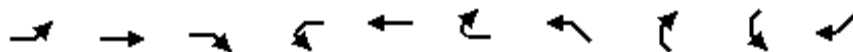




Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑			↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt	0.962					
Flt Protected						
Satd. Flow (prot)	4892	0	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	4892	0	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1603	550	0	2734	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1762	604	0	3004	0	0
Lane Group Flow (vph)	2366	0	0	3004	0	0
Sign Control	Free			Free	Free	

Intersection Summary

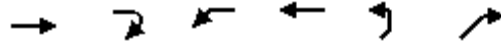
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.2%
ICU Level of Service	B
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑↑					↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		45	15		9	15	9	15	45
Lane Util. Factor	1.00	0.95	*0.95	1.00	0.95	1.00	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	3539	0	3539	0	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	3539	0	3539	0	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		958			454		376		381	
Travel Time (s)		14.5			6.9		5.7		5.8	
Volume (vph)	0	1544	651	0	1869	0	0	0	0	563
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1697	715	0	2054	0	0	0	0	619
Lane Group Flow (vph)	0	1697	715	0	2054	0	0	0	0	619
Sign Control		Free			Free		Free		Free	

Intersection Summary

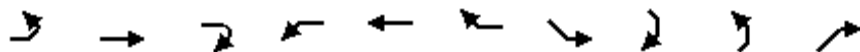
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	78.0% ICU Level of Service D
Analysis Period (min)	15
* User Entered Value	



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑		↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	45
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.95
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	1863	0	*3539
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	0	*3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	45	
Link Distance (ft)	479			840	486	
Travel Time (s)	7.3			12.7	7.4	
Volume (vph)	0	0	0	563	0	651
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	619	0	715
Lane Group Flow (vph)	0	0	0	619	0	715
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.0% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations		↑↑			↑↑	↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		9	15		45	15	9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	*0.95	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	0	0	3539	3539	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	0	0	3539	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		639			676		475		554	
Travel Time (s)		9.7			10.2		7.2		8.4	
Volume (vph)	0	1544	0	0	1869	770	0	0	0	520
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1697	0	0	2054	846	0	0	0	571
Lane Group Flow (vph)	0	1697	0	0	2054	846	0	0	0	571
Sign Control		Free			Free		Free		Free	

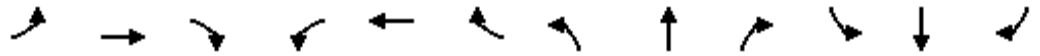
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	78.0%
	ICU Level of Service D
Analysis Period (min)	15
* User Entered Value	

2040 Alternatives 1a, 1b, 2a, 2b, 3a and 3b

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

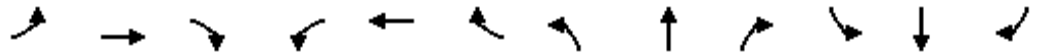
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔↔	↑↑↑↑	↔	↔	↑↑↑		↔↔	↑↑	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	720		0	720		155	240		240	600		250
Storage Lanes	2		0	2		1	1		1	2		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	0.86	0.97	0.81	1.00	1.00	0.91	0.91	0.97	0.95	1.00
Fr _t		0.990				0.850		0.987				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6344	0	3433	7544	1583	1770	5019	0	3433	3539	1583
Fl _t Permitted	0.950			0.950			0.133			0.950		
Satd. Flow (perm)	3433	6344	0	3433	7544	1583	248	5019	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				80		14				271
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40				40
Link Distance (ft)		2650			1007			2574			2388	
Travel Time (s)		40.2			15.3			43.9			40.7	
Volume (vph)	939	1844	134	239	1735	307	138	1301	126	239	948	266
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1032	2026	147	263	1907	337	152	1430	138	263	1042	292
Lane Group Flow (vph)	1032	2173	0	263	1907	337	152	1568	0	263	1042	292
Turn Type	Prot			Prot		Perm	pm+pt			Prot		Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases						8	2					6
Detector Phases	7	4		3	8	8	5	2		1		6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0
Total Split (s)	33.0	50.0	0.0	15.0	32.0	32.0	9.0	34.0	0.0	11.0	36.0	36.0
Total Split (%)	30.0%	45.5%	0.0%	13.6%	29.1%	29.1%	8.2%	30.9%	0.0%	10.0%	32.7%	32.7%
Maximum Green (s)	28.0	45.0		10.0	27.0	27.0	4.0	29.0		6.0	31.0	31.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	29.0	46.0		11.0	28.0	28.0	35.0	30.0		7.0	32.0	32.0
Actuated g/C Ratio	0.26	0.42		0.10	0.25	0.25	0.32	0.27		0.06	0.29	0.29
v/c Ratio	1.14	0.82		0.77	0.99	0.73	1.03	1.14		1.21	1.01	0.45
Control Delay	114.2	31.2		63.8	60.2	38.7	112.7	108.1		172.1	70.3	7.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	114.2	31.2		63.8	60.2	38.7	112.7	108.1		172.1	70.3	7.2
LOS	F	C		E	E	D	F	F		F	E	A

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012

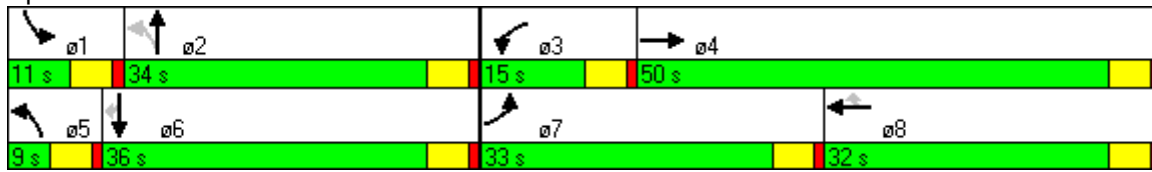


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		57.9			57.7			108.5			75.5	
Approach LOS		E			E			F			E	
90th %ile Green (s)	28.0	45.0		10.0	27.0	27.0	4.0	29.0		6.0	31.0	31.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	MaxR
70th %ile Green (s)	28.0	45.0		10.0	27.0	27.0	4.0	29.0		6.0	31.0	31.0
70th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	MaxR
50th %ile Green (s)	28.0	45.0		10.0	27.0	27.0	4.0	29.0		6.0	31.0	31.0
50th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	MaxR
30th %ile Green (s)	28.0	45.0		10.0	27.0	27.0	4.0	29.0		6.0	31.0	31.0
30th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	MaxR
10th %ile Green (s)	28.0	45.0		10.0	27.0	27.0	4.0	29.0		6.0	31.0	31.0
10th %ile Term Code	Max	Hold		Max	Max	Max	Max	MaxR		Max	MaxR	MaxR
Stops (vph)	799	1673		223	1589	217	88	1220		192	844	36
Fuel Used(gal)	48	67		10	72	11	6	68		15	39	6
CO Emissions (g/hr)	3350	4708		708	5027	740	450	4776		1026	2754	396
NOx Emissions (g/hr)	652	916		138	978	144	88	929		200	536	77
VOC Emissions (g/hr)	776	1091		164	1165	171	104	1107		238	638	92
Dilemma Vehicles (#)	0	90		0	75	0	0	56		0	40	0
Queue Length 50th (ft)	~440	383		94	332	168	~76	~472		~117	~395	11
Queue Length 95th (ft)	#568	434		#153	#409	277	#193	#571		#201	#540	77
Internal Link Dist (ft)		2570			927			2494			2308	
Turn Bay Length (ft)	720			720		155	240			600		250
Base Capacity (vph)	905	2663		343	1920	463	148	1379		218	1030	653
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.14	0.82		0.77	0.99	0.73	1.03	1.14		1.21	1.01	0.45

Intersection Summary

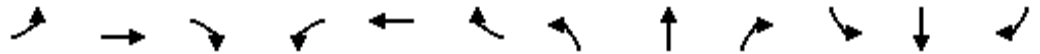
Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Natural Cycle:	110
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.21
Intersection Signal Delay:	70.6
Intersection LOS:	E
Intersection Capacity Utilization:	95.0%
ICU Level of Service:	F
Analysis Period (min):	15
90th %ile Actuated Cycle:	110
70th %ile Actuated Cycle:	110
50th %ile Actuated Cycle:	110
30th %ile Actuated Cycle:	110
10th %ile Actuated Cycle:	110
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue



Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.984			0.975	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3483	0	1770	3451	0
Fl _t Permitted	0.950			0.950			0.224			0.089		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	417	3483	0	166	3451	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			31			63		7			13	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	398	2659	99	188	1699	174	177	724	88	455	594	117
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	437	2922	109	207	1867	191	195	796	97	500	653	129
Lane Group Flow (vph)	437	2922	109	207	1867	191	195	893	0	500	782	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	27.0	78.0	78.0	13.0	64.0	64.0	27.0	45.0	0.0	44.0	62.0	0.0
Total Split (%)	15.0%	43.3%	43.3%	7.2%	35.6%	35.6%	15.0%	25.0%	0.0%	24.4%	34.4%	0.0%
Maximum Green (s)	22.0	73.0	73.0	8.0	59.0	59.0	22.0	40.0		39.0	57.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	23.0	74.0	74.0	9.0	60.0	60.0	59.2	41.0		85.0	62.8	
Actuated g/C Ratio	0.13	0.41	0.41	0.05	0.33	0.33	0.33	0.23		0.47	0.35	
v/c Ratio	1.00	1.11	0.16	1.20	0.87	0.34	0.71	1.12		1.15	0.64	
Control Delay	118.3	103.7	24.4	177.9	51.2	25.5	40.3	129.7		140.1	51.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	118.3	103.7	24.4	177.9	51.2	25.5	40.3	129.7		140.1	51.9	
LOS	F	F	C	F	D	C	D	F		F	D	

Lanes, Volumes, Timings
 6: SW 8th Street & SW 97th Avenue

2/1/2012

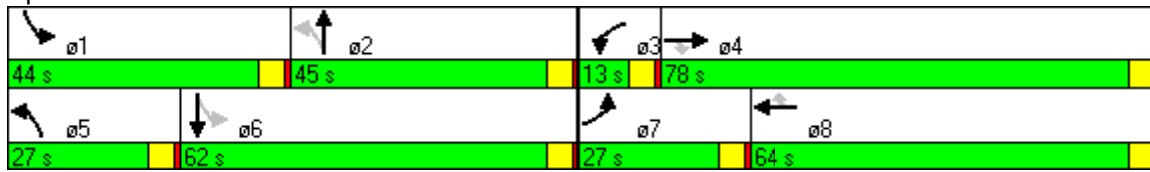


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	103.0			60.6			113.6			86.3		
Approach LOS	F			E			F			F		
90th %ile Green (s)	22.0	73.0	73.0	8.0	59.0	59.0	22.0	40.0		39.0	57.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	22.0	73.0	73.0	8.0	59.0	59.0	19.5	40.0		39.0	59.5	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
50th %ile Green (s)	22.0	73.0	73.0	8.0	59.0	59.0	17.2	40.0		39.0	61.8	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
30th %ile Green (s)	22.0	73.0	73.0	8.0	59.0	59.0	15.0	40.0		39.0	64.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
10th %ile Green (s)	22.0	73.0	73.0	8.0	59.0	59.0	12.1	40.0		39.0	66.9	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
Stops (vph)	362	2361	45	147	1587	101	127	705		346	582	
Fuel Used(gal)	21	134	3	11	55	4	6	45		27	30	
CO Emissions (g/hr)	1488	9343	199	741	3856	278	440	3138		1899	2105	
NOx Emissions (g/hr)	290	1818	39	144	750	54	86	610		369	410	
VOC Emissions (g/hr)	345	2165	46	172	894	64	102	727		440	488	
Dilemma Vehicles (#)	0	66	0	0	27	0	0	20		0	20	
Queue Length 50th (ft)	270	~1140	57	~148	652	140	136	~633		~641	403	
Queue Length 95th (ft)	#394	#1187	104	#244	469	167	195	#774		#883	500	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	439	2634	669	172	2136	570	321	799		435	1213	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.00	1.11	0.16	1.20	0.87	0.34	0.61	1.12		1.15	0.64	

Intersection Summary

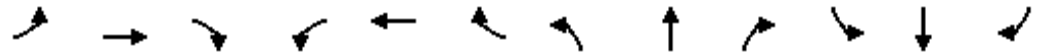
Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 101 (56%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 90.0 Intersection LOS: F
 Intersection Capacity Utilization 105.3% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.997			0.916			0.897	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6389	0	1770	1706	0	1770	1671	0
Fl _t Permitted	0.085			0.093			0.483			0.693		
Satd. Flow (perm)	158	6395	0	173	6389	0	900	1706	0	1291	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			6			53			108	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	229	2945	42	20	1962	44	44	38	48	56	52	114
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	252	3236	46	22	2156	48	48	42	53	62	57	125
Lane Group Flow (vph)	252	3282	0	22	2204	0	48	95	0	62	182	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	22.0	60.0	0.0	9.0	47.0	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Total Split (%)	24.4%	66.7%	0.0%	10.0%	52.2%	0.0%	23.3%	23.3%	0.0%	23.3%	23.3%	0.0%
Maximum Green (s)	17.0	55.0		4.0	42.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	70.8	66.8		59.4	53.0		11.2	11.2		11.2	11.2	
Actuated g/C Ratio	0.79	0.74		0.66	0.59		0.12	0.12		0.12	0.12	
v/c Ratio	0.68	0.69		0.10	0.59		0.43	0.37		0.39	0.60	
Control Delay	30.8	12.9		3.6	7.5		39.4	19.2		37.4	19.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.8	12.9		3.6	7.5		39.4	19.2		37.4	19.3	
LOS	C	B		A	A		D	B		D	B	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

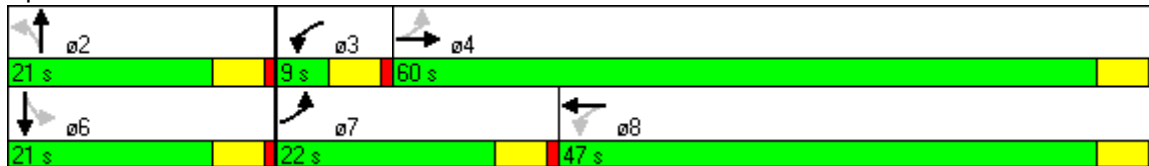


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		14.1			7.5			26.0			23.9	
Approach LOS		B			A			C			C	
90th %ile Green (s)	17.4	55.0		4.4	42.0		15.6	15.6		15.6	15.6	
90th %ile Term Code	Max	Coord		Max	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	16.6	57.2		5.8	46.4		12.0	12.0		12.0	12.0	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap		Hold	Hold	
50th %ile Green (s)	13.2	70.1		0.0	51.9		9.9	9.9		9.9	9.9	
50th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)	10.2	72.2		0.0	57.0		7.8	7.8		7.8	7.8	
30th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Gap	Gap	
10th %ile Green (s)	6.7	74.5		0.0	62.8		5.5	5.5		5.5	5.5	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	204	1465		5	491		40	39		50	67	
Fuel Used(gal)	6	57		0	25		1	2		2	4	
CO Emissions (g/hr)	445	3998		16	1716		100	149		130	301	
NOx Emissions (g/hr)	87	778		3	334		19	29		25	59	
VOC Emissions (g/hr)	103	927		4	398		23	35		30	70	
Dilemma Vehicles (#)	0	183		0	117		0	5		0	9	
Queue Length 50th (ft)	206	512		3	165		26	22		33	39	
Queue Length 95th (ft)	m188	m488		m7	264		58	62		68	98	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	448	4748		227	3766		170	365		244	403	
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	0.56	0.69		0.10	0.59		0.28	0.26		0.25	0.45	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 20 (22%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 12.4 Intersection LOS: B
 Intersection Capacity Utilization 73.1% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		0	160		0	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995				0.850		0.971			0.931	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6376	0	1770	6408	1583	1770	1809	0	1770	1734	0
Fl _t Permitted	0.065			0.069			0.150			0.077		
Satd. Flow (perm)	121	6376	0	129	6408	1583	279	1809	0	143	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				183		7			24	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			2650			3134			2669	
Travel Time (s)		17.9			40.2			53.4			45.5	
Volume (vph)	343	2644	84	115	1662	272	152	407	98	86	210	177
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	377	2905	92	126	1826	299	167	447	108	95	231	195
Lane Group Flow (vph)	377	2997	0	126	1826	299	167	555	0	95	426	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	44.0	92.0	0.0	14.0	62.0	62.0	18.0	62.0	0.0	12.0	56.0	0.0
Total Split (%)	24.4%	51.1%	0.0%	7.8%	34.4%	34.4%	10.0%	34.4%	0.0%	6.7%	31.1%	0.0%
Maximum Green (s)	39.0	87.0		9.0	57.0	57.0	13.0	57.0		7.0	51.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	102.0	88.0		71.2	61.2	61.2	70.0	58.0		60.2	52.2	
Actuated g/C Ratio	0.57	0.49		0.40	0.34	0.34	0.39	0.32		0.33	0.29	
v/c Ratio	0.93	0.96		0.89	0.84	0.45	0.75	0.94		0.79	0.82	
Control Delay	69.3	34.6		95.6	59.7	20.1	58.4	83.6		78.0	70.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	69.3	34.6		95.6	59.7	20.1	58.4	83.6		78.0	70.0	
LOS	E	C		F	E	C	E	F		E	E	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

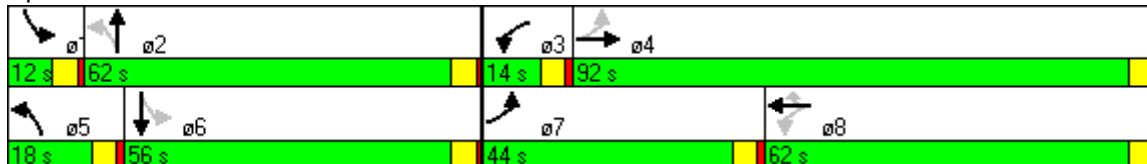


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		38.5			56.4			77.8			71.5	
Approach LOS		D			E			E			E	
90th %ile Green (s)	39.0	87.0		9.0	57.0	57.0	13.0	57.0		7.0	51.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	39.0	87.0		9.0	57.0	57.0	13.0	57.0		7.0	51.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	39.0	87.0		9.0	57.0	57.0	13.0	57.0		7.0	51.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	35.5	87.0		9.0	60.5	60.5	13.0	57.0		7.0	51.0	
30th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	26.5	87.0		9.0	69.5	69.5	12.0	57.0		7.0	52.0	
10th %ile Term Code	Gap	Coord		Max	Coord	Coord	Gap	MaxR		Max	MaxR	
Stops (vph)	305	2343		75	1510	86	100	453		55	336	
Fuel Used(gal)	11	69		5	68	7	6	24		3	16	
CO Emissions (g/hr)	787	4841		360	4722	480	421	1663		242	1108	
NOx Emissions (g/hr)	153	942		70	919	93	82	323		47	216	
VOC Emissions (g/hr)	182	1122		83	1094	111	98	385		56	257	
Dilemma Vehicles (#)	0	75		0	46	0	0	13		0	11	
Queue Length 50th (ft)	385	700		96	597	106	133	636		73	450	
Queue Length 95th (ft)	#570	753		#238	644	203	#212	#879		#169	#603	
Internal Link Dist (ft)		1101			2570			3054			2589	
Turn Bay Length (ft)	507			380			160					
Base Capacity (vph)	435	3120		142	2179	659	224	588		120	520	
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	0.87	0.96		0.89	0.84	0.45	0.75	0.94		0.79	0.82	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 2 (1%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 51.0 Intersection LOS: D
 Intersection Capacity Utilization 91.6% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

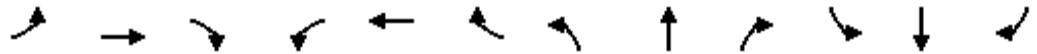
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.959			0.947			0.988			0.988	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1786	0	1770	1764	0	1770	3497	0	1770	3497	0
Fl _t Permitted	0.190			0.338			0.111			0.125		
Satd. Flow (perm)	354	1786	0	630	1764	0	207	3497	0	233	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			33			18			14	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2574	
Travel Time (s)		24.4			21.2			19.6			43.9	
Volume (vph)	113	321	122	99	209	113	82	1273	107	127	1084	91
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	124	353	134	109	230	124	90	1399	118	140	1191	100
Lane Group Flow (vph)	124	487	0	109	354	0	90	1517	0	140	1291	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	30.0	0.0	21.0	21.0	0.0	9.0	45.0	0.0	36.0	36.0	0.0
Total Split (%)	12.0%	40.0%	0.0%	28.0%	28.0%	0.0%	12.0%	60.0%	0.0%	48.0%	48.0%	0.0%
Maximum Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	23.9	23.8		16.8	16.8		41.0	41.1		34.1	34.1	
Actuated g/C Ratio	0.32	0.33		0.23	0.23		0.55	0.56		0.47	0.47	
v/c Ratio	0.60	0.81		0.75	0.82		0.41	0.77		1.28	0.79	
Control Delay	30.9	30.4		60.0	41.7		14.0	16.0		209.6	22.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.9	30.4		60.0	41.7		14.0	16.0		209.6	22.4	
LOS	C	C		E	D		B	B		F	C	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012

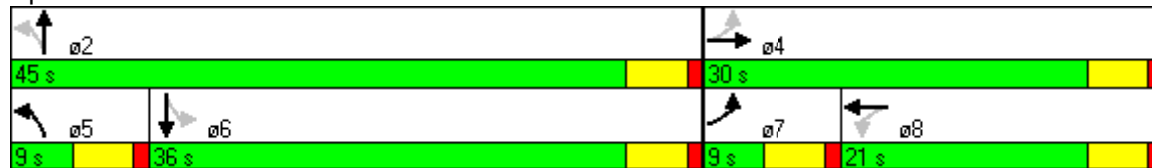


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		30.5			46.0			15.9			40.7	
Approach LOS		C			D			B			D	
90th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
90th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
70th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	14.7		14.7	14.7		0.0	40.0		40.0	40.0	
10th %ile Term Code	Skip	Gap		Hold	Hold		Skip	MaxR		Hold	Hold	
Stops (vph)	77	357		80	254		36	1000		83	924	
Fuel Used(gal)	3	11		3	8		1	25		8	35	
CO Emissions (g/hr)	179	738		198	555		86	1753		591	2443	
NOx Emissions (g/hr)	35	143		38	108		17	341		115	475	
VOC Emissions (g/hr)	42	171		46	129		20	406		137	566	
Dilemma Vehicles (#)	0	29		0	21		0	94		0	79	
Queue Length 50th (ft)	40	187		48	143		18	270		~89	273	
Queue Length 95th (ft)	#82	#333		#132	#284		39	360		#154	#379	
Internal Link Dist (ft)		1350			1161			1070			2494	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	208	637		147	436		218	1981		109	1644	
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	0.60	0.76		0.74	0.81		0.41	0.77		1.28	0.79	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 72.9
 Natural Cycle: 75
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 30.1 Intersection LOS: C
 Intersection Capacity Utilization 88.8% ICU Level of Service E
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 75
 70th %ile Actuated Cycle: 75
 50th %ile Actuated Cycle: 75
 30th %ile Actuated Cycle: 75
 10th %ile Actuated Cycle: 64.7
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
20: SW 8th Street & SW 82nd Avenue

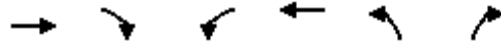
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑		↙	↑↑↑↑	↘	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		200	200
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.86	0.86	1.00	0.86	0.97	1.00
Fr _t	0.997					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	6389	0	1770	6408	3433	1583
Flt Permitted			0.085		0.950	
Satd. Flow (perm)	6389	0	158	6408	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	6					253
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	1735			301	2338	
Travel Time (s)	26.3			4.6	39.9	
Volume (vph)	2213	51	227	2004	345	230
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2432	56	249	2202	379	253
Lane Group Flow (vph)	2488	0	249	2202	379	253
Turn Type			pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases			8			2
Detector Phases	4		3	8	2	2
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		9.0	21.0	21.0	21.0
Total Split (s)	47.0	0.0	22.0	69.0	21.0	21.0
Total Split (%)	52.2%	0.0%	24.4%	76.7%	23.3%	23.3%
Maximum Green (s)	42.0		17.0	64.0	16.0	16.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Max	Max
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	47.5		65.0	65.0	17.0	17.0
Actuated g/C Ratio	0.53		0.72	0.72	0.19	0.19
v/c Ratio	0.74		0.70	0.48	0.58	0.50
Control Delay	18.6		21.2	5.7	37.5	8.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	18.6		21.2	5.7	37.5	8.2
LOS	B		C	A	D	A

Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012

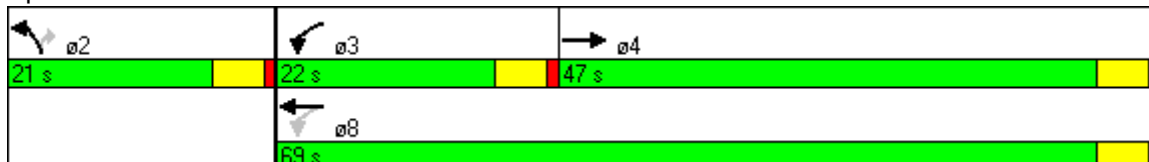


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	18.6			7.2	25.7	
Approach LOS	B			A	C	
90th %ile Green (s)	42.0		17.0	64.0	16.0	16.0
90th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
70th %ile Green (s)	43.5		15.5	64.0	16.0	16.0
70th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
50th %ile Green (s)	46.3		12.7	64.0	16.0	16.0
50th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
30th %ile Green (s)	49.1		9.9	64.0	16.0	16.0
30th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
10th %ile Green (s)	51.7		7.3	64.0	16.0	16.0
10th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
Stops (vph)	1674		126	757	306	30
Fuel Used(gal)	70		5	31	11	4
CO Emissions (g/hr)	4873		328	2145	777	302
NOx Emissions (g/hr)	948		64	417	151	59
VOC Emissions (g/hr)	1129		76	497	180	70
Dilemma Vehicles (#)	126		0	111	0	0
Queue Length 50th (ft)	301		76	128	102	0
Queue Length 95th (ft)	388		151	149	148	62
Internal Link Dist (ft)	1655			221	2258	
Turn Bay Length (ft)			154		200	200
Base Capacity (vph)	3376		437	4628	648	504
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	0.74		0.57	0.48	0.58	0.50

Intersection Summary

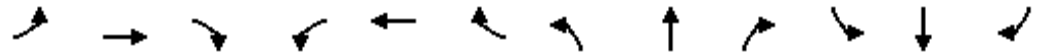
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 71 (79%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 14.4
 Intersection LOS: B
 Intersection Capacity Utilization 65.3%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖	↑↑↑	↖	↖	↑↑	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.987				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5019	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.069			0.071		
Satd. Flow (perm)	3433	5085	1583	3433	5019	0	129	5085	1583	132	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29		8				163			273
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	698	2370	190	323	1071	98	141	1816	525	204	870	391
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	767	2604	209	355	1177	108	155	1996	577	224	956	430
Lane Group Flow (vph)	767	2604	209	355	1285	0	155	1996	577	224	956	430
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1		6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	45.0	81.0	81.0	19.0	55.0	0.0	20.0	62.0	62.0	18.0	60.0	60.0
Total Split (%)	25.0%	45.0%	45.0%	10.6%	30.6%	0.0%	11.1%	34.4%	34.4%	10.0%	33.3%	33.3%
Maximum Green (s)	40.0	76.0	76.0	14.0	50.0		15.0	57.0	57.0	13.0	55.0	55.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	41.0	77.0	77.0	15.0	51.0		73.2	58.0	58.0	70.8	56.8	56.8
Actuated g/C Ratio	0.23	0.43	0.43	0.08	0.28		0.41	0.32	0.32	0.39	0.32	0.32
v/c Ratio	0.98	1.20	0.30	1.24	0.90		0.81	1.22	0.93	1.25	0.86	0.63
Control Delay	95.7	137.7	30.2	202.2	51.2		70.2	153.8	64.1	190.8	66.6	22.7
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	95.7	137.7	30.2	202.2	51.2		70.2	153.8	64.1	190.8	66.6	22.7
LOS	F	F	C	F	D		E	F	E	F	E	C

Lanes, Volumes, Timings
22: Flagler Street & SW 87th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	122.4			83.9			130.0			72.2		
Approach LOS	F			F			F			E		
90th %ile Green (s)	40.0	76.0	76.0	14.0	50.0		15.0	57.0	57.0	13.0	55.0	55.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	40.0	76.0	76.0	14.0	50.0		15.0	57.0	57.0	13.0	55.0	55.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	40.0	76.0	76.0	14.0	50.0		15.0	57.0	57.0	13.0	55.0	55.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	40.0	76.0	76.0	14.0	50.0		14.5	57.0	57.0	13.0	55.5	55.5
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Gap	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	40.0	76.0	76.0	14.0	50.0		11.4	57.0	57.0	13.0	58.6	58.6
10th %ile Term Code	Max	Coord	Coord	Max	Coord		Gap	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	642	1980	106	263	866		96	1506	369	122	797	131
Fuel Used(gal)	31	124	5	19	32		6	105	20	13	36	11
CO Emissions (g/hr)	2178	8673	369	1322	2214		389	7357	1411	914	2550	745
NOx Emissions (g/hr)	424	1687	72	257	431		76	1431	275	178	496	145
VOC Emissions (g/hr)	505	2010	85	306	513		90	1705	327	212	591	173
Dilemma Vehicles (#)	0	55	0	0	58		0	42	0	0	24	0
Queue Length 50th (ft)	470	~1358	138	~273	342		130	~1053	514	~279	564	161
Queue Length 95th (ft)	#608	#1427	208	#388	404		#248	#1141	#765	#470	657	292
Internal Link Dist (ft)	2295			1303			260			2774		
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	782	2175	694	286	1428		199	1639	621	179	1117	687
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	0.98	1.20	0.30	1.24	0.90		0.78	1.22	0.93	1.25	0.86	0.63

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 16 (9%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.25
 Intersection Signal Delay: 109.5 Intersection LOS: F
 Intersection Capacity Utilization 114.7% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 22: Flagler Street & SW 87th Avenue

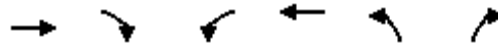
 ø1	 ø2	 ø3	 ø4
18 s	62 s	19 s	81 s
 ø5	 ø6	 ø7	 ø8
20 s	60 s	45 s	55 s

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1742	0	252	2273	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1914	0	277	2498	0	0
Lane Group Flow (vph)	1914	0	277	2498	0	0
Turn Type						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	59.0	0.0	31.0	90.0	0.0	0.0
Total Split (%)	65.6%	0.0%	34.4%	100.0%	0.0%	0.0%
Maximum Green (s)	54.0		26.0	85.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	55.0		27.0	90.0		
Actuated g/C Ratio	0.61		0.30	1.00		
v/c Ratio	0.62		0.27	0.49		
Control Delay	2.1		24.9	0.3		
Queue Delay	0.0		0.0	0.0		
Total Delay	2.1		24.9	0.3		
LOS	A		C	A		

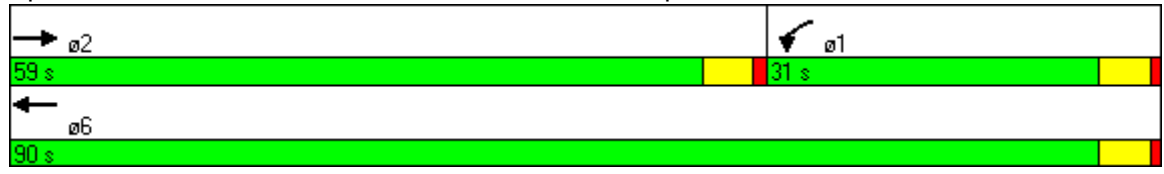


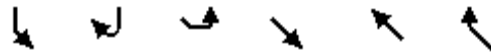
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	2.1			2.8		
Approach LOS	A			A		
90th %ile Green (s)	54.0		26.0	85.0		
90th %ile Term Code	Coord		Hold	Coord		
70th %ile Green (s)	54.0		26.0	85.0		
70th %ile Term Code	Coord		Hold	Coord		
50th %ile Green (s)	54.0		26.0	85.0		
50th %ile Term Code	Coord		Hold	Coord		
30th %ile Green (s)	54.0		26.0	85.0		
30th %ile Term Code	Coord		Hold	Coord		
10th %ile Green (s)	54.0		26.0	85.0		
10th %ile Term Code	Coord		Hold	Coord		
Stops (vph)	274		185	0		
Fuel Used(gal)	6		6	26		
CO Emissions (g/hr)	406		452	1832		
NOx Emissions (g/hr)	79		88	356		
VOC Emissions (g/hr)	94		105	424		
Dilemma Vehicles (#)	20		0	0		
Queue Length 50th (ft)	14		61	0		
Queue Length 95th (ft)	21		93	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	3108		1030	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.62		0.27	0.49		

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 2.5
 Intersection LOS: A
 Intersection Capacity Utilization 47.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





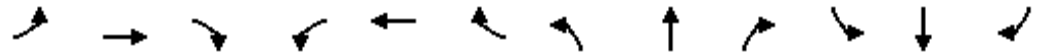
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	252	0	0	617	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	277	0	0	678	0	0
Lane Group Flow (vph)	277	0	0	678	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.3%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

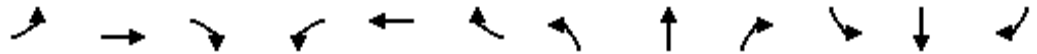
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.999			0.982			0.937				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5080	0	1770	4994	0	1770	1745	0	3433	1863	1583
Fl _t Permitted	0.086			0.039			0.950			0.950		
Satd. Flow (perm)	160	5080	0	73	4994	0	1770	1745	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			23			16				120
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	145	2744	25	86	1331	180	75	72	52	466	68	109
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	159	3015	27	95	1463	198	82	79	57	512	75	120
Lane Group Flow (vph)	159	3042	0	95	1661	0	82	136	0	512	75	120
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	22.0	117.0	0.0	12.0	107.0	0.0	18.0	18.0	0.0	33.0	33.0	33.0
Total Split (%)	12.2%	65.0%	0.0%	6.7%	59.4%	0.0%	10.0%	10.0%	0.0%	18.3%	18.3%	18.3%
Maximum Green (s)	17.0	112.0		7.0	102.0		13.0	13.0		28.0	28.0	28.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	124.2	113.0		115.5	107.5		14.0	14.0		29.0	29.0	29.0
Actuated g/C Ratio	0.69	0.63		0.64	0.60		0.08	0.08		0.16	0.16	0.16
v/c Ratio	0.69	0.95		0.78	0.56		0.59	0.91		0.93	0.25	0.34
Control Delay	38.2	24.8		74.6	22.7		98.4	122.3		97.3	68.6	12.3
Queue Delay	0.0	0.4		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	38.2	25.3		74.6	22.7		98.4	122.3		97.3	68.6	12.3
LOS	D	C		E	C		F	F		F	E	B

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	25.9				25.5		113.3		79.8			
Approach LOS	C				C		F		E			
90th %ile Green (s)	17.0	112.0	7.0		102.0	13.0		13.0	28.0	28.0	28.0	
90th %ile Term Code	Max	Coord	Max		Coord	Max		Max	MaxR	MaxR	MaxR	
70th %ile Green (s)	15.4	112.0	7.0		103.6	13.0		13.0	28.0	28.0	28.0	
70th %ile Term Code	Gap	Coord	Max		Coord	Max		Max	MaxR	MaxR	MaxR	
50th %ile Green (s)	12.3	112.0	7.0		106.7	13.0		13.0	28.0	28.0	28.0	
50th %ile Term Code	Gap	Coord	Max		Coord	Max		Max	MaxR	MaxR	MaxR	
30th %ile Green (s)	10.3	112.0	7.0		108.7	13.0		13.0	28.0	28.0	28.0	
30th %ile Term Code	Gap	Coord	Max		Coord	Max		Max	MaxR	MaxR	MaxR	
10th %ile Green (s)	7.5	112.0	7.0		111.5	13.0		13.0	28.0	28.0	28.0	
10th %ile Term Code	Gap	Coord	Max		Coord	Max		Max	MaxR	MaxR	MaxR	
Stops (vph)	82	1654	43		875	72		98	434	58	14	
Fuel Used(gal)	3	55	2		29	3		6	21	3	2	
CO Emissions (g/hr)	227	3858	174		2028	230		407	1485	185	155	
NOx Emissions (g/hr)	44	751	34		395	45		79	289	36	30	
VOC Emissions (g/hr)	52	894	40		470	53		94	344	43	36	
Dilemma Vehicles (#)	0	116	0		42	0		3	0	2	0	
Queue Length 50th (ft)	84	699	58		413	96		144	312	79	0	
Queue Length 95th (ft)	m113	810	#168		486	161		#288	#420	135	64	
Internal Link Dist (ft)	1249				1229		95		2371			
Turn Bay Length (ft)	175				173				234			
Base Capacity (vph)	272	3189	122		2992	138		150	553	300	356	
Starvation Cap Reductn	0	23	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	0.58	0.96	0.78		0.56	0.59		0.91	0.93	0.25	0.34	

Intersection Summary

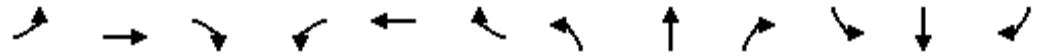
Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 172 (96%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 35.5 Intersection LOS: D
 Intersection Capacity Utilization 91.9% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue

 ø5 18 s	 ø6 33 s	 ø3 12 s	 ø4 117 s
		 ø7 22 s	 ø8 107 s

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

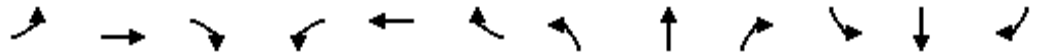
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗↗		↘	↗↗↗		↘	↗	↗	↘	↗	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.996			0.994				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.979	
Satd. Flow (prot)	1770	5065	0	1770	5055	0	1770	1863	1583	1681	1732	1583
Fl _t Permitted	0.085			0.045			0.950			0.950	0.979	
Satd. Flow (perm)	158	5065	0	84	5055	0	1770	1863	1583	1681	1732	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			5				53			135
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	315	2758	66	42	1347	54	60	57	97	140	58	123
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	346	3031	73	46	1480	59	66	63	107	154	64	135
Lane Group Flow (vph)	346	3104	0	46	1539	0	66	63	107	106	112	135
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	46.0	129.0	0.0	9.0	92.0	0.0	19.0	19.0	19.0	23.0	23.0	23.0
Total Split (%)	25.6%	71.7%	0.0%	5.0%	51.1%	0.0%	10.6%	10.6%	10.6%	12.8%	12.8%	12.8%
Maximum Green (s)	41.0	124.0		4.0	87.0		14.0	14.0	14.0	18.0	18.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	134.0	126.8		101.6	96.6		12.5	12.5	12.5	21.5	21.5	21.5
Actuated g/C Ratio	0.74	0.70		0.56	0.54		0.07	0.07	0.07	0.12	0.12	0.12
v/c Ratio	0.83	0.87		0.49	0.57		0.54	0.49	0.67	0.53	0.54	0.44
Control Delay	65.9	14.9		41.2	14.8		90.0	87.9	54.9	85.7	86.0	14.9
Queue Delay	0.0	0.3		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	15.3		41.2	14.8		90.0	87.9	54.9	85.7	86.0	14.9
LOS	E	B		D	B		F	F	D	F	F	B

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012

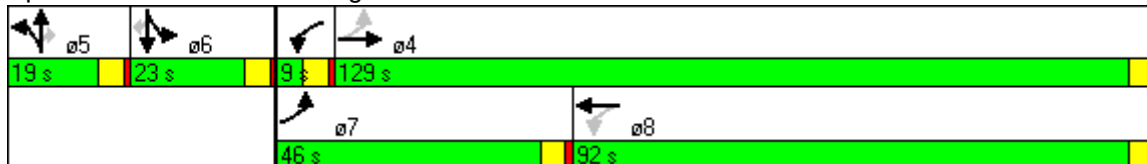


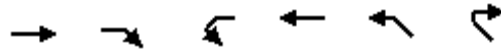
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		20.4			15.5			73.5			58.7	
Approach LOS		C			B			E			E	
90th %ile Green (s)	41.0	124.0		4.0	87.0		14.0	14.0	14.0	18.0	18.0	18.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	37.7	124.0		4.0	90.3		14.0	14.0	14.0	18.0	18.0	18.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	33.0	124.0		4.0	95.0		12.0	12.0	12.0	20.0	20.0	20.0
50th %ile Term Code	Gap	Coord		Max	Coord		Gap	Gap	Gap	MaxR	MaxR	MaxR
30th %ile Green (s)	28.5	124.0		4.0	99.5		10.0	10.0	10.0	22.0	22.0	22.0
30th %ile Term Code	Gap	Coord		Max	Coord		Gap	Gap	Gap	MaxR	MaxR	MaxR
10th %ile Green (s)	21.9	133.0		0.0	106.1		7.3	7.3	7.3	24.7	24.7	24.7
10th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap	Gap	MaxR	MaxR	MaxR
Stops (vph)	449	1058		25	361		57	53	49	91	97	16
Fuel Used(gal)	12	45		1	20		3	2	3	4	4	2
CO Emissions (g/hr)	810	3180		68	1424		178	167	210	250	266	127
NOx Emissions (g/hr)	158	619		13	277		35	32	41	49	52	25
VOC Emissions (g/hr)	188	737		16	330		41	39	49	58	62	30
Dilemma Vehicles (#)	0	31		0	37		0	1	0	0	3	0
Queue Length 50th (ft)	334	374		10	143		77	73	63	126	133	0
Queue Length 95th (ft)	m274	m227		m53	164		133	128	136	206	214	71
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	494	3570		94	2715		148	155	181	201	207	308
Starvation Cap Reductn	0	111		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	70		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.90		0.49	0.57		0.45	0.41	0.59	0.53	0.54	0.44

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 6 (3%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 23.6 Intersection LOS: C
 Intersection Capacity Utilization 80.2% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street





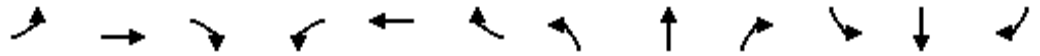
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑	↑		↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1157			148	217	
Travel Time (s)	17.5			2.2	4.9	
Volume (vph)	1742	617	0	2273	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1914	678	0	2498	0	0
Lane Group Flow (vph)	1914	678	0	2498	0	0
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.3%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

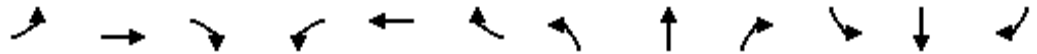
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑		↖↗	↑↑↑↑	↖	↖	↑↑↑		↖↗	↑↑	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	720		0	720		155	240		240	600		250
Storage Lanes	2		0	2		1	1		1	2		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	0.86	0.97	0.81	1.00	1.00	0.91	0.91	0.97	0.95	1.00
Fr _t		0.991				0.850		0.978				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6350	0	3433	7544	1583	1770	4973	0	3433	3539	1583
Fl _t Permitted	0.950			0.950			0.129			0.950		
Satd. Flow (perm)	3433	6350	0	3433	7544	1583	240	4973	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				166		31				269
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40				40
Link Distance (ft)		2650			1007			2574				2388
Travel Time (s)		40.2			15.3			43.9				40.7
Volume (vph)	470	1874	113	417	2363	378	202	750	132	310	1234	349
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	516	2059	124	458	2597	415	222	824	145	341	1356	384
Lane Group Flow (vph)	516	2183	0	458	2597	415	222	969	0	341	1356	384
Turn Type	Prot			Prot		Perm	pm+pt			Prot		Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases						8	2					6
Detector Phases	7	4		3	8	8	5	2		1		6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0
Total Split (s)	18.0	40.0	0.0	18.0	40.0	40.0	11.0	35.0	0.0	17.0	41.0	41.0
Total Split (%)	16.4%	36.4%	0.0%	16.4%	36.4%	36.4%	10.0%	31.8%	0.0%	15.5%	37.3%	37.3%
Maximum Green (s)	13.0	35.0		13.0	35.0	35.0	6.0	30.0		12.0	36.0	36.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	14.0	36.0		14.0	36.0	36.0	38.0	31.0		13.0	37.0	37.0
Actuated g/C Ratio	0.13	0.33		0.13	0.33	0.33	0.35	0.28		0.12	0.34	0.34
v/c Ratio	1.18	1.05		1.05	1.05	0.66	1.23	0.68		0.84	1.14	0.54
Control Delay	145.1	69.5		103.0	70.0	24.2	168.7	36.8		66.5	108.0	11.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	145.1	69.5		103.0	70.0	24.2	168.7	36.8		66.5	108.0	11.9
LOS	F	E		F	E	C	F	D		E	F	B

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		83.9			68.9			61.4			83.5	
Approach LOS		F			E			E			F	
90th %ile Green (s)	13.0	35.0		13.0	35.0	35.0	6.0	30.0		12.0	36.0	36.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	MaxR
70th %ile Green (s)	13.0	35.0		13.0	35.0	35.0	6.0	30.0		12.0	36.0	36.0
70th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	MaxR
50th %ile Green (s)	13.0	35.0		13.0	35.0	35.0	6.0	30.0		12.0	36.0	36.0
50th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	MaxR
30th %ile Green (s)	13.0	35.0		13.0	35.0	35.0	6.0	30.0		12.0	36.0	36.0
30th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	MaxR
10th %ile Green (s)	13.0	35.0		13.0	35.0	35.0	6.0	30.0		12.0	36.0	36.0
10th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	MaxR
Stops (vph)	390	1772		361	2125	203	113	739		285	1052	93
Fuel Used(gal)	27	84		21	102	11	12	29		13	60	8
CO Emissions (g/hr)	1874	5894		1444	7141	777	809	2046		890	4215	574
NOx Emissions (g/hr)	365	1147		281	1389	151	157	398		173	820	112
VOC Emissions (g/hr)	434	1366		335	1655	180	187	474		206	977	133
Dilemma Vehicles (#)	0	84		0	100	0	0	40		0	48	0
Queue Length 50th (ft)	~225	~486		~181	~495	150	~141	216		123	~590	58
Queue Length 95th (ft)	#332	#564		#284	#558	264	#300	265		#198	#726	150
Internal Link Dist (ft)		2570			927			2494			2308	
Turn Bay Length (ft)	720			720		155	240			600		250
Base Capacity (vph)	437	2086		437	2469	630	180	1424		406	1190	711
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.18	1.05		1.05	1.05	0.66	1.23	0.68		0.84	1.14	0.54

Intersection Summary

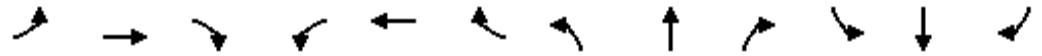
Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Natural Cycle:	110
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.23
Intersection Signal Delay:	75.4
Intersection LOS:	E
Intersection Capacity Utilization:	99.6%
ICU Level of Service:	F
Analysis Period (min):	15
90th %ile Actuated Cycle:	110
70th %ile Actuated Cycle:	110
50th %ile Actuated Cycle:	110
30th %ile Actuated Cycle:	110
10th %ile Actuated Cycle:	110
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue

 ø1	 ø2	 ø3	 ø4
17 s	35 s	18 s	40 s
 ø5	 ø6	 ø7	 ø8
11 s	41 s	18 s	40 s

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.985			0.980	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3486	0	1770	3468	0
Fl _t Permitted	0.950			0.950			0.093			0.097		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	173	3486	0	181	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			32			40		7			10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	440	2013	82	334	2497	147	428	614	68	335	845	134
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	484	2212	90	367	2744	162	470	675	75	368	929	147
Lane Group Flow (vph)	484	2212	90	367	2744	162	470	750	0	368	1076	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	23.0	65.0	65.0	23.0	65.0	65.0	35.0	47.0	0.0	35.0	47.0	0.0
Total Split (%)	13.5%	38.2%	38.2%	13.5%	38.2%	38.2%	20.6%	27.6%	0.0%	20.6%	27.6%	0.0%
Maximum Green (s)	18.0	60.0	60.0	18.0	60.0	60.0	30.0	42.0		30.0	42.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	19.0	61.0	61.0	19.0	61.0	61.0	74.0	43.0		74.0	43.0	
Actuated g/C Ratio	0.11	0.36	0.36	0.11	0.36	0.36	0.44	0.25		0.44	0.25	
v/c Ratio	1.26	0.96	0.15	0.96	1.19	0.27	1.28	0.85		1.00	1.22	
Control Delay	193.8	64.9	24.4	82.7	128.6	24.4	188.8	69.8		97.9	158.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	193.8	64.9	24.4	82.7	128.6	24.4	188.8	69.8		97.9	158.7	
LOS	F	E	C	F	F	C	F	E		F	F	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	86.0			118.3			115.6			143.2		
Approach LOS	F			F			F			F		
90th %ile Green (s)	18.0	60.0	60.0	18.0	60.0	60.0	30.0	42.0		30.0	42.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	18.0	60.0	60.0	18.0	60.0	60.0	30.0	42.0		30.0	42.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	18.0	60.0	60.0	18.0	60.0	60.0	30.0	42.0		30.0	42.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	18.0	60.0	60.0	18.0	60.0	60.0	30.0	42.0		30.0	42.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	18.0	60.0	60.0	18.0	60.0	60.0	30.0	42.0		30.0	42.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
Stops (vph)	354	1874	36	296	2030	109	298	628		257	810	
Fuel Used(gal)	30	86	2	13	117	4	28	30		17	63	
CO Emissions (g/hr)	2078	6036	164	894	8155	253	1961	2076		1198	4389	
NOx Emissions (g/hr)	404	1174	32	174	1587	49	382	404		233	854	
VOC Emissions (g/hr)	482	1399	38	207	1890	59	455	481		278	1017	
Dilemma Vehicles (#)	0	58	0	0	74	0	0	20		0	24	
Queue Length 50th (ft)	~347	702	43	204	~1051	95	~613	418		361	~767	
Queue Length 95th (ft)	#468	#757	88	m#304	#1113	m136	#848	501		#589	#910	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	384	2299	589	384	2299	594	367	887		369	885	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.26	0.96	0.15	0.96	1.19	0.27	1.28	0.85		1.00	1.22	

Intersection Summary

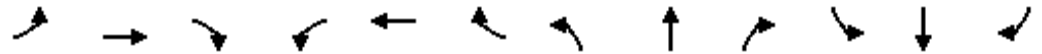
Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	92 (54%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.28
Intersection Signal Delay:	111.7
Intersection LOS:	F
Intersection Capacity Utilization:	113.4%
ICU Level of Service:	H
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue

 ø1	 ø2	 ø3	 ø4
35 s	47 s	23 s	65 s
 ø5	 ø6	 ø7	 ø8
35 s	47 s	23 s	65 s

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

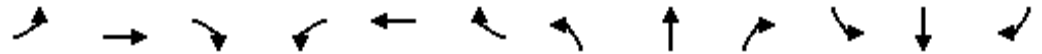
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.997			0.940			0.869	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6389	0	1770	1751	0	1770	1619	0
Fl _t Permitted	0.082			0.085			0.322			0.728		
Satd. Flow (perm)	153	6395	0	158	6389	0	600	1751	0	1356	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			6			18			88	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	113	2347	37	40	2739	52	18	25	16	85	33	228
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	124	2579	41	44	3010	57	20	27	18	93	36	251
Lane Group Flow (vph)	124	2620	0	44	3067	0	20	45	0	93	287	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	11.0	53.0	0.0	9.0	51.0	0.0	23.0	23.0	0.0	23.0	23.0	0.0
Total Split (%)	12.9%	62.4%	0.0%	10.6%	60.0%	0.0%	27.1%	27.1%	0.0%	27.1%	27.1%	0.0%
Maximum Green (s)	6.0	48.0		4.0	46.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	60.2	55.6		55.9	49.8		15.6	15.6		15.6	15.6	
Actuated g/C Ratio	0.71	0.65		0.66	0.59		0.18	0.18		0.18	0.18	
v/c Ratio	0.49	0.63		0.20	0.82		0.18	0.13		0.37	0.78	
Control Delay	25.4	14.0		6.8	16.7		30.4	19.3		32.0	30.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.4	14.0		6.8	16.7		30.4	19.3		32.0	30.3	
LOS	C	B		A	B		C	B		C	C	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

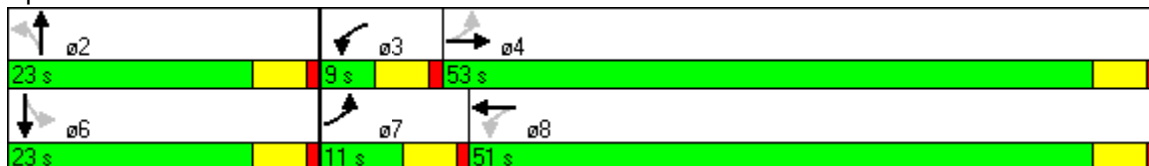


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		14.5			16.5			22.7			30.7	
Approach LOS		B			B			C			C	
90th %ile Green (s)	6.0	48.0		4.0	46.0		18.0	18.0		18.0	18.0	
90th %ile Term Code	Max	Coord		Max	Coord		Hold	Hold		Max	Max	
70th %ile Green (s)	6.0	48.0		4.0	46.0		18.0	18.0		18.0	18.0	
70th %ile Term Code	Max	Coord		Max	Coord		Hold	Hold		Max	Max	
50th %ile Green (s)	8.1	48.1		6.1	46.1		15.8	15.8		15.8	15.8	
50th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	6.9	62.2		0.0	50.3		12.8	12.8		12.8	12.8	
30th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
10th %ile Green (s)	5.9	66.6		0.0	55.7		8.4	8.4		8.4	8.4	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	77	1180		15	2180		17	24		70	172	
Fuel Used(gal)	3	46		1	58		1	1		3	8	
CO Emissions (g/hr)	190	3240		38	4053		39	74		188	549	
NOx Emissions (g/hr)	37	630		7	789		8	14		37	107	
VOC Emissions (g/hr)	44	751		9	939		9	17		44	127	
Dilemma Vehicles (#)	0	186		0	204		0	2		0	15	
Queue Length 50th (ft)	83	449		13	409		9	12		43	100	
Queue Length 95th (ft)	m91	m477		m14	m328		28	38		84	183	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	253	4184		219	3747		134	405		303	430	
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	0.49	0.63		0.20	0.82		0.15	0.11		0.31	0.67	

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 16 (19%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 16.6
 Intersection LOS: B
 Intersection Capacity Utilization 72.6%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		0	160		0	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.994				0.850		0.954			0.951	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6369	0	1770	6408	1583	1770	1777	0	1770	1771	0
Fl _t Permitted	0.060			0.060			0.071			0.235		
Satd. Flow (perm)	112	6369	0	112	6408	1583	132	1777	0	438	1771	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				102		14			17	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			2650			3134			2669	
Travel Time (s)		17.9			40.2			53.4			45.5	
Volume (vph)	195	2068	88	163	2509	194	136	257	112	206	474	232
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	214	2273	97	179	2757	213	149	282	123	226	521	255
Lane Group Flow (vph)	214	2370	0	179	2757	213	149	405	0	226	776	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	18.0	71.0	0.0	18.0	71.0	71.0	12.0	60.0	0.0	21.0	69.0	0.0
Total Split (%)	10.6%	41.8%	0.0%	10.6%	41.8%	41.8%	7.1%	35.3%	0.0%	12.4%	40.6%	0.0%
Maximum Green (s)	13.0	66.0		13.0	66.0	66.0	7.0	55.0		16.0	64.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	81.0	67.0		81.0	67.0	67.0	64.5	56.5		77.0	65.0	
Actuated g/C Ratio	0.48	0.39		0.48	0.39	0.39	0.38	0.33		0.45	0.38	
v/c Ratio	1.13	0.94		0.94	1.09	0.31	1.17	0.67		0.69	1.13	
Control Delay	140.2	37.1		96.7	96.1	19.2	168.0	53.8		40.7	121.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	140.2	37.1		96.7	96.1	19.2	168.0	53.8		40.7	121.2	
LOS	F	D		F	F	B	F	D		D	F	

Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		45.6			90.9			84.5			103.0	
Approach LOS		D			F			F			F	
90th %ile Green (s)	13.0	66.0		13.0	66.0	66.0	7.0	55.0		16.0	64.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	13.0	66.0		13.0	66.0	66.0	7.0	55.0		16.0	64.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	13.0	66.0		13.0	66.0	66.0	7.0	55.0		16.0	64.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	13.0	66.0		13.0	66.0	66.0	7.0	55.0		16.0	64.0	
30th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	13.0	66.0		13.0	66.0	66.0	7.0	57.7		13.3	64.0	
10th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Gap	MaxR	
Stops (vph)	163	1714		104	2244	69	77	305		129	593	
Fuel Used(gal)	9	54		7	120	5	8	15		7	36	
CO Emissions (g/hr)	635	3784		511	8399	346	580	1041		469	2518	
NOx Emissions (g/hr)	124	736		99	1634	67	113	202		91	490	
VOC Emissions (g/hr)	147	877		118	1947	80	134	241		109	584	
Dilemma Vehicles (#)	0	76		0	67	0	0	11		0	18	
Queue Length 50th (ft)	~216	418		149	~1001	82	~147	379		157	~987	
Queue Length 95th (ft)	#399	515		#312	#1056	151	#305	508		224	#1248	
Internal Link Dist (ft)		1101			2570			3054			2589	
Turn Bay Length (ft)	507			380			160					
Base Capacity (vph)	190	2514		190	2526	686	127	601		332	688	
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	1.13	0.94		0.94	1.09	0.31	1.17	0.67		0.68	1.13	

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 76.0 Intersection LOS: E
 Intersection Capacity Utilization 107.1% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue

 ø1	 ø2	 ø3	 ø4
21 s	60 s	18 s	71 s
 ø5	 ø6	 ø7	 ø8
12 s	69 s	18 s	71 s

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.946			0.962			0.989			0.985	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1762	0	1770	1792	0	1770	3500	0	1770	3486	0
Fl _t Permitted	0.133			0.498			0.068			0.276		
Satd. Flow (perm)	248	1762	0	928	1792	0	127	3500	0	514	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			14			14			16	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2574	
Travel Time (s)		24.4			21.2			19.6			43.9	
Volume (vph)	80	186	105	134	298	99	178	846	67	75	1429	161
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	88	204	115	147	327	109	196	930	74	82	1570	177
Lane Group Flow (vph)	88	319	0	147	436	0	196	1004	0	82	1747	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	39.0	0.0	30.0	30.0	0.0	12.0	71.0	0.0	59.0	59.0	0.0
Total Split (%)	8.2%	35.5%	0.0%	27.3%	27.3%	0.0%	10.9%	64.5%	0.0%	53.6%	53.6%	0.0%
Maximum Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	33.2	33.1		26.0	26.0		67.1	67.1		55.1	55.1	
Actuated g/C Ratio	0.30	0.31		0.24	0.24		0.62	0.62		0.51	0.51	
v/c Ratio	0.61	0.57		0.66	0.99		0.98	0.46		0.31	0.98	
Control Delay	46.9	32.7		53.6	80.8		84.9	11.9		20.5	44.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	46.9	32.7		53.6	80.8		84.9	11.9		20.5	44.0	
LOS	D	C		D	F		F	B		C	D	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		35.8			74.0			23.8			43.0	
Approach LOS		D			E			C			D	
90th %ile Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
90th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
70th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	25.0		25.0	25.0		7.0	66.0		54.0	54.0	
10th %ile Term Code	Skip	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
Stops (vph)	55	218		119	331		91	456		45	1355	
Fuel Used(gal)	2	7		4	13		5	14		2	55	
CO Emissions (g/hr)	145	482		263	918		375	967		144	3867	
NOx Emissions (g/hr)	28	94		51	179		73	188		28	752	
VOC Emissions (g/hr)	34	112		61	213		87	224		33	896	
Dilemma Vehicles (#)	0	13		0	17		0	42		0	70	
Queue Length 50th (ft)	44	169		95	~303		89	187		33	621	
Queue Length 95th (ft)	#91	260		#185	#515		#240	234		72	#813	
Internal Link Dist (ft)		1350			1161			1070			2494	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	144	579		223	442		200	2175		262	1782	
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	0.61	0.55		0.66	0.99		0.98	0.46		0.31	0.98	

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	108.2
Natural Cycle:	110
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.99
Intersection Signal Delay:	41.0
Intersection LOS:	D
Intersection Capacity Utilization:	94.0%
ICU Level of Service:	F
Analysis Period (min)	15
90th %ile Actuated Cycle:	110
70th %ile Actuated Cycle:	110
50th %ile Actuated Cycle:	110
30th %ile Actuated Cycle:	110
10th %ile Actuated Cycle:	101
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
20: SW 8th Street & SW 82nd Avenue

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑		↙	↑↑↑↑	↘	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		200	200
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.86	0.86	1.00	0.86	0.97	1.00
Flt	0.992					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	6357	0	1770	6408	3433	1583
Flt Permitted			0.095		0.950	
Satd. Flow (perm)	6357	0	177	6408	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	16					124
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	1735			301	2338	
Travel Time (s)	26.3			4.6	39.9	
Volume (vph)	2251	122	348	2815	240	113
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2474	134	382	3093	264	124
Lane Group Flow (vph)	2608	0	382	3093	264	124
Turn Type			pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases			8			2
Detector Phases	4		3	8	2	2
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		9.0	21.0	21.0	21.0
Total Split (s)	42.0	0.0	22.0	64.0	21.0	21.0
Total Split (%)	49.4%	0.0%	25.9%	75.3%	24.7%	24.7%
Maximum Green (s)	37.0		17.0	59.0	16.0	16.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Max	Max
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	39.2		60.0	60.0	17.0	17.0
Actuated g/C Ratio	0.46		0.71	0.71	0.20	0.20
v/c Ratio	0.89		0.87	0.68	0.38	0.30
Control Delay	26.0		32.8	7.9	31.4	7.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	26.0		32.8	7.9	31.4	7.9
LOS	C		C	A	C	A

Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012

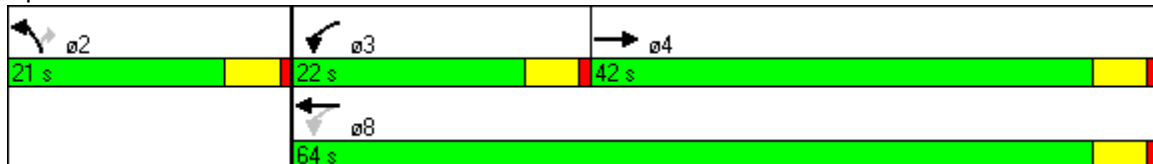


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	26.0			10.6	23.9	
Approach LOS	C			B	C	
90th %ile Green (s)	37.0		17.0	59.0	16.0	16.0
90th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
70th %ile Green (s)	37.0		17.0	59.0	16.0	16.0
70th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
50th %ile Green (s)	37.0		17.0	59.0	16.0	16.0
50th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
30th %ile Green (s)	37.5		16.5	59.0	16.0	16.0
30th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
10th %ile Green (s)	42.4		11.6	59.0	16.0	16.0
10th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
Stops (vph)	2008		224	1442	201	20
Fuel Used(gal)	80		8	49	7	2
CO Emissions (g/hr)	5577		588	3431	511	152
NOx Emissions (g/hr)	1085		114	667	99	30
VOC Emissions (g/hr)	1292		136	795	119	35
Dilemma Vehicles (#)	138		0	166	0	0
Queue Length 50th (ft)	363		141	229	63	0
Queue Length 95th (ft)	422		#289	264	98	44
Internal Link Dist (ft)	1655			221	2258	
Turn Bay Length (ft)			154		200	200
Base Capacity (vph)	2939		462	4523	687	416
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	0.89		0.83	0.68	0.38	0.30

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 58 (68%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 17.6 Intersection LOS: B
 Intersection Capacity Utilization 70.8% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖	↑↑↑	↖	↖	↑↑	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5009	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.085			0.080		
Satd. Flow (perm)	3433	5085	1583	3433	5009	0	158	5085	1583	149	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			32		13				94			192
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	393	1416	139	461	1914	215	315	1142	165	266	1187	568
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	432	1556	153	507	2103	236	346	1255	181	292	1304	624
Lane Group Flow (vph)	432	1556	153	507	2339	0	346	1255	181	292	1304	624
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	21.0	61.0	61.0	30.0	70.0	0.0	25.0	51.0	51.0	28.0	54.0	54.0
Total Split (%)	12.4%	35.9%	35.9%	17.6%	41.2%	0.0%	14.7%	30.0%	30.0%	16.5%	31.8%	31.8%
Maximum Green (s)	16.0	56.0	56.0	25.0	65.0		20.0	46.0	46.0	23.0	49.0	49.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	17.0	57.0	57.0	26.0	66.0		68.0	47.0	47.0	74.0	50.0	50.0
Actuated g/C Ratio	0.10	0.34	0.34	0.15	0.39		0.40	0.28	0.28	0.44	0.29	0.29
v/c Ratio	1.26	0.91	0.28	0.97	1.20		1.32	0.89	0.36	0.99	1.25	1.04
Control Delay	196.0	63.1	33.9	92.2	119.2		209.6	68.1	25.3	102.0	169.6	86.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	196.0	63.1	33.9	92.2	119.2		209.6	68.1	25.3	102.0	169.6	86.1
LOS	F	E	C	F	F		F	E	C	F	F	F

Lanes, Volumes, Timings
22: Flagler Street & SW 87th Avenue

2/1/2012

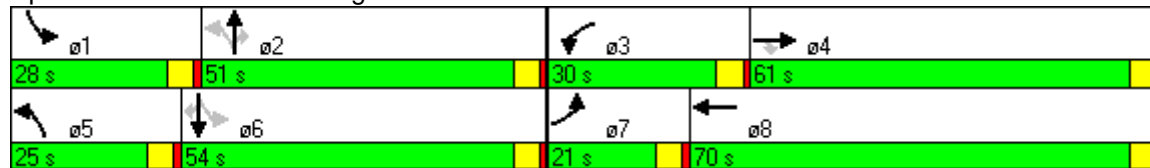


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		87.9			114.4			91.3			137.3	
Approach LOS		F			F			F			F	
90th %ile Green (s)	16.0	56.0	56.0	25.0	65.0		20.0	46.0	46.0	23.0	49.0	49.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	16.0	56.0	56.0	25.0	65.0		20.0	46.0	46.0	23.0	49.0	49.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	16.0	56.0	56.0	25.0	65.0		20.0	46.0	46.0	23.0	49.0	49.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	16.0	56.0	56.0	25.0	65.0		20.0	46.0	46.0	23.0	49.0	49.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	16.0	56.0	56.0	25.0	65.0		20.0	46.0	46.0	23.0	49.0	49.0
10th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	314	1310	79	408	1743		204	1065	64	196	964	375
Fuel Used(gal)	25	54	4	17	89		21	47	5	13	73	25
CO Emissions (g/hr)	1754	3767	278	1188	6202		1487	3316	317	881	5133	1723
NOx Emissions (g/hr)	341	733	54	231	1207		289	645	62	171	999	335
VOC Emissions (g/hr)	407	873	64	275	1437		345	769	73	204	1190	399
Dilemma Vehicles (#)	0	41	0	0	32		0	33	0	0	28	0
Queue Length 50th (ft)	~309	610	98	281	~1142		~446	496	75	278	~951	~587
Queue Length 95th (ft)	#425	676	163	m#350	#1220		#661	558	151	#486	#1090	#839
Internal Link Dist (ft)		2295			1303			260			2774	
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	343	1705	552	525	1953		262	1406	506	294	1041	601
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	1.26	0.91	0.28	0.97	1.20		1.32	0.89	0.36	0.99	1.25	1.04

Intersection Summary

Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	68 (40%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.32
Intersection Signal Delay:	109.1
Intersection LOS:	F
Intersection Capacity Utilization:	116.6%
ICU Level of Service:	H
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1750	0	599	3161	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1923	0	658	3474	0	0
Lane Group Flow (vph)	1923	0	658	3474	0	0
Turn Type Prot						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	50.0	0.0	35.0	85.0	0.0	0.0
Total Split (%)	58.8%	0.0%	41.2%	100.0%	0.0%	0.0%
Maximum Green (s)	45.0		30.0	80.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	55.2		21.8	85.0		
Actuated g/C Ratio	0.65		0.26	1.00		
v/c Ratio	0.58		0.75	0.68		
Control Delay	0.7		30.2	0.8		
Queue Delay	0.0		0.0	0.0		
Total Delay	0.7		30.2	0.8		
LOS	A		C	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012

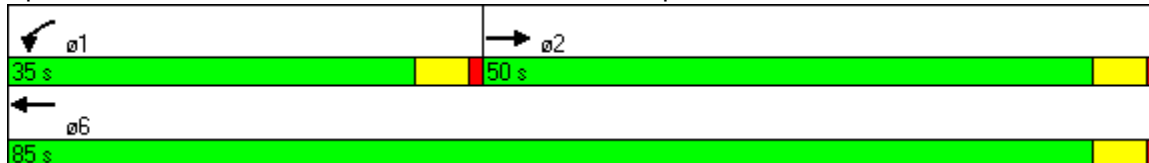


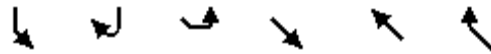
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	0.7			5.4		
Approach LOS	A			A		
90th %ile Green (s)	49.0		26.0	80.0		
90th %ile Term Code	Coord		Gap	Coord		
70th %ile Green (s)	51.5		23.5	80.0		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	53.7		21.3	80.0		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	56.8		18.2	80.0		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	59.8		15.2	80.0		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	35		523	1		
Fuel Used(gal)	2		17	37		
CO Emissions (g/hr)	166		1191	2567		
NOx Emissions (g/hr)	32		232	499		
VOC Emissions (g/hr)	38		276	595		
Dilemma Vehicles (#)	7		0	0		
Queue Length 50th (ft)	8		165	0		
Queue Length 95th (ft)	8		207	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	3300		1252	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.58		0.53	0.68		

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 3.9
 Intersection LOS: A
 Intersection Capacity Utilization 64.4%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	599	0	0	646	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	658	0	0	710	0	0
Lane Group Flow (vph)	658	0	0	710	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.8%
	ICU Level of Service B
Analysis Period (min)	15

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

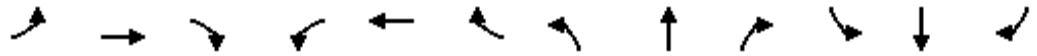
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.995			0.978			0.941				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5060	0	1770	4973	0	1770	1753	0	3433	1863	1583
Fl _t Permitted	0.037			0.097			0.950			0.950		
Satd. Flow (perm)	69	5060	0	181	4973	0	1770	1753	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			36			15				112
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	170	1493	52	103	2472	419	63	60	39	492	85	193
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	187	1641	57	113	2716	460	69	66	43	541	93	212
Lane Group Flow (vph)	187	1698	0	113	3176	0	69	109	0	541	93	212
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	18.0	111.0	0.0	16.0	109.0	0.0	13.0	13.0	0.0	30.0	30.0	30.0
Total Split (%)	10.6%	65.3%	0.0%	9.4%	64.1%	0.0%	7.6%	7.6%	0.0%	17.6%	17.6%	17.6%
Maximum Green (s)	13.0	106.0		11.0	104.0		8.0	8.0		25.0	25.0	25.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	122.5	109.2		114.8	105.0		9.0	9.0		26.0	26.0	26.0
Actuated g/C Ratio	0.72	0.64		0.68	0.62		0.05	0.05		0.15	0.15	0.15
v/c Ratio	0.98	0.52		0.53	1.03		0.73	1.02		1.03	0.33	0.63
Control Delay	120.7	5.6		15.3	56.0		118.0	156.5		115.5	67.8	40.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	120.7	5.6		15.3	56.0		118.0	156.5		115.5	67.8	40.3
LOS	F	A		B	E		F	F		F	E	D

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		17.0			54.6			141.6			91.4	
Approach LOS		B			D			F			F	
90th %ile Green (s)	13.0	106.0		11.0	104.0		8.0	8.0		25.0	25.0	25.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
70th %ile Green (s)	13.0	107.5		9.5	104.0		8.0	8.0		25.0	25.0	25.0
70th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		MaxR	MaxR	MaxR
50th %ile Green (s)	13.0	108.3		8.7	104.0		8.0	8.0		25.0	25.0	25.0
50th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		MaxR	MaxR	MaxR
30th %ile Green (s)	13.0	109.1		7.9	104.0		8.0	8.0		25.0	25.0	25.0
30th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		MaxR	MaxR	MaxR
10th %ile Green (s)	13.0	110.2		6.8	104.0		8.0	8.0		25.0	25.0	25.0
10th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		MaxR	MaxR	MaxR
Stops (vph)	215	338		33	2569		57	69		442	75	88
Fuel Used(gal)	8	19		2	84		3	5		24	3	6
CO Emissions (g/hr)	547	1329		109	5863		208	367		1684	232	395
NOx Emissions (g/hr)	106	259		21	1141		40	71		328	45	77
VOC Emissions (g/hr)	127	308		25	1359		48	85		390	54	92
Dilemma Vehicles (#)	0	8		0	81		0	2		0	2	0
Queue Length 50th (ft)	172	137		34	~1374		77	~111		~330	94	105
Queue Length 95th (ft)	#348	144		57	#1432		#166	#251		#454	155	203
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	190	3253		237	3085		94	107		525	285	337
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	0.98	0.52		0.48	1.03		0.73	1.02		1.03	0.33	0.63

Intersection Summary

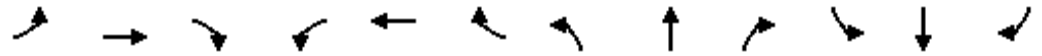
Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 144 (85%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 50.7 Intersection LOS: D
 Intersection Capacity Utilization 97.2% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue

ø5	ø6	ø3	ø4
13 s	30 s	16 s	111 s
	ø7	ø8	
	18 s	109 s	

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

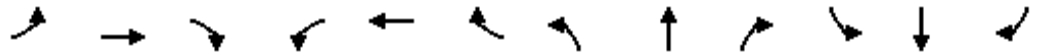
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕		↖	↕	↖	↖	↕↕	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.997			0.989				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.990	
Satd. Flow (prot)	1770	5070	0	1770	5029	0	1770	1863	1583	1681	1752	1583
Fl _t Permitted	0.038			0.114			0.950			0.950	0.990	
Satd. Flow (perm)	71	5070	0	212	5029	0	1770	1863	1583	1681	1752	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			13				55			148
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	194	1522	31	76	2347	186	61	67	50	92	64	246
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	213	1673	34	84	2579	204	67	74	55	101	70	270
Lane Group Flow (vph)	213	1707	0	84	2783	0	67	74	55	83	88	270
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	25.0	119.0	0.0	12.0	106.0	0.0	13.0	13.0	13.0	26.0	26.0	26.0
Total Split (%)	14.7%	70.0%	0.0%	7.1%	62.4%	0.0%	7.6%	7.6%	7.6%	15.3%	15.3%	15.3%
Maximum Green (s)	20.0	114.0		7.0	101.0		8.0	8.0	8.0	21.0	21.0	21.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	127.0	116.0		109.8	102.8		9.0	9.0	9.0	22.0	22.0	22.0
Actuated g/C Ratio	0.75	0.68		0.65	0.60		0.05	0.05	0.05	0.13	0.13	0.13
v/c Ratio	0.84	0.49		0.42	0.91		0.71	0.75	0.40	0.38	0.39	0.81
Control Delay	41.5	37.1		3.9	8.2		115.3	118.1	26.3	73.5	73.4	50.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	37.1		3.9	8.2		115.3	118.1	26.3	73.5	73.4	50.8
LOS	D	D		A	A		F	F	C	E	E	D

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012



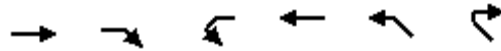
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Approach Delay	37.6		8.1				91.4			59.6			
Approach LOS	D		A				F			E			
90th %ile Green (s)	20.0	114.5	6.5		101.0	8.0			8.0	8.0	21.0	21.0	21.0
90th %ile Term Code	Max	Coord	Gap		Coord	Max	Max	Max	Max	MaxR	MaxR	MaxR	
70th %ile Green (s)	20.0	114.8	6.2		101.0	8.0			8.0	8.0	21.0	21.0	21.0
70th %ile Term Code	Max	Coord	Gap		Coord	Max	Max	Max	Max	MaxR	MaxR	MaxR	
50th %ile Green (s)	20.0	115.0	6.0		101.0	8.0			8.0	8.0	21.0	21.0	21.0
50th %ile Term Code	Max	Coord	Gap		Coord	Max	Max	Max	Max	MaxR	MaxR	MaxR	
30th %ile Green (s)	20.0	115.2	5.8		101.0	8.0			8.0	8.0	21.0	21.0	21.0
30th %ile Term Code	Max	Coord	Gap		Coord	Max	Max	Max	Max	MaxR	MaxR	MaxR	
10th %ile Green (s)	15.9	115.4	5.6		105.1	8.0			8.0	8.0	21.0	21.0	21.0
10th %ile Term Code	Gap	Coord	Gap		Coord	Max	Max	Max	Max	MaxR	MaxR	MaxR	
Stops (vph)	163	1246	6		1211	56			61	11	69	74	108
Fuel Used(gal)	5	39	1		39	3			3	1	3	3	6
CO Emissions (g/hr)	354	2694	56		2724	202			224	78	183	193	432
NOx Emissions (g/hr)	69	524	11		530	39			44	15	36	38	84
VOC Emissions (g/hr)	82	624	13		631	47			52	18	42	45	100
Dilemma Vehicles (#)	0	118	0		35	0			2	0	0	2	0
Queue Length 50th (ft)	195	593	7		348	75			83	0	90	95	138
Queue Length 95th (ft)	m218	m642	m7		m337	#160	#175	50	154	162	#282		
Internal Link Dist (ft)	1303		1249				2113			1096			
Turn Bay Length (ft)	270			267				75	260	210			
Base Capacity (vph)	263	3460	211		3047	94			99	136	218	227	334
Starvation Cap Reductn	0	0	0		0	0			0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0			0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0			0	0	0	0	0
Reduced v/c Ratio	0.81	0.49	0.40		0.91	0.71			0.75	0.40	0.38	0.39	0.81

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 25.7 Intersection LOS: C
 Intersection Capacity Utilization 81.1% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street

13 s	26 s	12 s	119 s
25 s		106 s	



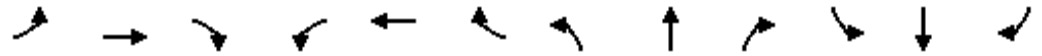
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑	↑		↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1157			148	217	
Travel Time (s)	17.5			2.2	4.9	
Volume (vph)	1750	646	0	3161	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1923	710	0	3474	0	0
Lane Group Flow (vph)	1923	710	0	3474	0	0
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.4%
ICU Level of Service	C
Analysis Period (min)	15

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

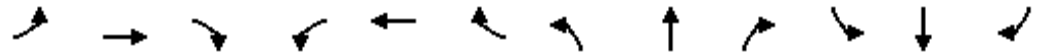
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	720		0	720		200	240		240	380		250
Storage Lanes	2		0	2		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	0.86	0.97	0.81	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fr _t		0.990				0.850			0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6344	0	3433	7544	1583	1770	3539	1583	1770	3539	1583
Fl _t Permitted	0.950			0.950			0.111			0.108		
Satd. Flow (perm)	3433	6344	0	3433	7544	1583	207	3539	1583	201	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				113			95			289
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40				40
Link Distance (ft)		2650			1007			2574				2388
Travel Time (s)		40.2			15.3			43.9				40.7
Volume (vph)	939	1844	134	239	1735	307	138	1301	126	239	948	266
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1032	2026	147	263	1907	337	152	1430	138	263	1042	292
Lane Group Flow (vph)	1032	2173	0	263	1907	337	152	1430	138	263	1042	292
Turn Type	Prot			Prot		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases						8	2		2	6		6
Detector Phases	7	4		3	8	8	5	2	2	1		6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	28.0	45.0	0.0	13.0	30.0	30.0	11.0	40.0	40.0	12.0	41.0	41.0
Total Split (%)	25.5%	40.9%	0.0%	11.8%	27.3%	27.3%	10.0%	36.4%	36.4%	10.9%	37.3%	37.3%
Maximum Green (s)	23.0	40.0		8.0	25.0	25.0	6.0	35.0	35.0	7.0	36.0	36.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0			5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	24.0	41.0		9.0	26.0	26.0	43.0	36.0	36.0	45.0	37.0	37.0
Actuated g/C Ratio	0.22	0.37		0.08	0.24	0.24	0.39	0.33	0.33	0.41	0.34	0.34
v/c Ratio	1.38	0.91		0.94	1.07	0.73	0.84	1.23	0.24	1.34	0.88	0.40
Control Delay	213.0	39.8		90.5	83.1	36.0	59.4	146.8	10.9	208.4	44.0	5.0
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	213.0	39.8		90.5	83.1	36.0	59.4	146.8	10.9	208.4	44.0	5.0
LOS	F	D		F	F	D	E	F	B	F	D	A

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012

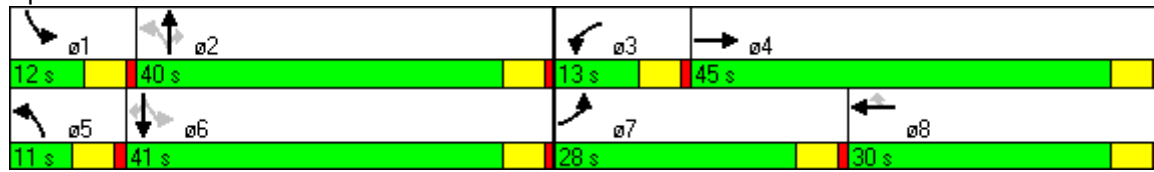


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		95.6			77.6			128.2			63.9	
Approach LOS		F			E			F			E	
90th %ile Green (s)	23.0	40.0		8.0	25.0	25.0	6.0	35.0	35.0	7.0	36.0	36.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	23.0	40.0		8.0	25.0	25.0	6.0	35.0	35.0	7.0	36.0	36.0
70th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	23.0	40.0		8.0	25.0	25.0	6.0	35.0	35.0	7.0	36.0	36.0
50th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	23.0	40.0		8.0	25.0	25.0	6.0	35.0	35.0	7.0	36.0	36.0
30th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	23.0	40.0		8.0	25.0	25.0	6.0	35.0	35.0	7.0	36.0	36.0
10th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	729	1773		212	1550	192	79	1073	34	124	848	26
Fuel Used(gal)	66	72		11	80	10	5	72	3	16	34	5
CO Emissions (g/hr)	4608	5039		789	5559	706	339	5043	197	1103	2402	381
NOx Emissions (g/hr)	897	980		154	1082	137	66	981	38	215	467	74
VOC Emissions (g/hr)	1068	1168		183	1288	164	79	1169	46	256	557	88
Dilemma Vehicles (#)	0	89		0	72	0	0	48	0	0	42	0
Queue Length 50th (ft)	~498	416		96	~369	148	65	~659	21	~193	361	1
Queue Length 95th (ft)	#627	471		#177	#434	257	#172	#796	66	#360	#463	60
Internal Link Dist (ft)		2570			927			2494			2308	
Turn Bay Length (ft)	720			720		200	240		240	380		250
Base Capacity (vph)	749	2375		281	1783	460	180	1158	582	196	1190	724
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	1.38	0.91		0.94	1.07	0.73	0.84	1.23	0.24	1.34	0.88	0.40

Intersection Summary

























Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Natural Cycle: 110
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.38
 Intersection Signal Delay: 91.2 Intersection LOS: F
 Intersection Capacity Utilization 109.4% ICU Level of Service H
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 110
 70th %ile Actuated Cycle: 110
 50th %ile Actuated Cycle: 110
 30th %ile Actuated Cycle: 110
 10th %ile Actuated Cycle: 110
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue



Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.984			0.975	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3483	0	1770	3451	0
Fl _t Permitted	0.950			0.950			0.224			0.089		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	417	3483	0	166	3451	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			31			63		7			13	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	398	2659	99	188	1699	174	177	724	88	455	594	117
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	437	2922	109	207	1867	191	195	796	97	500	653	129
Lane Group Flow (vph)	437	2922	109	207	1867	191	195	893	0	500	782	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	27.0	78.0	78.0	13.0	64.0	64.0	27.0	45.0	0.0	44.0	62.0	0.0
Total Split (%)	15.0%	43.3%	43.3%	7.2%	35.6%	35.6%	15.0%	25.0%	0.0%	24.4%	34.4%	0.0%
Maximum Green (s)	22.0	73.0	73.0	8.0	59.0	59.0	22.0	40.0		39.0	57.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	23.0	74.0	74.0	9.0	60.0	60.0	59.2	41.0		85.0	62.8	
Actuated g/C Ratio	0.13	0.41	0.41	0.05	0.33	0.33	0.33	0.23		0.47	0.35	
v/c Ratio	1.00	1.11	0.16	1.20	0.87	0.34	0.71	1.12		1.15	0.64	
Control Delay	118.3	103.7	24.4	177.9	51.2	25.5	40.3	129.7		140.1	51.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	118.3	103.7	24.4	177.9	51.2	25.5	40.3	129.7		140.1	51.9	
LOS	F	F	C	F	D	C	D	F		F	D	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

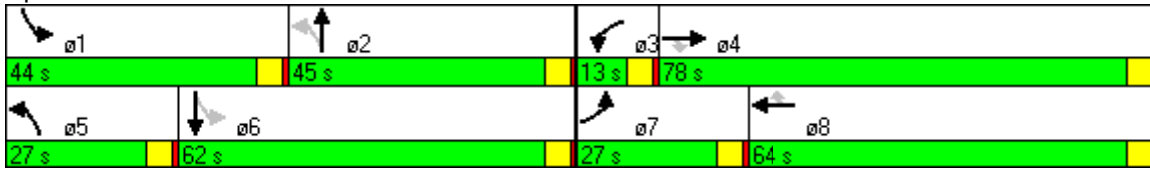


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	103.0			60.6			113.6			86.3		
Approach LOS	F			E			F			F		
90th %ile Green (s)	22.0	73.0	73.0	8.0	59.0	59.0	22.0	40.0		39.0	57.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	22.0	73.0	73.0	8.0	59.0	59.0	19.5	40.0		39.0	59.5	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
50th %ile Green (s)	22.0	73.0	73.0	8.0	59.0	59.0	17.2	40.0		39.0	61.8	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
30th %ile Green (s)	22.0	73.0	73.0	8.0	59.0	59.0	15.0	40.0		39.0	64.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
10th %ile Green (s)	22.0	73.0	73.0	8.0	59.0	59.0	12.1	40.0		39.0	66.9	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
Stops (vph)	362	2361	45	147	1587	101	127	705		346	582	
Fuel Used(gal)	21	134	3	11	55	4	6	45		27	30	
CO Emissions (g/hr)	1488	9343	199	741	3856	278	440	3138		1899	2105	
NOx Emissions (g/hr)	290	1818	39	144	750	54	86	610		369	410	
VOC Emissions (g/hr)	345	2165	46	172	894	64	102	727		440	488	
Dilemma Vehicles (#)	0	66	0	0	27	0	0	20		0	20	
Queue Length 50th (ft)	270	~1140	57	~148	652	140	136	~633		~641	403	
Queue Length 95th (ft)	#394	#1187	104	#244	469	167	195	#774		#883	500	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	439	2634	669	172	2136	570	321	799		435	1213	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.00	1.11	0.16	1.20	0.87	0.34	0.61	1.12		1.15	0.64	

Intersection Summary

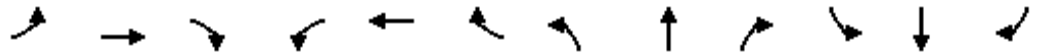
Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	101 (56%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.20
Intersection Signal Delay:	90.0
Intersection LOS:	F
Intersection Capacity Utilization	105.3%
ICU Level of Service	G
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

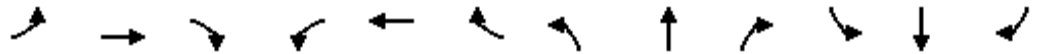
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.997			0.916			0.897	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6389	0	1770	1706	0	1770	1671	0
Fl _t Permitted	0.085			0.093			0.483			0.693		
Satd. Flow (perm)	158	6395	0	173	6389	0	900	1706	0	1291	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			6			53			108	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	229	2945	42	20	1962	44	44	38	48	56	52	114
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	252	3236	46	22	2156	48	48	42	53	62	57	125
Lane Group Flow (vph)	252	3282	0	22	2204	0	48	95	0	62	182	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	22.0	60.0	0.0	9.0	47.0	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Total Split (%)	24.4%	66.7%	0.0%	10.0%	52.2%	0.0%	23.3%	23.3%	0.0%	23.3%	23.3%	0.0%
Maximum Green (s)	17.0	55.0		4.0	42.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	70.8	66.8		59.4	53.0		11.2	11.2		11.2	11.2	
Actuated g/C Ratio	0.79	0.74		0.66	0.59		0.12	0.12		0.12	0.12	
v/c Ratio	0.68	0.69		0.10	0.59		0.43	0.37		0.39	0.60	
Control Delay	30.8	12.9		3.6	7.5		39.4	19.2		37.4	19.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.8	12.9		3.6	7.5		39.4	19.2		37.4	19.3	
LOS	C	B		A	A		D	B		D	B	

Lanes, Volumes, Timings
9: SW 8th Street & SW 94th Avenue

2/1/2012

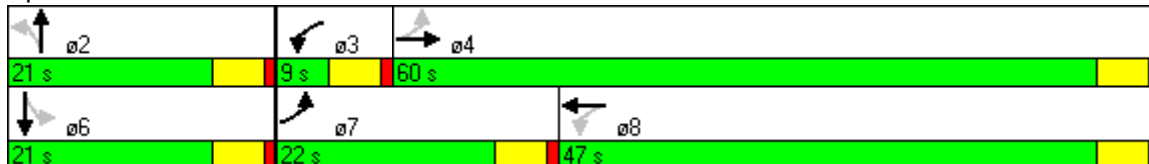


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		14.1			7.5			26.0			23.9	
Approach LOS		B			A			C			C	
90th %ile Green (s)	17.4	55.0		4.4	42.0		15.6	15.6		15.6	15.6	
90th %ile Term Code	Max	Coord		Max	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	16.6	57.2		5.8	46.4		12.0	12.0		12.0	12.0	
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap		Hold	Hold	
50th %ile Green (s)	13.2	70.1		0.0	51.9		9.9	9.9		9.9	9.9	
50th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)	10.2	72.2		0.0	57.0		7.8	7.8		7.8	7.8	
30th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Gap	Gap	
10th %ile Green (s)	6.7	74.5		0.0	62.8		5.5	5.5		5.5	5.5	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	204	1465		5	491		40	39		50	67	
Fuel Used(gal)	6	57		0	25		1	2		2	4	
CO Emissions (g/hr)	445	3998		16	1716		100	149		130	301	
NOx Emissions (g/hr)	87	778		3	334		19	29		25	59	
VOC Emissions (g/hr)	103	927		4	398		23	35		30	70	
Dilemma Vehicles (#)	0	183		0	117		0	5		0	9	
Queue Length 50th (ft)	206	512		3	165		26	22		33	39	
Queue Length 95th (ft)	m188	m488		m7	264		58	62		68	98	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	448	4748		227	3766		170	365		244	403	
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	0.56	0.69		0.10	0.59		0.28	0.26		0.25	0.45	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 20 (22%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 12.4 Intersection LOS: B
 Intersection Capacity Utilization 73.1% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

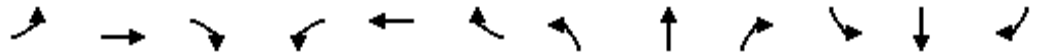
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		0	160		0	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995				0.850		0.971			0.931	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6376	0	1770	6408	1583	1770	1809	0	1770	1734	0
Fl _t Permitted	0.065			0.069			0.150			0.077		
Satd. Flow (perm)	121	6376	0	129	6408	1583	279	1809	0	143	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				183		7			24	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			2650			3134			2669	
Travel Time (s)		17.9			40.2			53.4			45.5	
Volume (vph)	343	2644	84	115	1662	272	152	407	98	86	210	177
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	377	2905	92	126	1826	299	167	447	108	95	231	195
Lane Group Flow (vph)	377	2997	0	126	1826	299	167	555	0	95	426	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	44.0	92.0	0.0	14.0	62.0	62.0	18.0	62.0	0.0	12.0	56.0	0.0
Total Split (%)	24.4%	51.1%	0.0%	7.8%	34.4%	34.4%	10.0%	34.4%	0.0%	6.7%	31.1%	0.0%
Maximum Green (s)	39.0	87.0		9.0	57.0	57.0	13.0	57.0		7.0	51.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	102.0	88.0		71.2	61.2	61.2	70.0	58.0		60.2	52.2	
Actuated g/C Ratio	0.57	0.49		0.40	0.34	0.34	0.39	0.32		0.33	0.29	
v/c Ratio	0.93	0.96		0.89	0.84	0.45	0.75	0.94		0.79	0.82	
Control Delay	69.3	34.6		95.6	59.7	20.1	58.4	83.6		78.0	70.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	69.3	34.6		95.6	59.7	20.1	58.4	83.6		78.0	70.0	
LOS	E	C		F	E	C	E	F		E	E	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

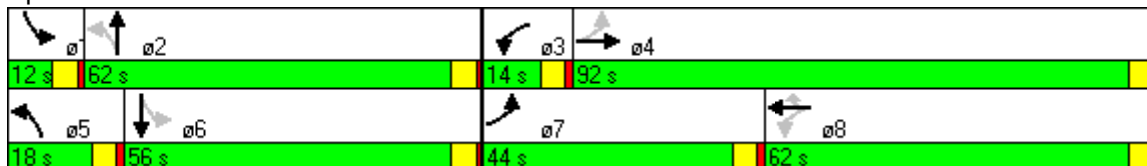


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		38.5			56.4			77.8			71.5	
Approach LOS		D			E			E			E	
90th %ile Green (s)	39.0	87.0		9.0	57.0	57.0	13.0	57.0		7.0	51.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	39.0	87.0		9.0	57.0	57.0	13.0	57.0		7.0	51.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	39.0	87.0		9.0	57.0	57.0	13.0	57.0		7.0	51.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	35.5	87.0		9.0	60.5	60.5	13.0	57.0		7.0	51.0	
30th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	26.5	87.0		9.0	69.5	69.5	12.0	57.0		7.0	52.0	
10th %ile Term Code	Gap	Coord		Max	Coord	Coord	Gap	MaxR		Max	MaxR	
Stops (vph)	305	2343		75	1510	86	100	453		55	336	
Fuel Used(gal)	11	69		5	68	7	6	24		3	16	
CO Emissions (g/hr)	787	4841		360	4722	480	421	1663		242	1108	
NOx Emissions (g/hr)	153	942		70	919	93	82	323		47	216	
VOC Emissions (g/hr)	182	1122		83	1094	111	98	385		56	257	
Dilemma Vehicles (#)	0	75		0	46	0	0	13		0	11	
Queue Length 50th (ft)	385	700		96	597	106	133	636		73	450	
Queue Length 95th (ft)	#570	753		#238	644	203	#212	#879		#169	#603	
Internal Link Dist (ft)		1101			2570			3054			2589	
Turn Bay Length (ft)	507			380			160					
Base Capacity (vph)	435	3120		142	2179	659	224	588		120	520	
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	0.87	0.96		0.89	0.84	0.45	0.75	0.94		0.79	0.82	

Intersection Summary

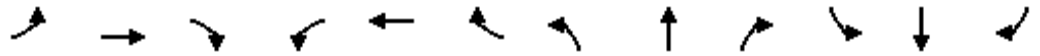
Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 2 (1%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 51.0 Intersection LOS: D
 Intersection Capacity Utilization 91.6% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

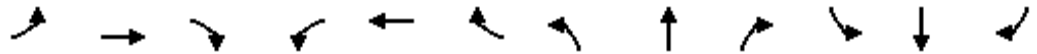
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.959			0.947			0.988			0.988	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1786	0	1770	1764	0	1770	3497	0	1770	3497	0
Fl _t Permitted	0.190			0.338			0.111			0.125		
Satd. Flow (perm)	354	1786	0	630	1764	0	207	3497	0	233	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			33			18			14	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2574	
Travel Time (s)		24.4			21.2			19.6			43.9	
Volume (vph)	113	321	122	99	209	113	82	1273	107	127	1084	91
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	124	353	134	109	230	124	90	1399	118	140	1191	100
Lane Group Flow (vph)	124	487	0	109	354	0	90	1517	0	140	1291	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	30.0	0.0	21.0	21.0	0.0	9.0	45.0	0.0	36.0	36.0	0.0
Total Split (%)	12.0%	40.0%	0.0%	28.0%	28.0%	0.0%	12.0%	60.0%	0.0%	48.0%	48.0%	0.0%
Maximum Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	23.9	23.8		16.8	16.8		41.0	41.1		34.1	34.1	
Actuated g/C Ratio	0.32	0.33		0.23	0.23		0.55	0.56		0.47	0.47	
v/c Ratio	0.60	0.81		0.75	0.82		0.41	0.77		1.28	0.79	
Control Delay	30.9	30.4		60.0	41.7		14.0	16.0		209.6	22.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.9	30.4		60.0	41.7		14.0	16.0		209.6	22.4	
LOS	C	C		E	D		B	B		F	C	

Lanes, Volumes, Timings
 15: Jose Consecro St & SW 87th Avenue

2/1/2012

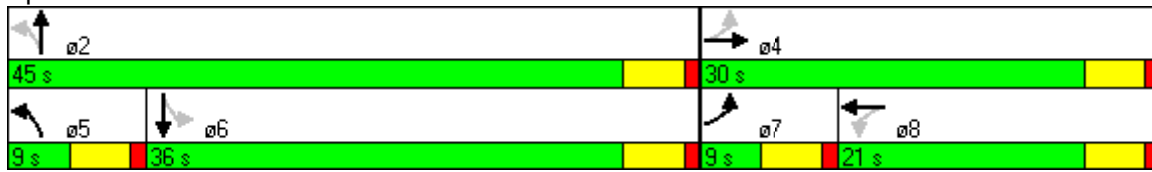


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		30.5			46.0			15.9			40.7	
Approach LOS		C			D			B			D	
90th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
90th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
70th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	14.7		14.7	14.7		0.0	40.0		40.0	40.0	
10th %ile Term Code	Skip	Gap		Hold	Hold		Skip	MaxR		Hold	Hold	
Stops (vph)	77	357		80	254		36	1000		83	924	
Fuel Used(gal)	3	11		3	8		1	25		8	35	
CO Emissions (g/hr)	179	738		198	555		86	1753		591	2443	
NOx Emissions (g/hr)	35	143		38	108		17	341		115	475	
VOC Emissions (g/hr)	42	171		46	129		20	406		137	566	
Dilemma Vehicles (#)	0	29		0	21		0	94		0	79	
Queue Length 50th (ft)	40	187		48	143		18	270		~89	273	
Queue Length 95th (ft)	#82	#333		#132	#284		39	360		#154	#379	
Internal Link Dist (ft)		1350			1161			1070			2494	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	208	637		147	436		218	1981		109	1644	
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	0.60	0.76		0.74	0.81		0.41	0.77		1.28	0.79	

Intersection Summary

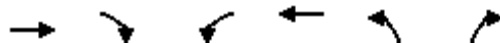
Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	72.9
Natural Cycle:	75
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.28
Intersection Signal Delay:	30.1
Intersection LOS:	C
Intersection Capacity Utilization:	88.8%
ICU Level of Service:	E
Analysis Period (min):	15
90th %ile Actuated Cycle:	75
70th %ile Actuated Cycle:	75
50th %ile Actuated Cycle:	75
30th %ile Actuated Cycle:	75
10th %ile Actuated Cycle:	64.7
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
20: SW 8th Street & SW 82nd Avenue

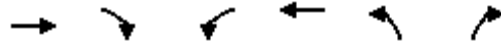
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↓
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		200	200
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.86	0.97	1.00
Flt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	1583	1770	6408	3433	1583
Flt Permitted			0.077		0.950	
Satd. Flow (perm)	5085	1583	143	6408	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		56				223
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	1735			301	2338	
Travel Time (s)	26.3			4.6	39.9	
Volume (vph)	2213	51	227	2004	345	230
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2432	56	249	2202	379	253
Lane Group Flow (vph)	2432	56	249	2202	379	253
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	21.0	21.0
Total Split (s)	52.0	52.0	17.0	69.0	21.0	21.0
Total Split (%)	57.8%	57.8%	18.9%	76.7%	23.3%	23.3%
Maximum Green (s)	47.0	47.0	12.0	64.0	16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	49.0	49.0	65.0	65.0	17.0	17.0
Actuated g/C Ratio	0.54	0.54	0.72	0.72	0.19	0.19
v/c Ratio	0.88	0.06	0.78	0.48	0.58	0.53
Control Delay	23.0	3.2	31.8	5.7	37.5	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.0	3.2	31.8	5.7	37.5	11.1
LOS	C	A	C	A	D	B

Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012

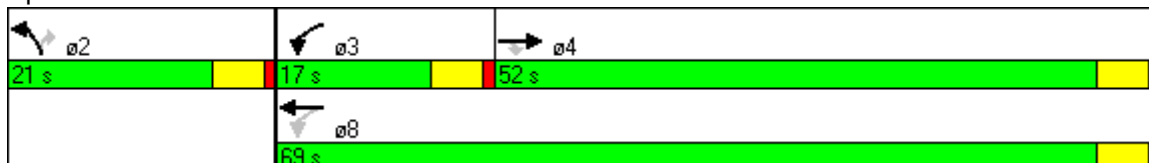


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	22.5			8.3	26.9	
Approach LOS	C			A	C	
90th %ile Green (s)	47.0	47.0	12.0	64.0	16.0	16.0
90th %ile Term Code	Coord	Coord	Max	Coord	MaxR	MaxR
70th %ile Green (s)	47.0	47.0	12.0	64.0	16.0	16.0
70th %ile Term Code	Coord	Coord	Max	Coord	MaxR	MaxR
50th %ile Green (s)	47.0	47.0	12.0	64.0	16.0	16.0
50th %ile Term Code	Coord	Coord	Max	Coord	MaxR	MaxR
30th %ile Green (s)	48.0	48.0	11.0	64.0	16.0	16.0
30th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
10th %ile Green (s)	51.2	51.2	7.8	64.0	16.0	16.0
10th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
Stops (vph)	1806	7	129	757	306	47
Fuel Used(gal)	72	1	5	31	11	5
CO Emissions (g/hr)	5047	72	365	2145	777	324
NOx Emissions (g/hr)	982	14	71	417	151	63
VOC Emissions (g/hr)	1170	17	85	497	180	75
Dilemma Vehicles (#)	122	0	0	111	0	0
Queue Length 50th (ft)	427	0	83	128	102	14
Queue Length 95th (ft)	508	17	#192	149	148	81
Internal Link Dist (ft)	1655			221	2258	
Turn Bay Length (ft)			154		200	200
Base Capacity (vph)	2771	888	338	4628	648	480
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.06	0.74	0.48	0.58	0.53

Intersection Summary

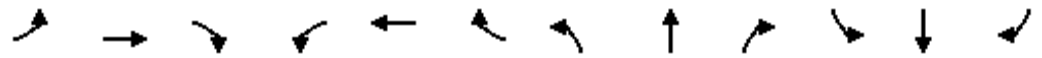
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 67 (74%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 16.8 Intersection LOS: B
 Intersection Capacity Utilization 75.2% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		2	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.987				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5019	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.069			0.071		
Satd. Flow (perm)	3433	5085	1583	3433	5019	0	129	5085	1583	132	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			29		8				163			273
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	698	2370	190	323	1071	98	141	1816	525	204	870	391
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	767	2604	209	355	1177	108	155	1996	577	224	956	430
Lane Group Flow (vph)	767	2604	209	355	1285	0	155	1996	577	224	956	430
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	45.0	81.0	81.0	19.0	55.0	0.0	20.0	62.0	62.0	18.0	60.0	60.0
Total Split (%)	25.0%	45.0%	45.0%	10.6%	30.6%	0.0%	11.1%	34.4%	34.4%	10.0%	33.3%	33.3%
Maximum Green (s)	40.0	76.0	76.0	14.0	50.0		15.0	57.0	57.0	13.0	55.0	55.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	41.0	77.0	77.0	15.0	51.0		73.2	58.0	58.0	70.8	56.8	56.8
Actuated g/C Ratio	0.23	0.43	0.43	0.08	0.28		0.41	0.32	0.32	0.39	0.32	0.32
v/c Ratio	0.98	1.20	0.30	1.24	0.90		0.81	1.22	0.93	1.25	0.86	0.63
Control Delay	95.7	137.7	30.2	202.2	51.2		70.2	153.8	64.1	190.8	66.6	22.7
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	95.7	137.7	30.2	202.2	51.2		70.2	153.8	64.1	190.8	66.6	22.7
LOS	F	F	C	F	D		E	F	E	F	E	C

Lanes, Volumes, Timings
22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	122.4			83.9			130.0			72.2		
Approach LOS	F			F			F			E		
90th %ile Green (s)	40.0	76.0	76.0	14.0	50.0		15.0	57.0	57.0	13.0	55.0	55.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	40.0	76.0	76.0	14.0	50.0		15.0	57.0	57.0	13.0	55.0	55.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	40.0	76.0	76.0	14.0	50.0		15.0	57.0	57.0	13.0	55.0	55.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	40.0	76.0	76.0	14.0	50.0		14.5	57.0	57.0	13.0	55.5	55.5
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Gap	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	40.0	76.0	76.0	14.0	50.0		11.4	57.0	57.0	13.0	58.6	58.6
10th %ile Term Code	Max	Coord	Coord	Max	Coord		Gap	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	642	1980	106	263	866		96	1506	369	122	797	131
Fuel Used(gal)	31	124	5	19	32		6	105	20	13	36	11
CO Emissions (g/hr)	2178	8673	369	1322	2214		389	7357	1411	914	2550	745
NOx Emissions (g/hr)	424	1687	72	257	431		76	1431	275	178	496	145
VOC Emissions (g/hr)	505	2010	85	306	513		90	1705	327	212	591	173
Dilemma Vehicles (#)	0	55	0	0	58		0	42	0	0	24	0
Queue Length 50th (ft)	470	~1358	138	~273	342		130	~1053	514	~279	564	161
Queue Length 95th (ft)	#608	#1427	208	#388	404		#248	#1141	#765	#470	657	292
Internal Link Dist (ft)	2295			1303			260			2774		
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	782	2175	694	286	1428		199	1639	621	179	1117	687
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	0.98	1.20	0.30	1.24	0.90		0.78	1.22	0.93	1.25	0.86	0.63

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 16 (9%), Referenced to phase 4:EBT and 8:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.25

Intersection Signal Delay: 109.5

Intersection LOS: F

Intersection Capacity Utilization 114.7%

ICU Level of Service H

Analysis Period (min) 15





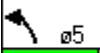



~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 22: Flagler Street & SW 87th Avenue

 ø1	 ø2	 ø3	 ø4
18 s	62 s	19 s	81 s
 ø5	 ø6	 ø7	 ø8
20 s	60 s	45 s	55 s

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

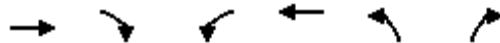
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖↗	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1742	0	252	2273	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1914	0	277	2498	0	0
Lane Group Flow (vph)	1914	0	277	2498	0	0
Turn Type						
Prot						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	59.0	0.0	31.0	90.0	0.0	0.0
Total Split (%)	65.6%	0.0%	34.4%	100.0%	0.0%	0.0%
Maximum Green (s)	54.0		26.0	85.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag						
Lead Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	55.0		27.0	90.0		
Actuated g/C Ratio	0.61		0.30	1.00		
v/c Ratio	0.62		0.27	0.49		
Control Delay	1.5		24.9	0.3		
Queue Delay	0.0		0.0	0.0		
Total Delay	1.5		24.9	0.3		
LOS	A		C	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



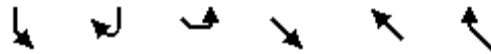
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	1.5			2.8		
Approach LOS	A			A		
90th %ile Green (s)	54.0		26.0	85.0		
90th %ile Term Code	Coord		Hold	Coord		
70th %ile Green (s)	54.0		26.0	85.0		
70th %ile Term Code	Coord		Hold	Coord		
50th %ile Green (s)	54.0		26.0	85.0		
50th %ile Term Code	Coord		Hold	Coord		
30th %ile Green (s)	54.0		26.0	85.0		
30th %ile Term Code	Coord		Hold	Coord		
10th %ile Green (s)	54.0		26.0	85.0		
10th %ile Term Code	Coord		Hold	Coord		
Stops (vph)	117		185	0		
Fuel Used(gal)	4		6	26		
CO Emissions (g/hr)	256		452	1832		
NOx Emissions (g/hr)	50		88	356		
VOC Emissions (g/hr)	59		105	424		
Dilemma Vehicles (#)	26		0	0		
Queue Length 50th (ft)	13		61	0		
Queue Length 95th (ft)	25		93	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	3108		1030	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.62		0.27	0.49		

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 2.3
 Intersection LOS: A
 Intersection Capacity Utilization 47.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	252	0	0	617	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	277	0	0	678	0	0
Lane Group Flow (vph)	277	0	0	678	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.3%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.999			0.982			0.937				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5080	0	1770	4994	0	1770	1745	0	3433	1863	1583
Fl _t Permitted	0.086			0.039			0.950			0.950		
Satd. Flow (perm)	160	5080	0	73	4994	0	1770	1745	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			23			16				120
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	145	2744	25	86	1331	180	75	72	52	466	68	109
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	159	3015	27	95	1463	198	82	79	57	512	75	120
Lane Group Flow (vph)	159	3042	0	95	1661	0	82	136	0	512	75	120
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	22.0	117.0	0.0	12.0	107.0	0.0	18.0	18.0	0.0	33.0	33.0	33.0
Total Split (%)	12.2%	65.0%	0.0%	6.7%	59.4%	0.0%	10.0%	10.0%	0.0%	18.3%	18.3%	18.3%
Maximum Green (s)	17.0	112.0		7.0	102.0		13.0	13.0		28.0	28.0	28.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	124.2	113.0		115.5	107.5		14.0	14.0		29.0	29.0	29.0
Actuated g/C Ratio	0.69	0.63		0.64	0.60		0.08	0.08		0.16	0.16	0.16
v/c Ratio	0.69	0.95		0.78	0.56		0.59	0.91		0.93	0.25	0.34
Control Delay	38.2	24.8		74.6	22.7		98.4	122.3		97.3	68.6	12.3
Queue Delay	0.0	0.4		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	38.2	25.3		74.6	22.7		98.4	122.3		97.3	68.6	12.3
LOS	D	C		E	C		F	F		F	E	B

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

2/1/2012









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		25.9			25.5			113.3			79.8	
Approach LOS		C			C			F			E	
90th %ile Green (s)	17.0	112.0		7.0	102.0		13.0	13.0		28.0	28.0	28.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
70th %ile Green (s)	15.4	112.0		7.0	103.6		13.0	13.0		28.0	28.0	28.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
50th %ile Green (s)	12.3	112.0		7.0	106.7		13.0	13.0		28.0	28.0	28.0
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
30th %ile Green (s)	10.3	112.0		7.0	108.7		13.0	13.0		28.0	28.0	28.0
30th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
10th %ile Green (s)	7.5	112.0		7.0	111.5		13.0	13.0		28.0	28.0	28.0
10th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
Stops (vph)	82	1654		43	875		72	98		434	58	14
Fuel Used(gal)	3	55		2	29		3	6		21	3	2
CO Emissions (g/hr)	227	3858		174	2028		230	407		1485	185	155
NOx Emissions (g/hr)	44	751		34	395		45	79		289	36	30
VOC Emissions (g/hr)	52	894		40	470		53	94		344	43	36
Dilemma Vehicles (#)	0	116		0	42		0	3		0	2	0
Queue Length 50th (ft)	84	699		58	413		96	144		312	79	0
Queue Length 95th (ft)	m113	810		#168	486		161	#288		#420	135	64
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	272	3189		122	2992		138	150		553	300	356
Starvation Cap Reductn	0	23		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	0.58	0.96		0.78	0.56		0.59	0.91		0.93	0.25	0.34

Intersection Summary

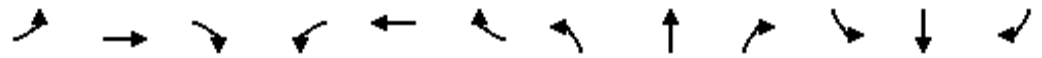
Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 172 (96%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 35.5 Intersection LOS: D
 Intersection Capacity Utilization 91.9% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue

 ø5 18 s	 ø6 33 s	 ø3 12 s	 ø4 117 s
		 ø7 22 s	 ø8 107 s

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

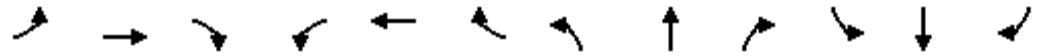
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.996			0.994				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.979	
Satd. Flow (prot)	1770	5065	0	1770	5055	0	1770	1863	1583	1681	1732	1583
Fl _t Permitted	0.085			0.045			0.950			0.950	0.979	
Satd. Flow (perm)	158	5065	0	84	5055	0	1770	1863	1583	1681	1732	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			5				53			135
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	315	2758	66	42	1347	54	60	57	97	140	58	123
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	346	3031	73	46	1480	59	66	63	107	154	64	135
Lane Group Flow (vph)	346	3104	0	46	1539	0	66	63	107	106	112	135
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	46.0	129.0	0.0	9.0	92.0	0.0	19.0	19.0	19.0	23.0	23.0	23.0
Total Split (%)	25.6%	71.7%	0.0%	5.0%	51.1%	0.0%	10.6%	10.6%	10.6%	12.8%	12.8%	12.8%
Maximum Green (s)	41.0	124.0		4.0	87.0		14.0	14.0	14.0	18.0	18.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	134.0	126.8		101.6	96.6		12.5	12.5	12.5	21.5	21.5	21.5
Actuated g/C Ratio	0.74	0.70		0.56	0.54		0.07	0.07	0.07	0.12	0.12	0.12
v/c Ratio	0.83	0.87		0.49	0.57		0.54	0.49	0.67	0.53	0.54	0.44
Control Delay	65.9	14.9		41.2	14.8		90.0	87.9	54.9	85.7	86.0	14.9
Queue Delay	0.0	0.3		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	15.3		41.2	14.8		90.0	87.9	54.9	85.7	86.0	14.9
LOS	E	B		D	B		F	F	D	F	F	B

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012

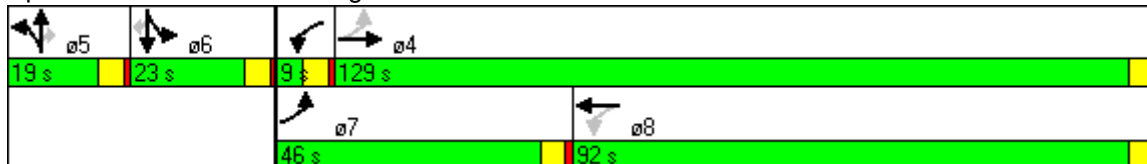


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Approach Delay	20.4		15.5				73.5			58.7			
Approach LOS	C				B			E					
90th %ile Green (s)	41.0	124.0	4.0		87.0	14.0			14.0	14.0	18.0	18.0	
90th %ile Term Code	Max	Coord	Max		Coord	Max	Max	Max	Max	MaxR	MaxR	MaxR	
70th %ile Green (s)	37.7	124.0	4.0		90.3	14.0			14.0	14.0	18.0	18.0	
70th %ile Term Code	Gap	Coord	Max		Coord	Max	Max	Max	Max	MaxR	MaxR	MaxR	
50th %ile Green (s)	33.0	124.0	4.0		95.0	12.0			12.0	12.0	20.0	20.0	
50th %ile Term Code	Gap	Coord	Max		Coord	Gap	Gap	Gap	Gap	MaxR	MaxR	MaxR	
30th %ile Green (s)	28.5	124.0	4.0		99.5	10.0			10.0	10.0	22.0	22.0	
30th %ile Term Code	Gap	Coord	Max		Coord	Gap	Gap	Gap	Gap	MaxR	MaxR	MaxR	
10th %ile Green (s)	21.9	133.0	0.0		106.1	7.3			7.3	7.3	24.7	24.7	
10th %ile Term Code	Gap	Coord	Skip		Coord	Gap	Gap	Gap	Gap	MaxR	MaxR	MaxR	
Stops (vph)	449	1058	25		361	57			53	49	91	97	
Fuel Used(gal)	12	45	1		20	3			2	3	4	4	
CO Emissions (g/hr)	810	3180	68		1424	178			167	210	250	266	
NOx Emissions (g/hr)	158	619	13		277	35			32	41	49	52	
VOC Emissions (g/hr)	188	737	16		330	41			39	49	58	62	
Dilemma Vehicles (#)	0	31	0		37	0			1	0	0	3	
Queue Length 50th (ft)	334	374	10		143	77			73	63	126	133	
Queue Length 95th (ft)	m274	m227	m53		164	133			128	136	206	214	
Internal Link Dist (ft)	1303				1249			2113			1096		
Turn Bay Length (ft)	270		267			75			260		210		
Base Capacity (vph)	494	3570	94		2715	148			155	181	201	207	
Starvation Cap Reductn	0	111	0		0	0			0	0	0	0	
Spillback Cap Reductn	0	70	0		0	0			0	0	0	0	
Storage Cap Reductn	0	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.70	0.90	0.49		0.57	0.45			0.41	0.59	0.53	0.54	

Intersection Summary

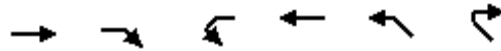
Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 6 (3%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 23.6 Intersection LOS: C
 Intersection Capacity Utilization 80.2% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street



Lanes, Volumes, Timings
 30: SW 8th Street & SR 826 Ramp

2/1/2012



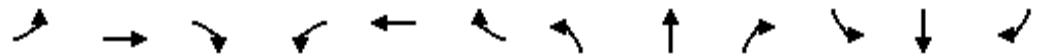
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑	↑		↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		190	0		0	0
Storage Lanes		1	0		0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Flt		0.850				
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1157			148	217	
Travel Time (s)	17.5			2.2	4.9	
Volume (vph)	1742	617	0	2273	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1914	678	0	2498	0	0
Lane Group Flow (vph)	1914	678	0	2498	0	0
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.3% ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	720		0	720		200	240		240	380		250
Storage Lanes	2		0	2		1	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	0.86	0.97	0.81	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fr _t		0.991				0.850			0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6350	0	3433	7544	1583	1770	3539	1583	1770	3539	1583
Fl _t Permitted	0.950			0.950			0.133			0.118		
Satd. Flow (perm)	3433	6350	0	3433	7544	1583	248	3539	1583	220	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				259			142			266
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2650			1007			2574			2388	
Travel Time (s)		40.2			15.3			43.9			40.7	
Volume (vph)	470	1874	113	417	2363	378	202	750	132	310	1234	349
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	516	2059	124	458	2597	415	222	824	145	341	1356	384
Lane Group Flow (vph)	516	2183	0	458	2597	415	222	824	145	341	1356	384
Turn Type	Prot			Prot		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8	2		2	6		6
Detector Phases	7	4		3	8	8	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	20.0	44.0	0.0	19.0	43.0	43.0	12.0	34.0	34.0	23.0	45.0	45.0
Total Split (%)	16.7%	36.7%	0.0%	15.8%	35.8%	35.8%	10.0%	28.3%	28.3%	19.2%	37.5%	37.5%
Maximum Green (s)	15.0	39.0		14.0	38.0	38.0	7.0	29.0	29.0	18.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0			5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	16.0	40.0		15.0	39.0	39.0	38.0	30.0	30.0	53.0	41.0	41.0
Actuated g/C Ratio	0.13	0.33		0.12	0.32	0.32	0.32	0.25	0.25	0.44	0.34	0.34
v/c Ratio	1.13	1.03		1.07	1.06	0.60	1.23	0.93	0.29	0.99	1.12	0.54
Control Delay	128.5	66.4		112.3	75.6	16.2	171.3	61.9	7.8	81.1	103.3	12.5
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	128.5	66.4		112.3	75.6	16.2	171.3	61.9	7.8	81.1	103.3	12.5
LOS	F	E		F	E	B	F	E	A	F	F	B

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012

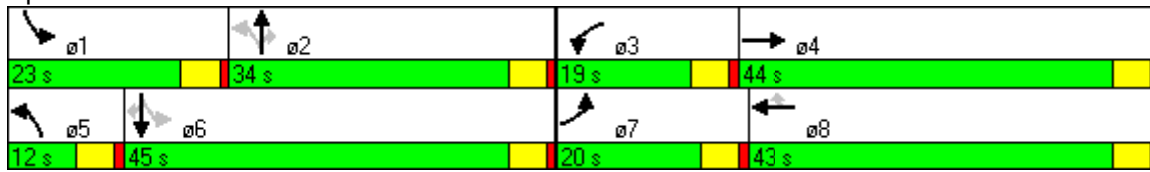


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	78.2				73.3				75.7		82.9	
Approach LOS	E				E				E		F	
90th %ile Green (s)	15.0	39.0		14.0	38.0	38.0	7.0	29.0	29.0	18.0	40.0	40.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	15.0	39.0		14.0	38.0	38.0	7.0	29.0	29.0	18.0	40.0	40.0
70th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	15.0	39.0		14.0	38.0	38.0	7.0	29.0	29.0	18.0	40.0	40.0
50th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	15.0	39.0		14.0	38.0	38.0	7.0	29.0	29.0	18.0	40.0	40.0
30th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	15.0	39.0		14.0	38.0	38.0	7.0	29.0	29.0	18.0	40.0	40.0
10th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	398	1792		361	2130	128	123	682	18	214	1063	93
Fuel Used(gal)	25	83		21	105	10	12	29	3	13	59	8
CO Emissions (g/hr)	1770	5823		1499	7333	669	824	2045	188	906	4140	578
NOx Emissions (g/hr)	344	1133		292	1427	130	160	398	37	176	806	112
VOC Emissions (g/hr)	410	1350		347	1699	155	191	474	44	210	960	134
Dilemma Vehicles (#)	0	78		0	91	0	0	30	0	0	45	0
Queue Length 50th (ft)	~238	~523		~202	~545	96	~160	330	2	214	~637	65
Queue Length 95th (ft)	#348	#600		#308	#606	205	#323	#452	53	#410	#775	162
Internal Link Dist (ft)	2570				927				2494		2308	
Turn Bay Length (ft)	720			720		200	240		240	380		250
Base Capacity (vph)	458	2124		429	2452	689	180	885	502	343	1209	716
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	1.13	1.03		1.07	1.06	0.60	1.23	0.93	0.29	0.99	1.12	0.54

Intersection Summary

























Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Natural Cycle:	120
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.23
Intersection Signal Delay:	77.1
Intersection LOS:	E
Intersection Capacity Utilization:	99.6%
ICU Level of Service:	F
Analysis Period (min):	15
90th %ile Actuated Cycle:	120
70th %ile Actuated Cycle:	120
50th %ile Actuated Cycle:	120
30th %ile Actuated Cycle:	120
10th %ile Actuated Cycle:	120
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue



Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.985			0.980	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3486	0	1770	3468	0
Fl _t Permitted	0.950			0.950			0.093			0.097		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	173	3486	0	181	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			32			40		7			10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	440	2013	82	334	2497	147	428	614	68	335	845	134
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	484	2212	90	367	2744	162	470	675	75	368	929	147
Lane Group Flow (vph)	484	2212	90	367	2744	162	470	750	0	368	1076	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	23.0	65.0	65.0	23.0	65.0	65.0	35.0	47.0	0.0	35.0	47.0	0.0
Total Split (%)	13.5%	38.2%	38.2%	13.5%	38.2%	38.2%	20.6%	27.6%	0.0%	20.6%	27.6%	0.0%
Maximum Green (s)	18.0	60.0	60.0	18.0	60.0	60.0	30.0	42.0		30.0	42.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	19.0	61.0	61.0	19.0	61.0	61.0	74.0	43.0		74.0	43.0	
Actuated g/C Ratio	0.11	0.36	0.36	0.11	0.36	0.36	0.44	0.25		0.44	0.25	
v/c Ratio	1.26	0.96	0.15	0.96	1.19	0.27	1.28	0.85		1.00	1.22	
Control Delay	193.8	64.9	24.4	82.7	128.6	24.4	188.8	69.8		97.9	158.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	193.8	64.9	24.4	82.7	128.6	24.4	188.8	69.8		97.9	158.7	
LOS	F	E	C	F	F	C	F	E		F	F	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	86.0			118.3			115.6			143.2		
Approach LOS	F			F			F			F		
90th %ile Green (s)	18.0	60.0	60.0	18.0	60.0	60.0	30.0	42.0		30.0	42.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	18.0	60.0	60.0	18.0	60.0	60.0	30.0	42.0		30.0	42.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	18.0	60.0	60.0	18.0	60.0	60.0	30.0	42.0		30.0	42.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	18.0	60.0	60.0	18.0	60.0	60.0	30.0	42.0		30.0	42.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	18.0	60.0	60.0	18.0	60.0	60.0	30.0	42.0		30.0	42.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
Stops (vph)	354	1874	36	296	2030	109	298	628		257	810	
Fuel Used(gal)	30	86	2	13	117	4	28	30		17	63	
CO Emissions (g/hr)	2078	6036	164	894	8155	253	1961	2076		1198	4389	
NOx Emissions (g/hr)	404	1174	32	174	1587	49	382	404		233	854	
VOC Emissions (g/hr)	482	1399	38	207	1890	59	455	481		278	1017	
Dilemma Vehicles (#)	0	58	0	0	74	0	0	20		0	24	
Queue Length 50th (ft)	~347	702	43	204	~1051	95	~613	418		361	~767	
Queue Length 95th (ft)	#468	#757	88	m#304	#1113	m136	#848	501		#589	#910	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	384	2299	589	384	2299	594	367	887		369	885	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.26	0.96	0.15	0.96	1.19	0.27	1.28	0.85		1.00	1.22	

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 92 (54%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 111.7 Intersection LOS: F
 Intersection Capacity Utilization 113.4% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue

 ø1	 ø2	 ø3	 ø4
35 s	47 s	23 s	65 s
 ø5	 ø6	 ø7	 ø8
35 s	47 s	23 s	65 s

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

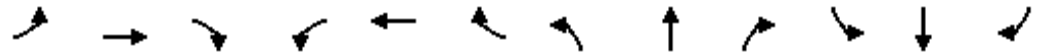
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.997			0.940			0.869	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6389	0	1770	1751	0	1770	1619	0
Fl _t Permitted	0.082			0.085			0.322			0.728		
Satd. Flow (perm)	153	6395	0	158	6389	0	600	1751	0	1356	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			6			18			88	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	113	2347	37	40	2739	52	18	25	16	85	33	228
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	124	2579	41	44	3010	57	20	27	18	93	36	251
Lane Group Flow (vph)	124	2620	0	44	3067	0	20	45	0	93	287	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	11.0	53.0	0.0	9.0	51.0	0.0	23.0	23.0	0.0	23.0	23.0	0.0
Total Split (%)	12.9%	62.4%	0.0%	10.6%	60.0%	0.0%	27.1%	27.1%	0.0%	27.1%	27.1%	0.0%
Maximum Green (s)	6.0	48.0		4.0	46.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	60.2	55.6		55.9	49.8		15.6	15.6		15.6	15.6	
Actuated g/C Ratio	0.71	0.65		0.66	0.59		0.18	0.18		0.18	0.18	
v/c Ratio	0.49	0.63		0.20	0.82		0.18	0.13		0.37	0.78	
Control Delay	25.4	14.0		6.8	16.7		30.4	19.3		32.0	30.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.4	14.0		6.8	16.7		30.4	19.3		32.0	30.3	
LOS	C	B		A	B		C	B		C	C	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

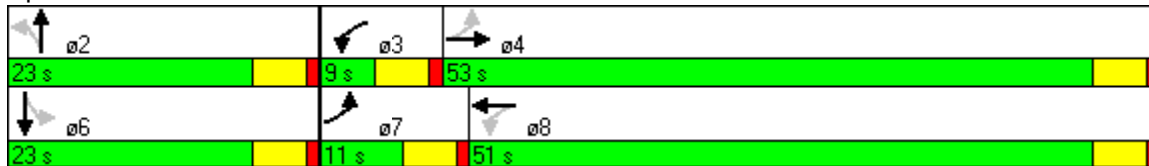


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		14.5			16.5			22.7			30.7	
Approach LOS		B			B			C			C	
90th %ile Green (s)	6.0	48.0		4.0	46.0		18.0	18.0		18.0	18.0	
90th %ile Term Code	Max	Coord		Max	Coord		Hold	Hold		Max	Max	
70th %ile Green (s)	6.0	48.0		4.0	46.0		18.0	18.0		18.0	18.0	
70th %ile Term Code	Max	Coord		Max	Coord		Hold	Hold		Max	Max	
50th %ile Green (s)	8.1	48.1		6.1	46.1		15.8	15.8		15.8	15.8	
50th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	6.9	62.2		0.0	50.3		12.8	12.8		12.8	12.8	
30th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
10th %ile Green (s)	5.9	66.6		0.0	55.7		8.4	8.4		8.4	8.4	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	77	1180		15	2180		17	24		70	172	
Fuel Used(gal)	3	46		1	58		1	1		3	8	
CO Emissions (g/hr)	190	3240		38	4053		39	74		188	549	
NOx Emissions (g/hr)	37	630		7	789		8	14		37	107	
VOC Emissions (g/hr)	44	751		9	939		9	17		44	127	
Dilemma Vehicles (#)	0	186		0	204		0	2		0	15	
Queue Length 50th (ft)	83	449		13	409		9	12		43	100	
Queue Length 95th (ft)	m91	m477		m14	m328		28	38		84	183	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	253	4184		219	3747		134	405		303	430	
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	0.49	0.63		0.20	0.82		0.15	0.11		0.31	0.67	

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 16 (19%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 16.6
 Intersection LOS: B
 Intersection Capacity Utilization 72.6%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		0	160		0	0		0
Storage Lanes	1		1	1		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.994				0.850		0.954			0.951	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6369	0	1770	6408	1583	1770	1777	0	1770	1771	0
Fl _t Permitted	0.060			0.060			0.071			0.235		
Satd. Flow (perm)	112	6369	0	112	6408	1583	132	1777	0	438	1771	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				102		14			17	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			2650			3134			2669	
Travel Time (s)		17.9			40.2			53.4			45.5	
Volume (vph)	195	2068	88	163	2509	194	136	257	112	206	474	232
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	214	2273	97	179	2757	213	149	282	123	226	521	255
Lane Group Flow (vph)	214	2370	0	179	2757	213	149	405	0	226	776	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	18.0	71.0	0.0	18.0	71.0	71.0	12.0	60.0	0.0	21.0	69.0	0.0
Total Split (%)	10.6%	41.8%	0.0%	10.6%	41.8%	41.8%	7.1%	35.3%	0.0%	12.4%	40.6%	0.0%
Maximum Green (s)	13.0	66.0		13.0	66.0	66.0	7.0	55.0		16.0	64.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	81.0	67.0		81.0	67.0	67.0	64.5	56.5		77.0	65.0	
Actuated g/C Ratio	0.48	0.39		0.48	0.39	0.39	0.38	0.33		0.45	0.38	
v/c Ratio	1.13	0.94		0.94	1.09	0.31	1.17	0.67		0.69	1.13	
Control Delay	140.2	37.1		96.7	96.1	19.2	168.0	53.8		40.7	121.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	140.2	37.1		96.7	96.1	19.2	168.0	53.8		40.7	121.2	
LOS	F	D		F	F	B	F	D		D	F	

Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		45.6			90.9			84.5			103.0	
Approach LOS		D			F			F			F	
90th %ile Green (s)	13.0	66.0		13.0	66.0	66.0	7.0	55.0		16.0	64.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	13.0	66.0		13.0	66.0	66.0	7.0	55.0		16.0	64.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	13.0	66.0		13.0	66.0	66.0	7.0	55.0		16.0	64.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	13.0	66.0		13.0	66.0	66.0	7.0	55.0		16.0	64.0	
30th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	13.0	66.0		13.0	66.0	66.0	7.0	57.7		13.3	64.0	
10th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Gap	MaxR	
Stops (vph)	163	1714		104	2244	69	77	305		129	593	
Fuel Used(gal)	9	54		7	120	5	8	15		7	36	
CO Emissions (g/hr)	635	3784		511	8399	346	580	1041		469	2518	
NOx Emissions (g/hr)	124	736		99	1634	67	113	202		91	490	
VOC Emissions (g/hr)	147	877		118	1947	80	134	241		109	584	
Dilemma Vehicles (#)	0	76		0	67	0	0	11		0	18	
Queue Length 50th (ft)	~216	418		149	~1001	82	~147	379		157	~987	
Queue Length 95th (ft)	#399	515		#312	#1056	151	#305	508		224	#1248	
Internal Link Dist (ft)		1101			2570			3054			2589	
Turn Bay Length (ft)	507			380			160					
Base Capacity (vph)	190	2514		190	2526	686	127	601		332	688	
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	1.13	0.94		0.94	1.09	0.31	1.17	0.67		0.68	1.13	

Intersection Summary

Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.17
Intersection Signal Delay:	76.0
Intersection LOS:	E
Intersection Capacity Utilization	107.1%
ICU Level of Service	G
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue

 ø1	 ø2	 ø3	 ø4
21 s	60 s	18 s	71 s
 ø5	 ø6	 ø7	 ø8
12 s	69 s	18 s	71 s

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

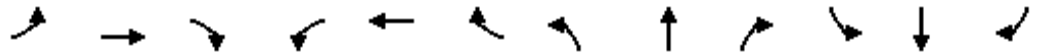
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.946			0.962			0.989			0.985	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1762	0	1770	1792	0	1770	3500	0	1770	3486	0
Fl _t Permitted	0.133			0.498			0.068			0.276		
Satd. Flow (perm)	248	1762	0	928	1792	0	127	3500	0	514	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			14			14			16	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2574	
Travel Time (s)		24.4			21.2			19.6			43.9	
Volume (vph)	80	186	105	134	298	99	178	846	67	75	1429	161
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	88	204	115	147	327	109	196	930	74	82	1570	177
Lane Group Flow (vph)	88	319	0	147	436	0	196	1004	0	82	1747	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	39.0	0.0	30.0	30.0	0.0	12.0	71.0	0.0	59.0	59.0	0.0
Total Split (%)	8.2%	35.5%	0.0%	27.3%	27.3%	0.0%	10.9%	64.5%	0.0%	53.6%	53.6%	0.0%
Maximum Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	33.2	33.1		26.0	26.0		67.1	67.1		55.1	55.1	
Actuated g/C Ratio	0.30	0.31		0.24	0.24		0.62	0.62		0.51	0.51	
v/c Ratio	0.61	0.57		0.66	0.99		0.98	0.46		0.31	0.98	
Control Delay	46.9	32.7		53.6	80.8		84.9	11.9		20.5	44.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	46.9	32.7		53.6	80.8		84.9	11.9		20.5	44.0	
LOS	D	C		D	F		F	B		C	D	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		35.8			74.0			23.8			43.0	
Approach LOS		D			E			C			D	
90th %ile Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
90th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
70th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	25.0		25.0	25.0		7.0	66.0		54.0	54.0	
10th %ile Term Code	Skip	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
Stops (vph)	55	218		119	331		91	456		45	1355	
Fuel Used(gal)	2	7		4	13		5	14		2	55	
CO Emissions (g/hr)	145	482		263	918		375	967		144	3867	
NOx Emissions (g/hr)	28	94		51	179		73	188		28	752	
VOC Emissions (g/hr)	34	112		61	213		87	224		33	896	
Dilemma Vehicles (#)	0	13		0	17		0	42		0	70	
Queue Length 50th (ft)	44	169		95	~303		89	187		33	621	
Queue Length 95th (ft)	#91	260		#185	#515		#240	234		72	#813	
Internal Link Dist (ft)		1350			1161			1070			2494	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	144	579		223	442		200	2175		262	1782	
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	0.61	0.55		0.66	0.99		0.98	0.46		0.31	0.98	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 108.2
 Natural Cycle: 110
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 41.0 Intersection LOS: D
 Intersection Capacity Utilization 94.0% ICU Level of Service F
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 110
 70th %ile Actuated Cycle: 110
 50th %ile Actuated Cycle: 110
 30th %ile Actuated Cycle: 110
 10th %ile Actuated Cycle: 101
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
20: SW 8th Street & SW 82nd Avenue

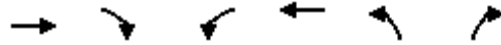
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↓
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		200	200
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.86	0.97	1.00
Flt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	1583	1770	6408	3433	1583
Flt Permitted			0.041		0.950	
Satd. Flow (perm)	5085	1583	76	6408	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		77				124
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	1735			301	2338	
Travel Time (s)	26.3			4.6	39.9	
Volume (vph)	2251	122	348	2815	240	113
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2474	134	382	3093	264	124
Lane Group Flow (vph)	2474	134	382	3093	264	124
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	21.0	21.0
Total Split (s)	98.0	98.0	49.0	147.0	23.0	23.0
Total Split (%)	57.6%	57.6%	28.8%	86.5%	13.5%	13.5%
Maximum Green (s)	93.0	93.0	44.0	142.0	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	102.6	102.6	143.0	143.0	19.0	19.0
Actuated g/C Ratio	0.60	0.60	0.84	0.84	0.11	0.11
v/c Ratio	0.81	0.14	0.90	0.57	0.69	0.43
Control Delay	29.8	7.6	59.1	4.5	82.7	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	7.6	59.1	4.5	82.7	15.1
LOS	C	A	E	A	F	B

Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012

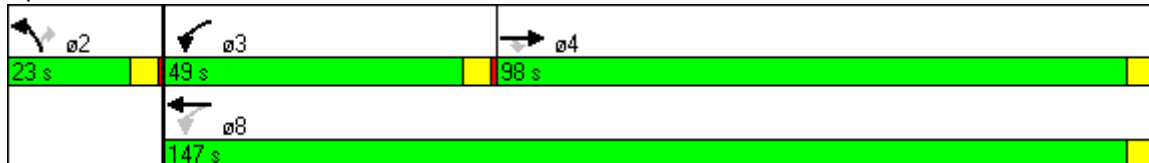


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	28.6			10.5	61.1	
Approach LOS	C			B	E	
90th %ile Green (s)	93.0	93.0	44.0	142.0	18.0	18.0
90th %ile Term Code	Coord	Coord	Max	Coord	MaxR	MaxR
70th %ile Green (s)	96.2	96.2	40.8	142.0	18.0	18.0
70th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
50th %ile Green (s)	100.8	100.8	36.2	142.0	18.0	18.0
50th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
30th %ile Green (s)	105.7	105.7	31.3	142.0	18.0	18.0
30th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
10th %ile Green (s)	112.5	112.5	24.5	142.0	18.0	18.0
10th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
Stops (vph)	1711	25	286	778	229	16
Fuel Used(gal)	75	3	11	39	10	2
CO Emissions (g/hr)	5242	187	772	2719	706	161
NOx Emissions (g/hr)	1020	36	150	529	137	31
VOC Emissions (g/hr)	1215	43	179	630	164	37
Dilemma Vehicles (#)	66	0	0	83	0	0
Queue Length 50th (ft)	763	26	358	253	148	0
Queue Length 95th (ft)	922	65	469	265	201	66
Internal Link Dist (ft)	1655			221	2258	
Turn Bay Length (ft)			154		200	200
Base Capacity (vph)	3070	986	512	5390	384	287
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.14	0.75	0.57	0.69	0.43

Intersection Summary

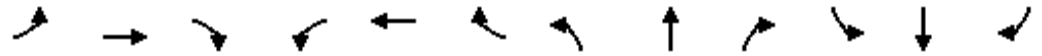
Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 53 (31%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 20.8
 Intersection LOS: C
 Intersection Capacity Utilization 79.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		2	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5009	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.085			0.080		
Satd. Flow (perm)	3433	5085	1583	3433	5009	0	158	5085	1583	149	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			32		13				94			192
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	393	1416	139	461	1914	215	315	1142	165	266	1187	568
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	432	1556	153	507	2103	236	346	1255	181	292	1304	624
Lane Group Flow (vph)	432	1556	153	507	2339	0	346	1255	181	292	1304	624
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	21.0	61.0	61.0	30.0	70.0	0.0	25.0	51.0	51.0	28.0	54.0	54.0
Total Split (%)	12.4%	35.9%	35.9%	17.6%	41.2%	0.0%	14.7%	30.0%	30.0%	16.5%	31.8%	31.8%
Maximum Green (s)	16.0	56.0	56.0	25.0	65.0		20.0	46.0	46.0	23.0	49.0	49.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	17.0	57.0	57.0	26.0	66.0		68.0	47.0	47.0	74.0	50.0	50.0
Actuated g/C Ratio	0.10	0.34	0.34	0.15	0.39		0.40	0.28	0.28	0.44	0.29	0.29
v/c Ratio	1.26	0.91	0.28	0.97	1.20		1.32	0.89	0.36	0.99	1.25	1.04
Control Delay	196.0	63.1	33.9	92.2	119.2		209.6	68.1	25.3	102.0	169.6	86.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	196.0	63.1	33.9	92.2	119.2		209.6	68.1	25.3	102.0	169.6	86.1
LOS	F	E	C	F	F		F	E	C	F	F	F

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012

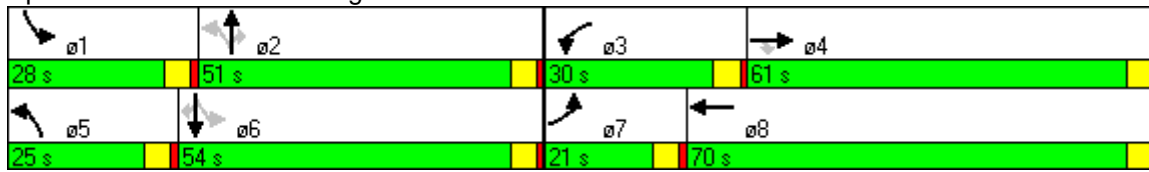


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		87.9			114.4			91.3			137.3	
Approach LOS		F			F			F			F	
90th %ile Green (s)	16.0	56.0	56.0	25.0	65.0		20.0	46.0	46.0	23.0	49.0	49.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	16.0	56.0	56.0	25.0	65.0		20.0	46.0	46.0	23.0	49.0	49.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	16.0	56.0	56.0	25.0	65.0		20.0	46.0	46.0	23.0	49.0	49.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	16.0	56.0	56.0	25.0	65.0		20.0	46.0	46.0	23.0	49.0	49.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	16.0	56.0	56.0	25.0	65.0		20.0	46.0	46.0	23.0	49.0	49.0
10th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	314	1310	79	408	1743		204	1065	64	196	964	375
Fuel Used(gal)	25	54	4	17	89		21	47	5	13	73	25
CO Emissions (g/hr)	1754	3767	278	1188	6202		1487	3316	317	881	5133	1723
NOx Emissions (g/hr)	341	733	54	231	1207		289	645	62	171	999	335
VOC Emissions (g/hr)	407	873	64	275	1437		345	769	73	204	1190	399
Dilemma Vehicles (#)	0	41	0	0	32		0	33	0	0	28	0
Queue Length 50th (ft)	~309	610	98	281	~1142		~446	496	75	278	~951	~587
Queue Length 95th (ft)	#425	676	163 m#350	#1220			#661	558	151	#486	#1090	#839
Internal Link Dist (ft)		2295			1303			260			2774	
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	343	1705	552	525	1953		262	1406	506	294	1041	601
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	1.26	0.91	0.28	0.97	1.20		1.32	0.89	0.36	0.99	1.25	1.04

Intersection Summary

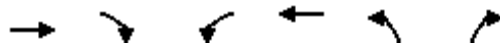
Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 68 (40%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.32
 Intersection Signal Delay: 109.1 Intersection LOS: F
 Intersection Capacity Utilization 116.6% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
23: SW 8th Street & SR 826 Ramp

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖↗	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1750	0	599	3161	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1923	0	658	3474	0	0
Lane Group Flow (vph)	1923	0	658	3474	0	0
Turn Type Prot						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	50.0	0.0	35.0	85.0	0.0	0.0
Total Split (%)	58.8%	0.0%	41.2%	100.0%	0.0%	0.0%
Maximum Green (s)	45.0		30.0	80.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	55.2		21.8	85.0		
Actuated g/C Ratio	0.65		0.26	1.00		
v/c Ratio	0.58		0.75	0.68		
Control Delay	9.0		30.2	0.8		
Queue Delay	0.0		0.0	0.0		
Total Delay	9.0		30.2	0.8		
LOS	A		C	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012

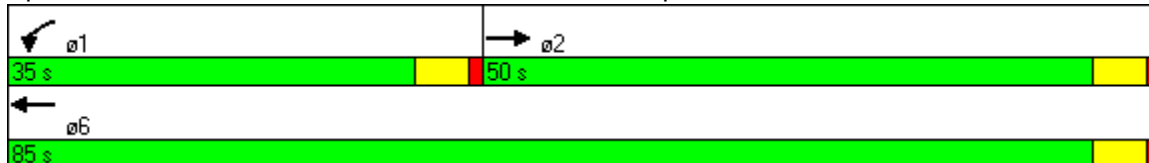


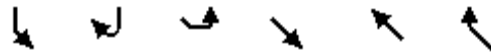
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	9.0			5.4		
Approach LOS	A			A		
90th %ile Green (s)	49.0		26.0	80.0		
90th %ile Term Code	Coord		Gap	Coord		
70th %ile Green (s)	51.5		23.5	80.0		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	53.7		21.3	80.0		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	56.8		18.2	80.0		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	59.8		15.2	80.0		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	921		523	1		
Fuel Used(gal)	16		17	37		
CO Emissions (g/hr)	1142		1191	2567		
NOx Emissions (g/hr)	222		232	499		
VOC Emissions (g/hr)	265		276	595		
Dilemma Vehicles (#)	83		0	0		
Queue Length 50th (ft)	212		165	0		
Queue Length 95th (ft)	372		207	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	3300		1252	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.58		0.53	0.68		

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 6.6
 Intersection LOS: A
 Intersection Capacity Utilization 64.4%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





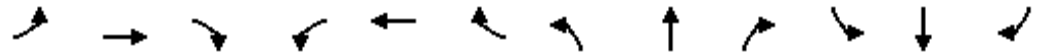
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	599	0	0	646	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	658	0	0	710	0	0
Lane Group Flow (vph)	658	0	0	710	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.8%
	ICU Level of Service B
Analysis Period (min)	15

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.995			0.978			0.941				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5060	0	1770	4973	0	1770	1753	0	3433	1863	1583
Fl _t Permitted	0.037			0.097			0.950			0.950		
Satd. Flow (perm)	69	5060	0	181	4973	0	1770	1753	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			36			15				112
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	170	1493	52	103	2472	419	63	60	39	492	85	193
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	187	1641	57	113	2716	460	69	66	43	541	93	212
Lane Group Flow (vph)	187	1698	0	113	3176	0	69	109	0	541	93	212
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	18.0	111.0	0.0	16.0	109.0	0.0	13.0	13.0	0.0	30.0	30.0	30.0
Total Split (%)	10.6%	65.3%	0.0%	9.4%	64.1%	0.0%	7.6%	7.6%	0.0%	17.6%	17.6%	17.6%
Maximum Green (s)	13.0	106.0		11.0	104.0		8.0	8.0		25.0	25.0	25.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	122.5	109.2		114.8	105.0		9.0	9.0		26.0	26.0	26.0
Actuated g/C Ratio	0.72	0.64		0.68	0.62		0.05	0.05		0.15	0.15	0.15
v/c Ratio	0.98	0.52		0.53	1.03		0.73	1.02		1.03	0.33	0.63
Control Delay	120.7	5.6		15.3	56.0		118.0	156.5		115.5	67.8	40.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	120.7	5.6		15.3	56.0		118.0	156.5		115.5	67.8	40.3
LOS	F	A		B	E		F	F		F	E	D

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		17.0			54.6			141.6			91.4	
Approach LOS		B			D			F			F	
90th %ile Green (s)	13.0	106.0		11.0	104.0		8.0	8.0		25.0	25.0	25.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
70th %ile Green (s)	13.0	107.5		9.5	104.0		8.0	8.0		25.0	25.0	25.0
70th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		MaxR	MaxR	MaxR
50th %ile Green (s)	13.0	108.3		8.7	104.0		8.0	8.0		25.0	25.0	25.0
50th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		MaxR	MaxR	MaxR
30th %ile Green (s)	13.0	109.1		7.9	104.0		8.0	8.0		25.0	25.0	25.0
30th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		MaxR	MaxR	MaxR
10th %ile Green (s)	13.0	110.2		6.8	104.0		8.0	8.0		25.0	25.0	25.0
10th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		MaxR	MaxR	MaxR
Stops (vph)	215	338		33	2569		57	69		442	75	88
Fuel Used(gal)	8	19		2	84		3	5		24	3	6
CO Emissions (g/hr)	547	1329		109	5863		208	367		1684	232	395
NOx Emissions (g/hr)	106	259		21	1141		40	71		328	45	77
VOC Emissions (g/hr)	127	308		25	1359		48	85		390	54	92
Dilemma Vehicles (#)	0	8		0	81		0	2		0	2	0
Queue Length 50th (ft)	172	137		34	~1374		77	~111		~330	94	105
Queue Length 95th (ft)	#348	144		57	#1432		#166	#251		#454	155	203
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	190	3253		237	3085		94	107		525	285	337
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	0.98	0.52		0.48	1.03		0.73	1.02		1.03	0.33	0.63

Intersection Summary

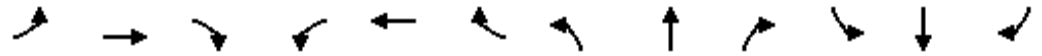
Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 144 (85%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 50.7 Intersection LOS: D
 Intersection Capacity Utilization 97.2% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue

ø5	ø6	ø3	ø4
13 s	30 s	16 s	111 s
	ø7	ø8	
	18 s	109 s	

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕↕		↖	↕	↖	↖	↕↕	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.997			0.989				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.990	
Satd. Flow (prot)	1770	5070	0	1770	5029	0	1770	1863	1583	1681	1752	1583
Fl _t Permitted	0.038			0.114			0.950			0.950	0.990	
Satd. Flow (perm)	71	5070	0	212	5029	0	1770	1863	1583	1681	1752	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			13				55			148
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	194	1522	31	76	2347	186	61	67	50	92	64	246
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	213	1673	34	84	2579	204	67	74	55	101	70	270
Lane Group Flow (vph)	213	1707	0	84	2783	0	67	74	55	83	88	270
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	25.0	119.0	0.0	12.0	106.0	0.0	13.0	13.0	13.0	26.0	26.0	26.0
Total Split (%)	14.7%	70.0%	0.0%	7.1%	62.4%	0.0%	7.6%	7.6%	7.6%	15.3%	15.3%	15.3%
Maximum Green (s)	20.0	114.0		7.0	101.0		8.0	8.0	8.0	21.0	21.0	21.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	127.0	116.0		109.8	102.8		9.0	9.0	9.0	22.0	22.0	22.0
Actuated g/C Ratio	0.75	0.68		0.65	0.60		0.05	0.05	0.05	0.13	0.13	0.13
v/c Ratio	0.84	0.49		0.42	0.91		0.71	0.75	0.40	0.38	0.39	0.81
Control Delay	41.5	37.1		3.9	8.2		115.3	118.1	26.3	73.5	73.4	50.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	37.1		3.9	8.2		115.3	118.1	26.3	73.5	73.4	50.8
LOS	D	D		A	A		F	F	C	E	E	D

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012

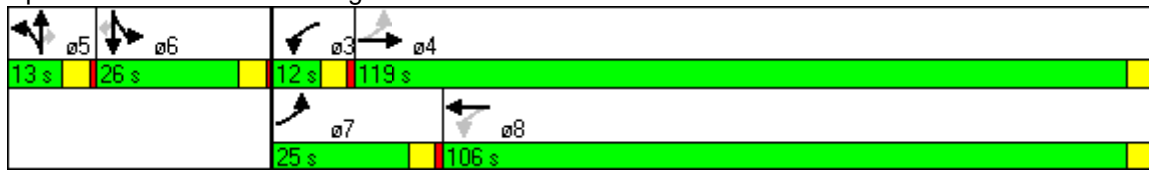


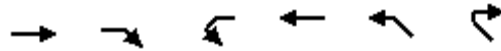
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	37.6				8.1		91.4				59.6	
Approach LOS	D				A		F				E	
90th %ile Green (s)	20.0	114.5	6.5		101.0	8.0		8.0	8.0	21.0	21.0	21.0
90th %ile Term Code	Max	Coord	Gap		Coord	Max		Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	20.0	114.8	6.2		101.0	8.0		8.0	8.0	21.0	21.0	21.0
70th %ile Term Code	Max	Coord	Gap		Coord	Max		Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	20.0	115.0	6.0		101.0	8.0		8.0	8.0	21.0	21.0	21.0
50th %ile Term Code	Max	Coord	Gap		Coord	Max		Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	20.0	115.2	5.8		101.0	8.0		8.0	8.0	21.0	21.0	21.0
30th %ile Term Code	Max	Coord	Gap		Coord	Max		Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	15.9	115.4	5.6		105.1	8.0		8.0	8.0	21.0	21.0	21.0
10th %ile Term Code	Gap	Coord	Gap		Coord	Max		Max	Max	MaxR	MaxR	MaxR
Stops (vph)	163	1246	6		1211	56		61	11	69	74	108
Fuel Used(gal)	5	39	1		39	3		3	1	3	3	6
CO Emissions (g/hr)	354	2694	56		2724	202		224	78	183	193	432
NOx Emissions (g/hr)	69	524	11		530	39		44	15	36	38	84
VOC Emissions (g/hr)	82	624	13		631	47		52	18	42	45	100
Dilemma Vehicles (#)	0	118	0		35	0		2	0	0	2	0
Queue Length 50th (ft)	195	593	7		348	75		83	0	90	95	138
Queue Length 95th (ft)	m218	m642	m7		m337	#160		#175	50	154	162	#282
Internal Link Dist (ft)	1303				1249		2113				1096	
Turn Bay Length (ft)	270			267			75			260	210	
Base Capacity (vph)	263	3460	211		3047	94		99	136	218	227	334
Starvation Cap Reductn	0	0	0		0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0		0	0	0	0	0
Reduced v/c Ratio	0.81	0.49	0.40		0.91	0.71		0.75	0.40	0.38	0.39	0.81

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 25.7 Intersection LOS: C
 Intersection Capacity Utilization 81.1% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street





Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑	↑		↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		190	0		0	0
Storage Lanes		1	0		0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Flt		0.850				
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1157			148	217	
Travel Time (s)	17.5			2.2	4.9	
Volume (vph)	1750	646	0	3161	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1923	710	0	3474	0	0
Lane Group Flow (vph)	1923	710	0	3474	0	0
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.4%
ICU Level of Service	C
Analysis Period (min)	15

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		0	240		240	380		250
Storage Lanes	2		0	2		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.937				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3316	0	3433	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.140			0.071		
Satd. Flow (perm)	3433	3316	0	3433	1863	1583	261	3539	1583	132	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		113				109			92			285
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		840			341			2564			2398	
Travel Time (s)		12.7			5.2			43.7			40.9	
Volume (vph)	939	184	134	239	87	307	138	1301	126	239	948	266
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1032	202	147	263	96	337	152	1430	138	263	1042	292
Lane Group Flow (vph)	1032	349	0	263	96	337	152	1430	138	263	1042	292
Turn Type	Prot			Prot		Perm	pm+pt		custom	pm+pt		Perm
Protected Phases	7	4		3	8		5	2	2	1		6
Permitted Phases						8	2		2	6		6
Detector Phases	7	4		3	8	8	5	2	2	1		6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	39.0	17.0	0.0	39.0	17.0	17.0	14.0	58.0	58.0	16.0	60.0	60.0
Total Split (%)	30.0%	13.1%	0.0%	30.0%	13.1%	13.1%	10.8%	44.6%	44.6%	12.3%	46.2%	46.2%
Maximum Green (s)	34.0	12.0		34.0	12.0	12.0	9.0	53.0	53.0	11.0	55.0	55.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max	Max	None	Max	Max
Walk Time (s)		5.0			5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	35.0	33.6		14.4	13.0	13.0	63.8	54.0	54.0	68.2	56.2	56.2
Actuated g/C Ratio	0.27	0.26		0.11	0.10	0.10	0.49	0.42	0.42	0.52	0.43	0.43
v/c Ratio	1.12	0.37		0.69	0.52	1.32	0.63	0.97	0.19	1.20	0.68	0.35
Control Delay	81.5	17.7		64.7	57.4	189.9	27.3	55.3	9.6	159.0	9.5	0.6
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	81.5	17.7		64.7	57.4	189.9	27.3	55.3	9.6	159.0	9.5	0.6
LOS	F	B		E	E	F	C	E	A	F	A	A

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	65.4		124.3				49.1		32.5			
Approach LOS	E			F			D			C		
90th %ile Green (s)	34.0	29.1		16.9	12.0	12.0	9.0	53.0	53.0	11.0	55.0	55.0
90th %ile Term Code	Max	Coord		Gap	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	34.0	31.2		14.8	12.0	12.0	9.0	53.0	53.0	11.0	55.0	55.0
70th %ile Term Code	Max	Coord		Gap	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	34.0	32.6		13.4	12.0	12.0	9.0	53.0	53.0	11.0	55.0	55.0
50th %ile Term Code	Max	Coord		Gap	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	34.0	34.1		11.9	12.0	12.0	9.0	53.0	53.0	11.0	55.0	55.0
30th %ile Term Code	Max	Coord		Gap	Coord	Coord	Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	34.0	36.1		9.9	12.0	12.0	7.9	53.0	53.0	11.0	56.1	56.1
10th %ile Term Code	Max	Coord		Gap	Coord	Coord	Gap	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	791	224		234	82	264	72	1165	29	345	228	0
Fuel Used(gal)	31	6		7	2	16	4	49	3	16	22	5
CO Emissions (g/hr)	2135	396		461	156	1106	271	3406	190	1088	1516	348
NOx Emissions (g/hr)	415	77		90	30	215	53	663	37	212	295	68
VOC Emissions (g/hr)	495	92		107	36	256	63	789	44	252	351	81
Dilemma Vehicles (#)	0	2		0	3	0	0	48	0	0	30	0
Queue Length 50th (ft)	~506	102		115	79	~281	62	614	23	~224	73	1
Queue Length 95th (ft)	m#537	m114		160	m133	#475	101	#779	65	m#270	m78	m0
Internal Link Dist (ft)	760			261			2484		2318			
Turn Bay Length (ft)	290			290			240		240	380		250
Base Capacity (vph)	924	941		924	186	256	245	1470	711	220	1530	846
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	1.12	0.37		0.28	0.52	1.32	0.62	0.97	0.19	1.20	0.68	0.35

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green, Master Intersection
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.32
 Intersection Signal Delay: 58.1 Intersection LOS: E
 Intersection Capacity Utilization 93.9% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue

 ø1	 ø2	 ø3	 ø4
16 s	58 s	39 s	17 s
 ø5	 ø6	 ø7	 ø8
14 s	60 s	39 s	17 s

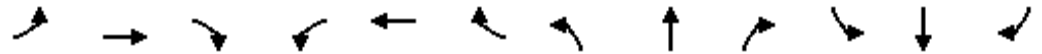
Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.984			0.975	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3483	0	1770	3451	0
Fl _t Permitted	0.950			0.950			0.236			0.125		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	440	3483	0	233	3451	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			42			87		9			18	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	398	2659	99	188	1699	174	177	724	88	455	594	117
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	437	2922	109	207	1867	191	195	796	97	500	653	129
Lane Group Flow (vph)	437	2922	109	207	1867	191	195	893	0	500	782	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	21.0	57.0	57.0	11.0	47.0	47.0	17.0	32.0	0.0	30.0	45.0	0.0
Total Split (%)	16.2%	43.8%	43.8%	8.5%	36.2%	36.2%	13.1%	24.6%	0.0%	23.1%	34.6%	0.0%
Maximum Green (s)	16.0	52.0	52.0	6.0	42.0	42.0	12.0	27.0		25.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	17.0	53.0	53.0	7.0	43.0	43.0	40.6	28.0		58.0	41.4	
Actuated g/C Ratio	0.13	0.41	0.41	0.05	0.33	0.33	0.31	0.22		0.45	0.32	
v/c Ratio	0.97	1.12	0.16	1.12	0.88	0.33	0.73	1.18		1.22	0.70	
Control Delay	92.4	95.7	15.7	166.4	33.9	10.9	40.6	138.1		152.1	42.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	92.4	95.7	15.7	166.4	33.9	10.9	40.6	138.1		152.1	42.2	
LOS	F	F	B	F	C	B	D	F		F	D	

Lanes, Volumes, Timings
 6: SW 8th Street & SW 97th Avenue

2/1/2012

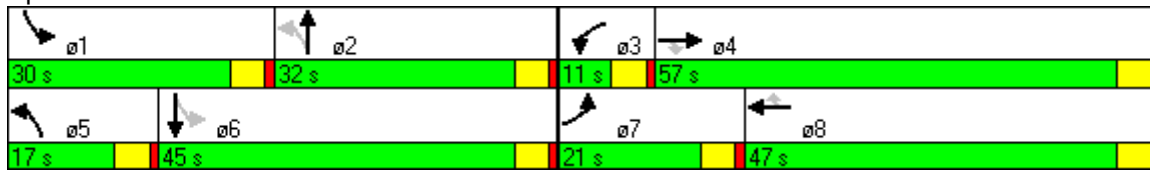


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	92.8			44.1			120.6			85.1		
Approach LOS	F			D			F			F		
90th %ile Green (s)	16.0	52.0	52.0	6.0	42.0	42.0	12.0	27.0		25.0	40.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	16.0	52.0	52.0	6.0	42.0	42.0	12.0	27.0		25.0	40.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	16.0	52.0	52.0	6.0	42.0	42.0	12.0	27.0		25.0	40.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	16.0	52.0	52.0	6.0	42.0	42.0	12.0	27.0		25.0	40.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	16.0	52.0	52.0	6.0	42.0	42.0	10.1	27.0		25.0	41.9	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
Stops (vph)	358	2327	37	147	1678	108	127	676		316	601	
Fuel Used(gal)	19	129	3	10	50	4	6	46		28	29	
CO Emissions (g/hr)	1339	9010	180	710	3517	248	440	3216		1956	2020	
NOx Emissions (g/hr)	260	1753	35	138	684	48	86	626		381	393	
VOC Emissions (g/hr)	310	2088	42	165	815	57	102	745		453	468	
Dilemma Vehicles (#)	0	91	0	0	3	0	0	26		0	27	
Queue Length 50th (ft)	191	~822	35	~98	478	63	101	~472		~466	299	
Queue Length 95th (ft)	#298	#888	74	#181	513	132	#173	#607		#688	373	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	449	2612	670	185	2120	582	272	757		411	1111	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.97	1.12	0.16	1.12	0.88	0.33	0.72	1.18		1.22	0.70	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 104 (80%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 81.7 Intersection LOS: F
 Intersection Capacity Utilization 105.3% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

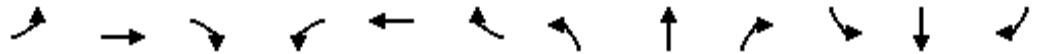
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.997			0.916			0.897	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6389	0	1770	1706	0	1770	1671	0
Fl _t Permitted	0.062			0.066			0.452			0.647		
Satd. Flow (perm)	115	6395	0	123	6389	0	842	1706	0	1205	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4			44			76	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	229	2945	42	20	1962	44	44	38	48	56	52	114
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	252	3236	46	22	2156	48	48	42	53	62	57	125
Lane Group Flow (vph)	252	3282	0	22	2204	0	48	95	0	62	182	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	35.0	86.0	0.0	14.0	65.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	26.9%	66.2%	0.0%	10.8%	50.0%	0.0%	23.1%	23.1%	0.0%	23.1%	23.1%	0.0%
Maximum Green (s)	30.0	81.0		9.0	60.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	107.4	100.9		92.1	85.4		14.6	14.6		14.6	14.6	
Actuated g/C Ratio	0.83	0.78		0.71	0.66		0.11	0.11		0.11	0.11	
v/c Ratio	0.78	0.66		0.13	0.52		0.51	0.41		0.46	0.71	
Control Delay	31.3	14.1		4.2	4.8		56.9	30.3		54.9	35.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.3	14.1		4.2	4.8		56.9	30.3		54.9	35.0	
LOS	C	B		A	A		E	C		D	C	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

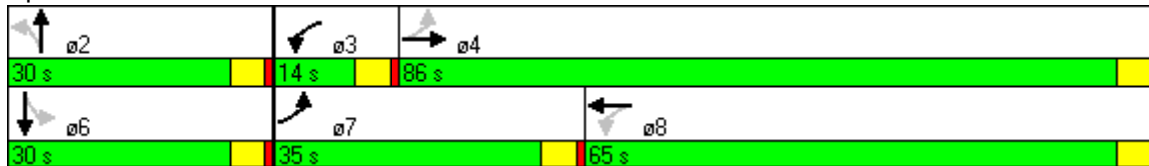


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		15.3			4.8			39.3			40.0	
Approach LOS		B			A			D			D	
90th %ile Green (s)	24.0	88.0		6.1	70.1		20.9	20.9		20.9	20.9	
90th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	22.2	92.8		5.7	76.3		16.5	16.5		16.5	16.5	
70th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	18.4	95.9		5.6	83.1		13.5	13.5		13.5	13.5	
50th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	14.4	109.4		0.0	90.0		10.6	10.6		10.6	10.6	
30th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
10th %ile Green (s)	5.9	113.4		0.0	102.5		6.6	6.6		6.6	6.6	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	244	2125		4	333		39	43		51	92	
Fuel Used(gal)	7	66		0	21		2	2		2	5	
CO Emissions (g/hr)	481	4624		15	1502		110	165		145	351	
NOx Emissions (g/hr)	94	900		3	292		21	32		28	68	
VOC Emissions (g/hr)	111	1072		4	348		26	38		34	81	
Dilemma Vehicles (#)	0	15		0	65		0	3		0	6	
Queue Length 50th (ft)	94	770		1	96		39	40		50	87	
Queue Length 95th (ft)	m58	m684		m2	111		78	90		92	159	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	490	4964		217	4199		168	376		241	395	
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	0.51	0.66		0.10	0.52		0.29	0.25		0.26	0.46	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 41 (32%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 13.0 Intersection LOS: B
 Intersection Capacity Utilization 73.1% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995				0.850		0.971			0.931	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6376	0	1770	6408	1583	1770	1809	0	1770	1734	0
Fl _t Permitted	0.083			0.091			0.140			0.111		
Satd. Flow (perm)	155	6376	0	170	6408	1583	261	1809	0	207	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				114		10			32	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			958			3134			2669	
Travel Time (s)		17.9			14.5			53.4			45.5	
Volume (vph)	343	2644	84	115	1662	272	152	407	98	86	210	177
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	377	2905	92	126	1826	299	167	447	108	95	231	195
Lane Group Flow (vph)	377	2997	0	126	1826	299	167	555	0	95	426	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	29.0	67.0	0.0	10.0	48.0	48.0	13.0	44.0	0.0	9.0	40.0	0.0
Total Split (%)	22.3%	51.5%	0.0%	7.7%	36.9%	36.9%	10.0%	33.8%	0.0%	6.9%	30.8%	0.0%
Maximum Green (s)	24.0	62.0		5.0	43.0	43.0	8.0	39.0		4.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	73.0	63.0		50.4	44.4	44.4	49.0	40.0		41.0	36.0	
Actuated g/C Ratio	0.56	0.48		0.39	0.34	0.34	0.38	0.31		0.32	0.28	
v/c Ratio	0.96	0.97		0.90	0.83	0.49	0.82	0.98		0.76	0.85	
Control Delay	77.2	24.4		82.8	41.4	21.1	60.7	78.2		66.0	57.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	77.2	24.4		82.8	41.4	21.1	60.7	78.2		66.0	57.6	
LOS	E	C		F	D	C	E	E		E	E	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

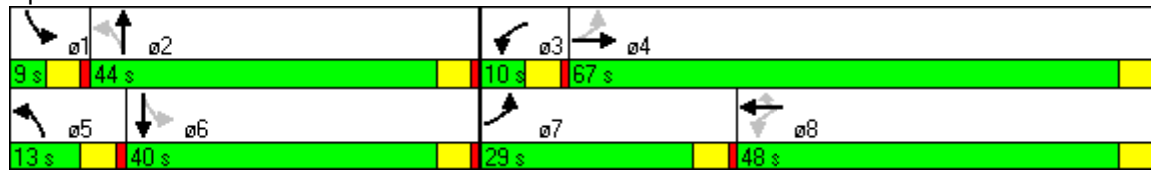


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		30.3			41.1			74.2			59.2	
Approach LOS		C			D			E			E	
90th %ile Green (s)	24.0	62.0		5.0	43.0	43.0	8.0	39.0		4.0	35.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	24.0	62.0		5.0	43.0	43.0	8.0	39.0		4.0	35.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	24.0	62.0		5.0	43.0	43.0	8.0	39.0		4.0	35.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	24.0	62.0		5.0	43.0	43.0	8.0	39.0		4.0	35.0	
30th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	22.2	62.0		5.0	44.8	44.8	8.0	39.0		4.0	35.0	
10th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
Stops (vph)	266	2031		89	1498	217	97	439		59	326	
Fuel Used(gal)	11	60		4	43	6	6	23		3	15	
CO Emissions (g/hr)	792	4174		263	3005	389	424	1614		230	1033	
NOx Emissions (g/hr)	154	812		51	585	76	82	314		45	201	
VOC Emissions (g/hr)	184	967		61	696	90	98	374		53	239	
Dilemma Vehicles (#)	0	111		0	65	0	0	18		0	14	
Queue Length 50th (ft)	228	72		61	418	129	96	458		52	318	
Queue Length 95th (ft)	#452	#538		m#179	464	216	#189	#700		#120	#494	
Internal Link Dist (ft)		1101			878			3054			2589	
Turn Bay Length (ft)	507			380		96	160					
Base Capacity (vph)	398	3093		140	2187	615	203	564		125	503	
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	0.95	0.97		0.90	0.83	0.49	0.82	0.98		0.76	0.85	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 42 (32%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 40.6 Intersection LOS: D
 Intersection Capacity Utilization 91.6% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

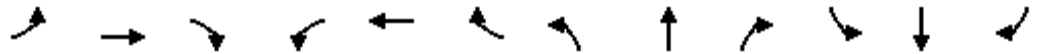
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.959			0.947			0.988			0.988	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1786	0	1770	1764	0	1770	3497	0	1770	3497	0
Fl _t Permitted	0.190			0.338			0.111			0.125		
Satd. Flow (perm)	354	1786	0	630	1764	0	207	3497	0	233	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			33			18			14	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2564	
Travel Time (s)		24.4			21.2			19.6			43.7	
Volume (vph)	113	321	122	99	209	113	82	1273	107	127	1084	91
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	124	353	134	109	230	124	90	1399	118	140	1191	100
Lane Group Flow (vph)	124	487	0	109	354	0	90	1517	0	140	1291	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	30.0	0.0	21.0	21.0	0.0	9.0	45.0	0.0	36.0	36.0	0.0
Total Split (%)	12.0%	40.0%	0.0%	28.0%	28.0%	0.0%	12.0%	60.0%	0.0%	48.0%	48.0%	0.0%
Maximum Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	23.9	23.8		16.8	16.8		41.0	41.1		34.1	34.1	
Actuated g/C Ratio	0.32	0.33		0.23	0.23		0.55	0.56		0.47	0.47	
v/c Ratio	0.60	0.81		0.75	0.82		0.41	0.77		1.28	0.79	
Control Delay	30.9	30.4		60.0	41.7		14.0	16.0		209.6	22.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.9	30.4		60.0	41.7		14.0	16.0		209.6	22.4	
LOS	C	C		E	D		B	B		F	C	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012

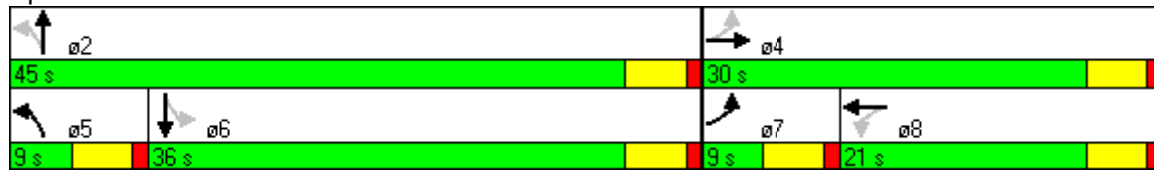


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		30.5			46.0			15.9			40.7	
Approach LOS		C			D			B			D	
90th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
90th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
70th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	14.7		14.7	14.7		0.0	40.0		40.0	40.0	
10th %ile Term Code	Skip	Gap		Hold	Hold		Skip	MaxR		Hold	Hold	
Stops (vph)	77	357		80	254		36	1000		83	924	
Fuel Used(gal)	3	11		3	8		1	25		8	35	
CO Emissions (g/hr)	179	738		198	555		86	1753		590	2437	
NOx Emissions (g/hr)	35	143		38	108		17	341		115	474	
VOC Emissions (g/hr)	42	171		46	129		20	406		137	565	
Dilemma Vehicles (#)	0	29		0	21		0	94		0	79	
Queue Length 50th (ft)	40	187		48	143		18	270		~89	273	
Queue Length 95th (ft)	#82	#333		#132	#284		39	360		#154	#379	
Internal Link Dist (ft)		1350			1161			1070			2484	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	208	637		147	436		218	1981		109	1644	
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	0.60	0.76		0.74	0.81		0.41	0.77		1.28	0.79	

Intersection Summary

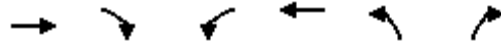
Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	72.9
Natural Cycle:	75
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.28
Intersection Signal Delay:	30.1
Intersection LOS:	C
Intersection Capacity Utilization:	88.8%
ICU Level of Service:	E
Analysis Period (min):	15
90th %ile Actuated Cycle:	75
70th %ile Actuated Cycle:	75
50th %ile Actuated Cycle:	75
30th %ile Actuated Cycle:	75
10th %ile Actuated Cycle:	64.7
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
20: SW 8th Street & SW 82nd Avenue

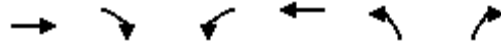
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		200	200
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	1.00
Flt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	1583	1770	5085	3433	1583
Flt Permitted			0.051		0.950	
Satd. Flow (perm)	5085	1583	95	5085	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		44				253
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	799			1458	2338	
Travel Time (s)	12.1			22.1	39.9	
Volume (vph)	2213	51	227	2004	345	230
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2432	56	249	2202	379	253
Lane Group Flow (vph)	2432	56	249	2202	379	253
Turn Type		Perm	pm+pt		Perm	
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	21.0	21.0
Total Split (s)	78.0	78.0	28.0	106.0	24.0	24.0
Total Split (%)	60.0%	60.0%	21.5%	81.5%	18.5%	18.5%
Maximum Green (s)	73.0	73.0	23.0	101.0	19.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	79.2	79.2	102.0	102.0	20.0	20.0
Actuated g/C Ratio	0.61	0.61	0.78	0.78	0.15	0.15
v/c Ratio	0.79	0.06	0.79	0.55	0.72	0.55
Control Delay	7.4	1.1	41.3	5.9	60.8	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.4	1.1	41.3	5.9	60.8	10.7
LOS	A	A	D	A	E	B

Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012

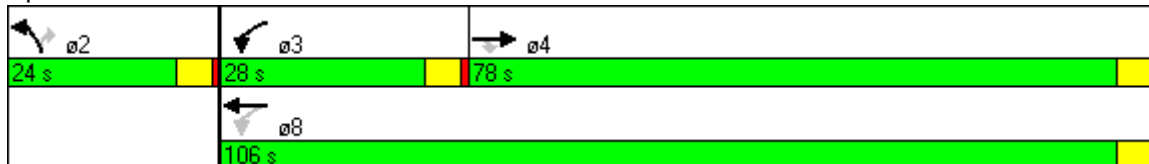


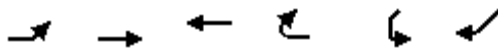
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	7.2			9.5	40.8	
Approach LOS	A			A	D	
90th %ile Green (s)	73.0	73.0	23.0	101.0	19.0	19.0
90th %ile Term Code	Coord	Coord	Max	Coord	MaxR	MaxR
70th %ile Green (s)	74.1	74.1	21.9	101.0	19.0	19.0
70th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
50th %ile Green (s)	77.5	77.5	18.5	101.0	19.0	19.0
50th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
30th %ile Green (s)	80.9	80.9	15.1	101.0	19.0	19.0
30th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
10th %ile Green (s)	85.5	85.5	10.5	101.0	19.0	19.0
10th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
Stops (vph)	611	3	156	691	323	26
Fuel Used(gal)	32	1	6	30	13	4
CO Emissions (g/hr)	2245	38	419	2094	903	308
NOx Emissions (g/hr)	437	7	82	407	176	60
VOC Emissions (g/hr)	520	9	97	485	209	71
Dilemma Vehicles (#)	23	0	0	77	0	0
Queue Length 50th (ft)	156	1	147	217	158	0
Queue Length 95th (ft)	m168	m1	236	244	214	78
Internal Link Dist (ft)	719			1378	2258	
Turn Bay Length (ft)			154		200	200
Base Capacity (vph)	3098	982	384	3990	528	458
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.06	0.65	0.55	0.72	0.55

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 96 (74%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 12.0 Intersection LOS: B
 Intersection Capacity Utilization 75.2% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



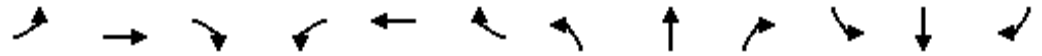


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15			9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	*0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	0	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45	45		45	
Link Distance (ft)		341	370		448	
Travel Time (s)		5.2	5.6		6.8	
Volume (vph)	0	549	0	0	0	633
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	603	0	0	0	696
Lane Group Flow (vph)	0	603	0	0	0	696
Sign Control		Free	Free		Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.5% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖	↑↑↑	↖	↖	↑↑	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.987				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5019	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.100			0.103		
Satd. Flow (perm)	3433	5085	1583	3433	5019	0	186	5085	1583	192	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39		12				172			372
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	698	2370	190	323	1071	98	141	1816	525	204	870	391
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	767	2604	209	355	1177	108	155	1996	577	224	956	430
Lane Group Flow (vph)	767	2604	209	355	1285	0	155	1996	577	224	956	430
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	32.0	58.0	58.0	15.0	41.0	0.0	14.0	44.0	44.0	13.0	43.0	43.0
Total Split (%)	24.6%	44.6%	44.6%	11.5%	31.5%	0.0%	10.8%	33.8%	33.8%	10.0%	33.1%	33.1%
Maximum Green (s)	27.0	53.0	53.0	10.0	36.0		9.0	39.0	39.0	8.0	38.0	38.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	28.0	54.0	54.0	11.0	37.0		50.0	40.0	40.0	48.0	39.0	39.0
Actuated g/C Ratio	0.22	0.42	0.42	0.08	0.28		0.38	0.31	0.31	0.37	0.30	0.30
v/c Ratio	1.04	1.23	0.31	1.22	0.89		0.80	1.28	0.95	1.24	0.90	0.59
Control Delay	92.6	143.3	21.9	156.7	72.6		33.3	158.8	30.6	176.5	56.0	9.7
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	92.6	143.3	21.9	156.7	72.6		33.3	158.8	30.6	176.5	56.0	9.7
LOS	F	F	C	F	E		C	F	C	F	E	A

Lanes, Volumes, Timings
22: Flagler Street & SW 87th Avenue

2/1/2012

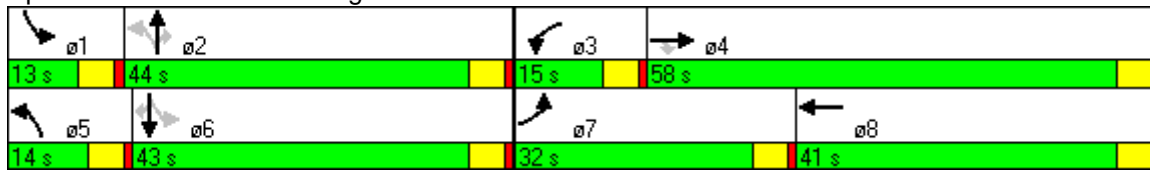


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	125.4			90.8			124.6			60.4		
Approach LOS	F			F			F			E		
90th %ile Green (s)	27.0	53.0	53.0	10.0	36.0		9.0	39.0	39.0	8.0	38.0	38.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	27.0	53.0	53.0	10.0	36.0		9.0	39.0	39.0	8.0	38.0	38.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	27.0	53.0	53.0	10.0	36.0		9.0	39.0	39.0	8.0	38.0	38.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	27.0	53.0	53.0	10.0	36.0		9.0	39.0	39.0	8.0	38.0	38.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	27.0	53.0	53.0	10.0	36.0		9.0	39.0	39.0	8.0	38.0	38.0
10th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	620	1940	102	259	1117		87	1420	490	112	794	63
Fuel Used(gal)	31	126	5	16	39		4	106	18	12	35	9
CO Emissions (g/hr)	2132	8836	343	1110	2741		310	7438	1247	865	2416	626
NOx Emissions (g/hr)	415	1719	67	216	533		60	1447	243	168	470	122
VOC Emissions (g/hr)	494	2048	80	257	635		72	1724	289	201	560	145
Dilemma Vehicles (#)	0	74	0	0	29		0	80	0	0	33	0
Queue Length 50th (ft)	~358	~992	93	~192	419		75	~774	316	~184	406	36
Queue Length 95th (ft)	#484	#1080	155	#288	470		m67	m#706	m292	#353	#526	136
Internal Link Dist (ft)	2295			1303			260			2774		
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	739	2112	680	290	1437		193	1565	606	180	1062	735
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	1.04	1.23	0.31	1.22	0.89		0.80	1.28	0.95	1.24	0.90	0.59

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 61 (47%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 108.3 Intersection LOS: F
 Intersection Capacity Utilization 114.7% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1742	0	252	2273	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1914	0	277	2498	0	0
Lane Group Flow (vph)	1914	0	277	2498	0	0
Turn Type						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	43.0	0.0	22.0	65.0	0.0	0.0
Total Split (%)	66.2%	0.0%	33.8%	100.0%	0.0%	0.0%
Maximum Green (s)	38.0		17.0	60.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	39.0		18.0	65.0		
Actuated g/C Ratio	0.60		0.28	1.00		
v/c Ratio	0.63		0.29	0.49		
Control Delay	9.8		19.5	0.3		
Queue Delay	0.0		0.0	0.0		
Total Delay	9.8		19.5	0.3		
LOS	A		B	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



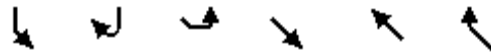
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	9.8			2.3		
Approach LOS	A			A		
90th %ile Green (s)	38.0		17.0	60.0		
90th %ile Term Code	Coord		Hold	Coord		
70th %ile Green (s)	38.0		17.0	60.0		
70th %ile Term Code	Coord		Hold	Coord		
50th %ile Green (s)	38.0		17.0	60.0		
50th %ile Term Code	Coord		Hold	Coord		
30th %ile Green (s)	38.0		17.0	60.0		
30th %ile Term Code	Coord		Hold	Coord		
10th %ile Green (s)	38.0		17.0	60.0		
10th %ile Term Code	Coord		Hold	Coord		
Stops (vph)	937		190	1		
Fuel Used(gal)	17		6	26		
CO Emissions (g/hr)	1174		437	1832		
NOx Emissions (g/hr)	228		85	357		
VOC Emissions (g/hr)	272		101	425		
Dilemma Vehicles (#)	112		0	0		
Queue Length 50th (ft)	263		44	0		
Queue Length 95th (ft)	293		72	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	3051		951	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.63		0.29	0.49		

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 56 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 5.3
 Intersection LOS: A
 Intersection Capacity Utilization 47.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





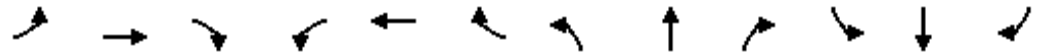
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	252	0	0	617	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	277	0	0	678	0	0
Lane Group Flow (vph)	277	0	0	678	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.3%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.999			0.982			0.937				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5080	0	1770	4994	0	1770	1745	0	3433	1863	1583
Fl _t Permitted	0.078			0.058			0.950			0.950		
Satd. Flow (perm)	145	5080	0	108	4994	0	1770	1745	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			29			21				120
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	145	2744	25	86	1331	180	75	72	52	466	68	109
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	159	3015	27	95	1463	198	82	79	57	512	75	120
Lane Group Flow (vph)	159	3042	0	95	1661	0	82	136	0	512	75	120
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	20.0	84.0	0.0	9.0	73.0	0.0	13.0	13.0	0.0	24.0	24.0	24.0
Total Split (%)	15.4%	64.6%	0.0%	6.9%	56.2%	0.0%	10.0%	10.0%	0.0%	18.5%	18.5%	18.5%
Maximum Green (s)	15.0	79.0		4.0	68.0		8.0	8.0		19.0	19.0	19.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	88.6	80.0		78.4	73.4		9.0	9.0		20.0	20.0	20.0
Actuated g/C Ratio	0.68	0.62		0.60	0.56		0.07	0.07		0.15	0.15	0.15
v/c Ratio	0.65	0.97		0.74	0.59		0.67	0.97		0.97	0.26	0.35
Control Delay	35.5	14.1		52.4	19.5		84.6	119.5		86.9	51.3	11.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	35.5	14.1		52.4	19.5		84.6	119.5		86.9	51.3	11.2
LOS	D	B		D	B		F	F		F	D	B

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

2/1/2012

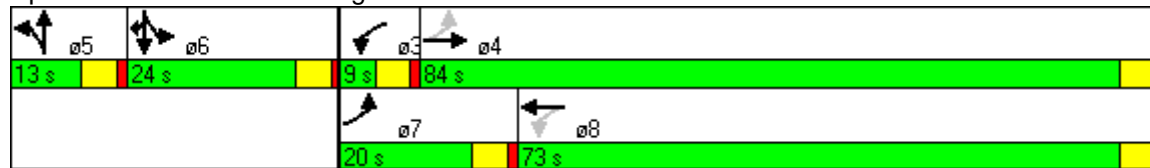


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	15.2		21.3		106.4		70.3					
Approach LOS	B		C		F		E					
90th %ile Green (s)	15.0	79.0		4.0	68.0		8.0	8.0		19.0	19.0	19.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
70th %ile Green (s)	13.3	79.0		4.0	69.7		8.0	8.0		19.0	19.0	19.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
50th %ile Green (s)	10.7	79.0		4.0	72.3		8.0	8.0		19.0	19.0	19.0
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
30th %ile Green (s)	8.2	79.0		4.0	74.8		8.0	8.0		19.0	19.0	19.0
30th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
10th %ile Green (s)	6.0	79.0		4.0	77.0		8.0	8.0		19.0	19.0	19.0
10th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
Stops (vph)	73	1406		36	939		70	88		420	60	16
Fuel Used(gal)	3	47		2	29		3	6		20	2	2
CO Emissions (g/hr)	215	3266		142	2004		213	395		1407	170	155
NOx Emissions (g/hr)	42	635		28	390		42	77		274	33	30
VOC Emissions (g/hr)	50	757		33	464		49	92		326	39	36
Dilemma Vehicles (#)	0	91		0	58		0	4		0	3	0
Queue Length 50th (ft)	65	90		25	314		69	99		224	56	0
Queue Length 95th (ft)	m81	#662		#121	391		#145	#234		#336	105	56
Internal Link Dist (ft)	1249		1229		95		2371					
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	299	3127		129	2831		123	140		528	287	345
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	0.53	0.97		0.74	0.59		0.67	0.97		0.97	0.26	0.35

Intersection Summary

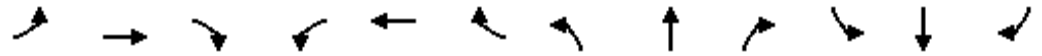
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 91 (70%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 27.0 Intersection LOS: C
 Intersection Capacity Utilization 91.9% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue



Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖	↖	↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.996			0.994				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.979	
Satd. Flow (prot)	1770	5065	0	1770	5055	0	1770	1863	1583	1681	1732	1583
Fl _t Permitted	0.068			0.071			0.950			0.950	0.979	
Satd. Flow (perm)	127	5065	0	132	5055	0	1770	1863	1583	1681	1732	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			6				83			135
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	315	2758	66	42	1347	54	60	57	97	140	58	123
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	346	3031	73	46	1480	59	66	63	107	154	64	135
Lane Group Flow (vph)	346	3104	0	46	1539	0	66	63	107	106	112	135
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	38.0	89.0	0.0	9.0	60.0	0.0	11.0	11.0	11.0	21.0	21.0	21.0
Total Split (%)	29.2%	68.5%	0.0%	6.9%	46.2%	0.0%	8.5%	8.5%	8.5%	16.2%	16.2%	16.2%
Maximum Green (s)	33.0	84.0		4.0	55.0		6.0	6.0	6.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	94.0	86.8		69.6	64.6		7.0	7.0	7.0	17.0	17.0	17.0
Actuated g/C Ratio	0.72	0.67		0.54	0.50		0.05	0.05	0.05	0.13	0.13	0.13
v/c Ratio	0.84	0.92		0.34	0.61		0.69	0.63	0.65	0.48	0.50	0.42
Control Delay	50.3	11.2		19.9	19.2		95.2	87.1	37.8	60.5	60.8	12.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	11.2		19.9	19.2		95.2	87.1	37.8	60.5	60.8	12.3
LOS	D	B		B	B		F	F	D	E	E	B

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012

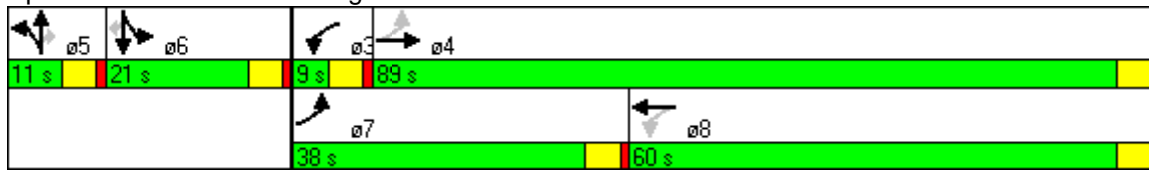


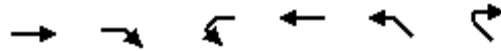
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		15.1			19.2			67.0			42.2	
Approach LOS		B			B			E			D	
90th %ile Green (s)	33.0	84.0		4.0	55.0		6.0	6.0	6.0	16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	26.7	84.0		4.0	61.3		6.0	6.0	6.0	16.0	16.0	16.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	27.2	84.0		4.0	60.8		6.0	6.0	6.0	16.0	16.0	16.0
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	21.6	84.0		4.0	66.4		6.0	6.0	6.0	16.0	16.0	16.0
30th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	13.6	93.0		0.0	74.4		6.0	6.0	6.0	16.0	16.0	16.0
10th %ile Term Code	Gap	Coord		Skip	Coord		Max	Max	Max	MaxR	MaxR	MaxR
Stops (vph)	434	2143		22	519		55	53	29	88	94	19
Fuel Used(gal)	10	54		1	23		3	2	2	3	3	2
CO Emissions (g/hr)	730	3775		53	1621		181	166	173	214	228	125
NOx Emissions (g/hr)	142	734		10	315		35	32	34	42	44	24
VOC Emissions (g/hr)	169	875		12	376		42	39	40	49	53	29
Dilemma Vehicles (#)	0	62		0	72		0	2	0	0	4	0
Queue Length 50th (ft)	200	965		9	177		56	53	20	88	93	0
Queue Length 95th (ft)	m147	m122		m33	243		#130	#121	#96	153	161	60
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	522	3383		134	2514		95	100	164	220	226	324
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.92		0.34	0.61		0.69	0.63	0.65	0.48	0.50	0.42

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 89 (68%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 20.1 Intersection LOS: C
 Intersection Capacity Utilization 80.2% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street





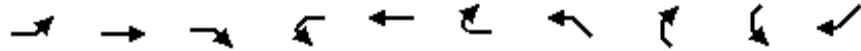
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑			↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt	0.961					
Flt Protected						
Satd. Flow (prot)	4887	0	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	4887	0	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1742	617	0	2273	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1914	678	0	2498	0	0
Lane Group Flow (vph)	2592	0	0	2498	0	0
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.8%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 33: SW 8th Street &

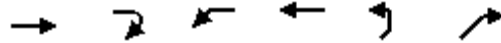
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑↑					↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		45	15		9	15	9	15	45
Lane Util. Factor	1.00	0.95	*0.95	1.00	0.95	1.00	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	3539	0	3539	0	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	3539	0	3539	0	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		958			454		376		381	
Travel Time (s)		14.5			6.9		5.7		5.8	
Volume (vph)	0	1660	1257	0	1648	0	0	0	0	491
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1824	1381	0	1811	0	0	0	0	540
Lane Group Flow (vph)	0	1824	1381	0	1811	0	0	0	0	540
Sign Control		Free			Free		Free		Free	

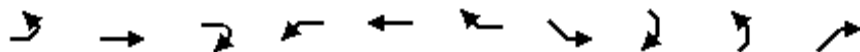
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	71.8%
	ICU Level of Service C
Analysis Period (min)	15
* User Entered Value	



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑		↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	45
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.95
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	1863	0	*3539
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	0	*3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	45	
Link Distance (ft)	479			840	486	
Travel Time (s)	7.3			12.7	7.4	
Volume (vph)	0	0	0	491	0	1257
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	540	0	1381
Lane Group Flow (vph)	0	0	0	540	0	1381
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.3% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	




































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations		↑↑			↑↑	↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		9	15		45	15	9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	*0.95	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	0	0	3539	3539	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	0	0	3539	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		639			676		475		554	
Travel Time (s)		9.7			10.2		7.2		8.4	
Volume (vph)	0	1660	0	0	1648	633	0	0	0	549
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1824	0	0	1811	696	0	0	0	603
Lane Group Flow (vph)	0	1824	0	0	1811	696	0	0	0	603
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	71.8%
	ICU Level of Service C
Analysis Period (min)	15
* User Entered Value	

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 		 	 	 	 	 	 	 
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		0	240		240	380		250
Storage Lanes	2		0	2		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fr _t		0.943				0.850			0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3337	0	3433	1863	1583	1770	3539	1583	1770	3539	1583
Fl _t Permitted	0.950			0.950			0.138			0.141		
Satd. Flow (perm)	3433	3337	0	3433	1863	1583	257	3539	1583	263	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		118				268			145			384
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		840			341			2564			2398	
Travel Time (s)		12.7			5.2			43.7			40.9	
Volume (vph)	470	187	113	417	118	378	202	750	132	310	1234	349
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	516	205	124	458	130	415	222	824	145	341	1356	384
Lane Group Flow (vph)	516	329	0	458	130	415	222	824	145	341	1356	384
Turn Type	Prot			Prot		Perm	pm+pt		custom	pm+pt		Perm
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases						8	2		2	6		6
Detector Phases	7	4		3	8	8	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	18.0	17.0	0.0	18.0	17.0	17.0	12.0	33.0	33.0	22.0	43.0	43.0
Total Split (%)	20.0%	18.9%	0.0%	20.0%	18.9%	18.9%	13.3%	36.7%	36.7%	24.4%	47.8%	47.8%
Maximum Green (s)	13.0	12.0		13.0	12.0	12.0	7.0	28.0	28.0	17.0	38.0	38.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0			5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	14.0	12.4		14.0	12.4	12.4	39.0	31.0	31.0	50.9	39.0	39.0
Actuated g/C Ratio	0.16	0.14		0.16	0.14	0.14	0.44	0.35	0.35	0.57	0.44	0.44
v/c Ratio	0.96	0.58		0.85	0.50	0.92	0.90	0.67	0.23	0.81	0.88	0.42
Control Delay	69.2	26.9		53.4	42.2	39.4	58.6	28.9	5.0	30.0	31.3	3.3
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	69.2	26.9		53.4	42.2	39.4	58.6	28.9	5.0	30.0	31.3	3.3
LOS	E	C		D	D	D	E	C	A	C	C	A

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012

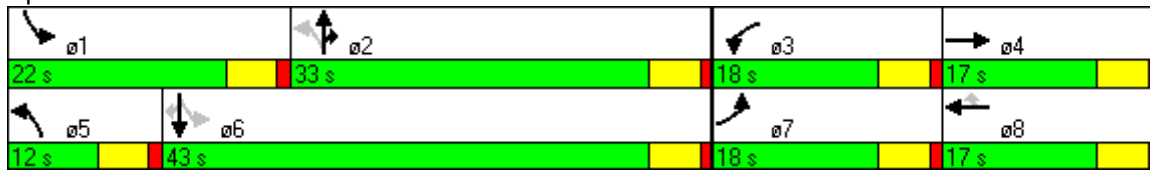


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		52.7			46.2			31.5			25.9	
Approach LOS		D			D			C			C	
90th %ile Green (s)	13.0	12.0		13.0	12.0	12.0	7.0	28.0	28.0	17.0	38.0	38.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	13.0	12.0		13.0	12.0	12.0	7.0	28.0	28.0	17.0	38.0	38.0
70th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	13.0	12.0		13.0	12.0	12.0	7.0	28.0	28.0	17.0	38.0	38.0
50th %ile Term Code	Max	Hold		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	13.0	12.0		13.0	12.0	12.0	7.0	31.0	31.0	14.0	38.0	38.0
30th %ile Term Code	Max	Hold		Max	Max	Max	Max	Hold	Hold	Gap	MaxR	MaxR
10th %ile Green (s)	13.0	9.0		13.0	9.0	9.0	7.0	34.7	34.7	10.3	38.0	38.0
10th %ile Term Code	Max	Hold		Max	Gap	Gap	Max	Hold	Hold	Gap	MaxR	MaxR
Stops (vph)	414	176		379	105	122	124	623	17	190	1055	27
Fuel Used(gal)	14	5		10	3	5	7	24	3	10	41	7
CO Emissions (g/hr)	1002	382		711	180	377	499	1648	182	665	2876	488
NOx Emissions (g/hr)	195	74		138	35	73	97	321	35	129	560	95
VOC Emissions (g/hr)	232	88		165	42	87	116	382	42	154	667	113
Dilemma Vehicles (#)	0	17		0	6	0	0	42	0	0	68	0
Queue Length 50th (ft)	152	58		132	69	83	72	216	0	119	361	0
Queue Length 95th (ft)	#252	102		#213	126	#260	#213	284	40	#245	#478	50
Internal Link Dist (ft)		760			261			2484			2318	
Turn Bay Length (ft)	290			290			240		240	380		250
Base Capacity (vph)	538	583		538	269	458	247	1226	643	444	1544	907
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	0.96	0.56		0.85	0.48	0.91	0.90	0.67	0.23	0.77	0.88	0.42

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 89.4
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 35.6 Intersection LOS: D
 Intersection Capacity Utilization 79.3% ICU Level of Service D
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 90
 70th %ile Actuated Cycle: 90
 50th %ile Actuated Cycle: 90
 30th %ile Actuated Cycle: 90
 10th %ile Actuated Cycle: 87
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue



Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.985			0.980	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3486	0	1770	3468	0
Fl _t Permitted	0.950			0.950			0.129			0.125		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	240	3486	0	233	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			42			52		9			13	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	440	2013	82	334	2497	147	428	614	68	335	845	134
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	484	2212	90	367	2744	162	470	675	75	368	929	147
Lane Group Flow (vph)	484	2212	90	367	2744	162	470	750	0	368	1076	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	18.0	50.0	50.0	18.0	50.0	50.0	26.0	35.0	0.0	27.0	36.0	0.0
Total Split (%)	13.8%	38.5%	38.5%	13.8%	38.5%	38.5%	20.0%	26.9%	0.0%	20.8%	27.7%	0.0%
Maximum Green (s)	13.0	45.0	45.0	13.0	45.0	45.0	21.0	30.0		22.0	31.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	14.0	46.0	46.0	14.0	46.0	46.0	53.0	31.0		55.0	32.0	
Actuated g/C Ratio	0.11	0.35	0.35	0.11	0.35	0.35	0.41	0.24		0.42	0.25	
v/c Ratio	1.31	0.98	0.15	0.99	1.21	0.27	1.32	0.89		0.99	1.25	
Control Delay	201.6	55.5	16.9	95.3	127.6	11.7	194.0	61.7		82.7	161.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	201.6	55.5	16.9	95.3	127.6	11.7	194.0	61.7		82.7	161.3	
LOS	F	E	B	F	F	B	F	E		F	F	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	79.6			118.2			112.7			141.3		
Approach LOS	E			F			F			F		
90th %ile Green (s)	13.0	45.0	45.0	13.0	45.0	45.0	21.0	30.0		22.0	31.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	13.0	45.0	45.0	13.0	45.0	45.0	21.0	30.0		22.0	31.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	13.0	45.0	45.0	13.0	45.0	45.0	21.0	30.0		22.0	31.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	13.0	45.0	45.0	13.0	45.0	45.0	21.0	30.0		22.0	31.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	13.0	45.0	45.0	13.0	45.0	45.0	21.0	30.0		22.0	31.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
Stops (vph)	345	1846	31	284	2137	84	280	621		242	793	
Fuel Used(gal)	30	82	2	13	117	3	28	29		16	63	
CO Emissions (g/hr)	2119	5742	150	943	8212	205	1981	1993		1115	4414	
NOx Emissions (g/hr)	412	1117	29	184	1598	40	385	388		217	859	
VOC Emissions (g/hr)	491	1331	35	219	1903	47	459	462		258	1023	
Dilemma Vehicles (#)	0	75	0	0	17	0	0	26		0	30	
Queue Length 50th (ft)	~270	531	27	151	~835	59	~462	321		260	~592	
Queue Length 95th (ft)	#380	#622	66	#263	#907	m111	#679	#429		#469	#730	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	370	2267	587	370	2267	594	357	838		371	863	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.31	0.98	0.15	0.99	1.21	0.27	1.32	0.89		0.99	1.25	

Intersection Summary

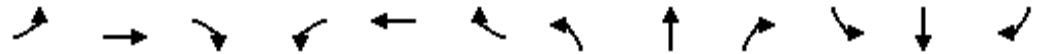
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 66 (51%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.32
 Intersection Signal Delay: 108.9 Intersection LOS: F
 Intersection Capacity Utilization 113.4% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue

 ø1 27 s	 ø2 35 s	 ø3 18 s	 ø4 50 s
 ø5 26 s	 ø6 36 s	 ø7 18 s	 ø8 50 s

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.997			0.940			0.869	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6389	0	1770	1751	0	1770	1619	0
Fl _t Permitted	0.051			0.054			0.293			0.728		
Satd. Flow (perm)	95	6395	0	101	6389	0	546	1751	0	1356	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4			18			108	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	113	2347	37	40	2739	52	18	25	16	85	33	228
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	124	2579	41	44	3010	57	20	27	18	93	36	251
Lane Group Flow (vph)	124	2620	0	44	3067	0	20	45	0	93	287	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	18.0	85.0	0.0	11.0	78.0	0.0	34.0	34.0	0.0	34.0	34.0	0.0
Total Split (%)	13.8%	65.4%	0.0%	8.5%	60.0%	0.0%	26.2%	26.2%	0.0%	26.2%	26.2%	0.0%
Maximum Green (s)	13.0	80.0		6.0	73.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	100.2	92.4		94.0	87.2		20.9	20.9		20.9	20.9	
Actuated g/C Ratio	0.77	0.71		0.72	0.67		0.16	0.16		0.16	0.16	
v/c Ratio	0.62	0.58		0.27	0.72		0.23	0.15		0.43	0.82	
Control Delay	26.2	15.9		16.8	5.5		47.2	29.6		49.6	37.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.2	15.9		16.8	5.5		47.2	29.6		49.6	37.9	
LOS	C	B		B	A		D	C		D	D	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

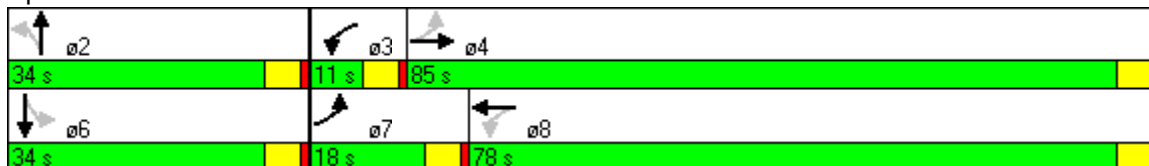


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		16.4			5.7			35.0			40.8	
Approach LOS		B			A			C			D	
90th %ile Green (s)	13.0	80.0		6.0	73.0		29.0	29.0		29.0	29.0	
90th %ile Term Code	Max	Coord		Max	Coord		Hold	Hold		Max	Max	
70th %ile Green (s)	11.3	84.4		6.5	79.6		24.1	24.1		24.1	24.1	
70th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	8.5	89.4		5.6	86.5		20.0	20.0		20.0	20.0	
50th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	6.1	93.5		5.5	92.9		16.0	16.0		16.0	16.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
10th %ile Green (s)	5.5	109.5		0.0	99.0		10.5	10.5		10.5	10.5	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	87	1796		21	511		15	21		74	160	
Fuel Used(gal)	3	55		1	31		1	1		3	8	
CO Emissions (g/hr)	200	3840		49	2158		42	79		212	571	
NOx Emissions (g/hr)	39	747		10	420		8	15		41	111	
VOC Emissions (g/hr)	46	890		11	500		10	18		49	132	
Dilemma Vehicles (#)	0	6		0	72		0	1		0	10	
Queue Length 50th (ft)	36	597		2	68		15	20		71	150	
Queue Length 95th (ft)	m28	m663		m2	m83		38	51		117	238	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	254	4544		164	4287		126	418		313	457	
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	0.49	0.58		0.27	0.72		0.16	0.11		0.30	0.63	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 125 (96%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 12.8 Intersection LOS: B
 Intersection Capacity Utilization 72.6% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

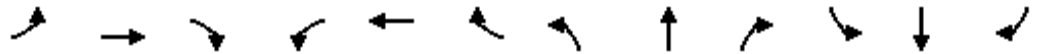
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.994				0.850		0.954			0.951	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6369	0	1770	6408	1583	1770	1777	0	1770	1771	0
Fl _t Permitted	0.078			0.078			0.095			0.233		
Satd. Flow (perm)	145	6369	0	145	6408	1583	177	1777	0	434	1771	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				59		18			22	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			958			3134			2669	
Travel Time (s)		17.9			14.5			53.4			45.5	
Volume (vph)	195	2068	88	163	2509	194	136	257	112	206	474	232
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	214	2273	97	179	2757	213	149	282	123	226	521	255
Lane Group Flow (vph)	214	2370	0	179	2757	213	149	405	0	226	776	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	13.0	55.0	0.0	13.0	55.0	55.0	9.0	46.0	0.0	16.0	53.0	0.0
Total Split (%)	10.0%	42.3%	0.0%	10.0%	42.3%	42.3%	6.9%	35.4%	0.0%	12.3%	40.8%	0.0%
Maximum Green (s)	8.0	50.0		8.0	50.0	50.0	4.0	41.0		11.0	48.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	60.0	51.0		60.0	51.0	51.0	47.0	42.0		58.0	49.0	
Actuated g/C Ratio	0.46	0.39		0.46	0.39	0.39	0.36	0.32		0.45	0.38	
v/c Ratio	1.20	0.95		1.00	1.10	0.32	1.19	0.69		0.71	1.14	
Control Delay	170.6	25.8		96.7	84.6	17.5	169.0	43.8		37.1	116.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	170.6	25.8		96.7	84.6	17.5	169.0	43.8		37.1	116.4	
LOS	F	C		F	F	B	F	D		D	F	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

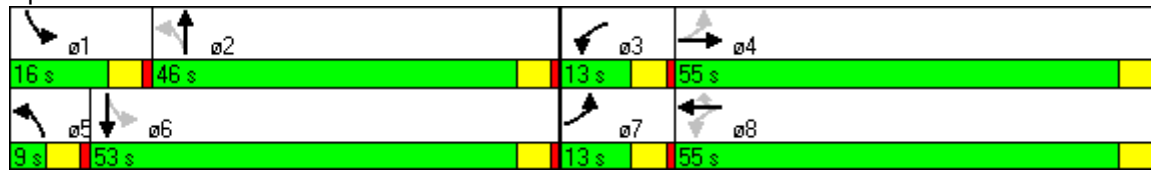


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	37.8		80.8				77.5			98.5		
Approach LOS	D		F				E			F		
90th %ile Green (s)	8.0	50.0	8.0		50.0	50.0	4.0	41.0	11.0		48.0	
90th %ile Term Code	Max	Coord	Max		Coord	Coord	Max	MaxR	Max		MaxR	
70th %ile Green (s)	8.0	50.0	8.0		50.0	50.0	4.0	41.0	11.0		48.0	
70th %ile Term Code	Max	Coord	Max		Coord	Coord	Max	MaxR	Max		MaxR	
50th %ile Green (s)	8.0	50.0	8.0		50.0	50.0	4.0	41.0	11.0		48.0	
50th %ile Term Code	Max	Coord	Max		Coord	Coord	Max	MaxR	Max		MaxR	
30th %ile Green (s)	8.0	50.0	8.0		50.0	50.0	4.0	41.0	11.0		48.0	
30th %ile Term Code	Max	Coord	Max		Coord	Coord	Max	MaxR	Max		MaxR	
10th %ile Green (s)	8.0	50.0	8.0		50.0	50.0	4.0	41.0	11.0		48.0	
10th %ile Term Code	Max	Coord	Max		Coord	Coord	Max	MaxR	Max		MaxR	
Stops (vph)	132	1439	90		2227	118	74	306	128		580	
Fuel Used(gal)	10	46	5		87	3	8	14	7		35	
CO Emissions (g/hr)	693	3200	373		6047	235	580	989	457		2461	
NOx Emissions (g/hr)	135	623	73		1177	46	113	192	89		479	
VOC Emissions (g/hr)	161	742	87		1402	54	134	229	106		570	
Dilemma Vehicles (#)	0	108	0		82	0	0	14	0		23	
Queue Length 50th (ft)	~173	76	98		~766	78	~99	285	119		~752	
Queue Length 95th (ft)	#340	#249	m#225		#835	m124	#244	404	#182		#1000	
Internal Link Dist (ft)	1101		878				3054			2589		
Turn Bay Length (ft)	507		380		96		160					
Base Capacity (vph)	179	2503	179		2514	657	125	586	317		681	
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	1.20	0.95	1.00		1.10	0.32	1.19	0.69	0.71		1.14	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 124 (95%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 67.7 Intersection LOS: E
 Intersection Capacity Utilization 107.1% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.946			0.962			0.989			0.985	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1762	0	1770	1792	0	1770	3500	0	1770	3486	0
Fl _t Permitted	0.133			0.498			0.068			0.276		
Satd. Flow (perm)	248	1762	0	928	1792	0	127	3500	0	514	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			14			14			16	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2564	
Travel Time (s)		24.4			21.2			19.6			43.7	
Volume (vph)	80	186	105	134	298	99	178	846	67	75	1429	161
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	88	204	115	147	327	109	196	930	74	82	1570	177
Lane Group Flow (vph)	88	319	0	147	436	0	196	1004	0	82	1747	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	39.0	0.0	30.0	30.0	0.0	12.0	71.0	0.0	59.0	59.0	0.0
Total Split (%)	8.2%	35.5%	0.0%	27.3%	27.3%	0.0%	10.9%	64.5%	0.0%	53.6%	53.6%	0.0%
Maximum Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	33.2	33.1		26.0	26.0		67.1	67.1		55.1	55.1	
Actuated g/C Ratio	0.30	0.31		0.24	0.24		0.62	0.62		0.51	0.51	
v/c Ratio	0.61	0.57		0.66	0.99		0.98	0.46		0.31	0.98	
Control Delay	46.9	32.7		53.6	80.8		84.9	11.9		20.5	44.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	46.9	32.7		53.6	80.8		84.9	11.9		20.5	44.0	
LOS	D	C		D	F		F	B		C	D	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		35.8			74.0			23.8			43.0	
Approach LOS		D			E			C			D	
90th %ile Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
90th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
70th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	25.0		25.0	25.0		7.0	66.0		54.0	54.0	
10th %ile Term Code	Skip	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
Stops (vph)	55	218		119	331		91	456		45	1355	
Fuel Used(gal)	2	7		4	13		5	14		2	55	
CO Emissions (g/hr)	145	482		263	918		375	967		144	3860	
NOx Emissions (g/hr)	28	94		51	179		73	188		28	751	
VOC Emissions (g/hr)	34	112		61	213		87	224		33	895	
Dilemma Vehicles (#)	0	13		0	17		0	42		0	70	
Queue Length 50th (ft)	44	169		95	~303		89	187		33	621	
Queue Length 95th (ft)	#91	260		#185	#515		#240	234		72	#813	
Internal Link Dist (ft)		1350			1161			1070			2484	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	144	579		223	442		200	2175		262	1782	
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	0.61	0.55		0.66	0.99		0.98	0.46		0.31	0.98	

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	108.2
Natural Cycle:	110
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.99
Intersection Signal Delay:	41.0
Intersection LOS:	D
Intersection Capacity Utilization:	94.0%
ICU Level of Service:	F
Analysis Period (min):	15
90th %ile Actuated Cycle:	110
70th %ile Actuated Cycle:	110
50th %ile Actuated Cycle:	110
30th %ile Actuated Cycle:	110
10th %ile Actuated Cycle:	101
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
20: SW 8th Street & SW 82nd Avenue

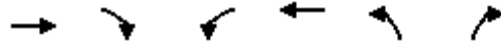
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		200	200
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	1.00
Flt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	1583	1770	5085	3433	1583
Flt Permitted			0.054		0.950	
Satd. Flow (perm)	5085	1583	101	5085	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		98				124
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	799			1458	2338	
Travel Time (s)	12.1			22.1	39.9	
Volume (vph)	2251	122	348	2815	240	113
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2474	134	382	3093	264	124
Lane Group Flow (vph)	2474	134	382	3093	264	124
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Detector Phases	4	4	3	8	2	2
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	21.0	21.0	9.0	21.0	21.0	21.0
Total Split (s)	74.0	74.0	35.0	109.0	21.0	21.0
Total Split (%)	56.9%	56.9%	26.9%	83.8%	16.2%	16.2%
Maximum Green (s)	69.0	69.0	30.0	104.0	16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	Max	Max
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	73.6	73.6	105.0	105.0	17.0	17.0
Actuated g/C Ratio	0.57	0.57	0.81	0.81	0.13	0.13
v/c Ratio	0.86	0.14	0.88	0.75	0.59	0.39
Control Delay	12.0	0.6	46.9	7.3	59.1	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	0.6	46.9	7.3	59.1	12.4
LOS	B	A	D	A	E	B

Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012

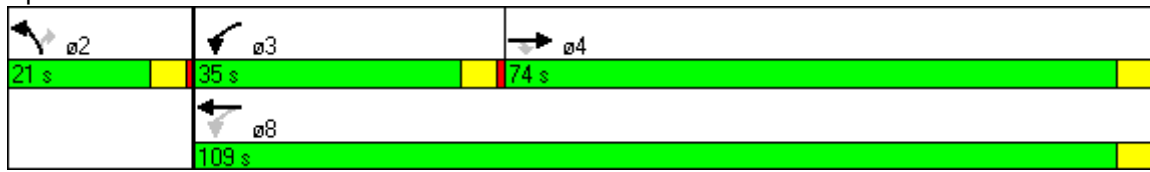


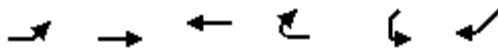
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	11.4			11.6	44.2	
Approach LOS	B			B	D	
90th %ile Green (s)	69.0	69.0	30.0	104.0	16.0	16.0
90th %ile Term Code	Coord	Coord	Max	Coord	MaxR	MaxR
70th %ile Green (s)	69.0	69.0	30.0	104.0	16.0	16.0
70th %ile Term Code	Coord	Coord	Max	Coord	MaxR	MaxR
50th %ile Green (s)	70.2	70.2	28.8	104.0	16.0	16.0
50th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
30th %ile Green (s)	74.4	74.4	24.6	104.0	16.0	16.0
30th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
10th %ile Green (s)	80.5	80.5	18.5	104.0	16.0	16.0
10th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	MaxR
Stops (vph)	646	2	266	1257	222	17
Fuel Used(gal)	35	1	10	46	9	2
CO Emissions (g/hr)	2453	84	694	3246	621	157
NOx Emissions (g/hr)	477	16	135	632	121	31
VOC Emissions (g/hr)	568	20	161	752	144	36
Dilemma Vehicles (#)	49	0	0	108	0	0
Queue Length 50th (ft)	209	0	252	382	109	0
Queue Length 95th (ft)	m227	m1	#397	424	156	58
Internal Link Dist (ft)	719			1378	2258	
Turn Bay Length (ft)			154		200	200
Base Capacity (vph)	2880	939	480	4107	449	315
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.14	0.80	0.75	0.59	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 58 (45%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 13.5 Intersection LOS: B
 Intersection Capacity Utilization 79.6% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



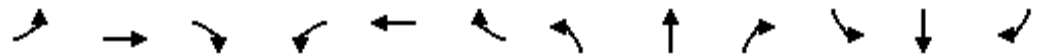


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15			9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	*0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	0	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45	45		45	
Link Distance (ft)		341	370		448	
Travel Time (s)		5.2	5.6		6.8	
Volume (vph)	0	629	0	0	0	913
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	691	0	0	0	1003
Lane Group Flow (vph)	0	691	0	0	0	1003
Sign Control		Free	Free		Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.3% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

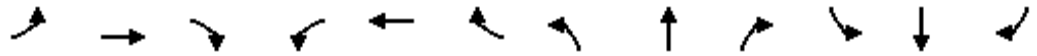
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖	↑↑↑	↖	↖	↑↑	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Fr _t			0.850		0.985				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5009	0	1770	5085	1583	1770	3539	1583
Fl _t Permitted	0.950			0.950			0.114			0.105		
Satd. Flow (perm)	3433	5085	1583	3433	5009	0	212	5085	1583	196	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			42		17				121			186
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	393	1416	139	461	1914	215	315	1142	165	266	1187	568
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	432	1556	153	507	2103	236	346	1255	181	292	1304	624
Lane Group Flow (vph)	432	1556	153	507	2339	0	346	1255	181	292	1304	624
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	16.0	46.0	46.0	23.0	53.0	0.0	19.0	39.0	39.0	22.0	42.0	42.0
Total Split (%)	12.3%	35.4%	35.4%	17.7%	40.8%	0.0%	14.6%	30.0%	30.0%	16.9%	32.3%	32.3%
Maximum Green (s)	11.0	41.0	41.0	18.0	48.0		14.0	34.0	34.0	17.0	37.0	37.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	12.0	42.0	42.0	19.0	49.0		50.0	35.0	35.0	56.0	38.0	38.0
Actuated g/C Ratio	0.09	0.32	0.32	0.15	0.38		0.38	0.27	0.27	0.43	0.29	0.29
v/c Ratio	1.36	0.95	0.28	1.01	1.23		1.33	0.92	0.35	0.97	1.26	1.05
Control Delay	225.8	55.8	25.1	70.7	140.8		202.2	57.4	15.6	80.2	164.1	82.3
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	225.8	55.8	25.1	70.7	140.8		202.2	57.4	15.6	80.2	164.1	82.3
LOS	F	E	C	E	F		F	E	B	F	F	F

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012

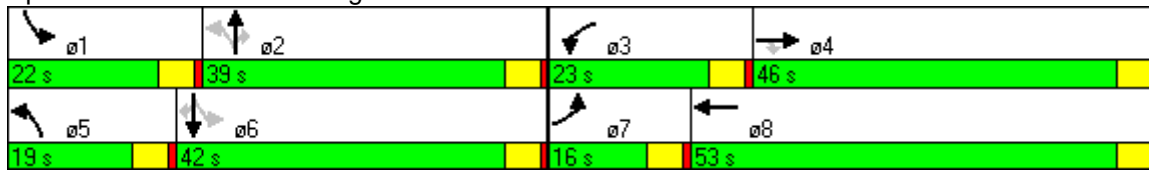


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		87.9			128.3			81.3			130.1	
Approach LOS		F			F			F			F	
90th %ile Green (s)	11.0	41.0	41.0	18.0	48.0		14.0	34.0	34.0	17.0	37.0	37.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	11.0	41.0	41.0	18.0	48.0		14.0	34.0	34.0	17.0	37.0	37.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	11.0	41.0	41.0	18.0	48.0		14.0	34.0	34.0	17.0	37.0	37.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	11.0	41.0	41.0	18.0	48.0		14.0	34.0	34.0	17.0	37.0	37.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	11.0	41.0	41.0	18.0	48.0		14.0	34.0	34.0	17.0	37.0	37.0
10th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	301	1300	74	398	1782		191	1055	47	180	965	367
Fuel Used(gal)	27	52	4	15	98		21	45	4	11	72	24
CO Emissions (g/hr)	1912	3613	257	1040	6884		1447	3140	283	787	5042	1686
NOx Emissions (g/hr)	372	703	50	202	1339		281	611	55	153	981	328
VOC Emissions (g/hr)	443	837	60	241	1595		335	728	66	182	1168	391
Dilemma Vehicles (#)	0	53	0	0	20		0	43	0	0	36	0
Queue Length 50th (ft)	~246	468	68	~218	~902		~328	377	39	195	~724	~454
Queue Length 95th (ft)	#354	#567	126	m#259	m#988		#523	#462	103	#379	#864	#689
Internal Link Dist (ft)		2295			1303			260			2774	
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	317	1643	540	502	1899		261	1369	515	302	1034	594
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	1.36	0.95	0.28	1.01	1.23		1.33	0.92	0.35	0.97	1.26	1.05

Intersection Summary

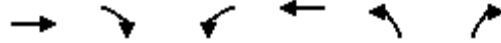
Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	84 (65%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.36
Intersection Signal Delay:	109.8
Intersection LOS:	F
Intersection Capacity Utilization:	116.6%
ICU Level of Service:	H
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

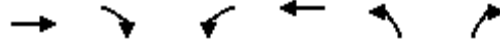
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖↗	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1750	0	599	3161	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1923	0	658	3474	0	0
Lane Group Flow (vph)	1923	0	658	3474	0	0
Turn Type						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	38.0	0.0	27.0	65.0	0.0	0.0
Total Split (%)	58.5%	0.0%	41.5%	100.0%	0.0%	0.0%
Maximum Green (s)	33.0		22.0	60.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	38.7		18.3	65.0		
Actuated g/C Ratio	0.60		0.28	1.00		
v/c Ratio	0.64		0.68	0.68		
Control Delay	10.5		22.0	0.8		
Queue Delay	0.0		0.0	0.0		
Total Delay	10.5		22.0	0.8		
LOS	B		C	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012

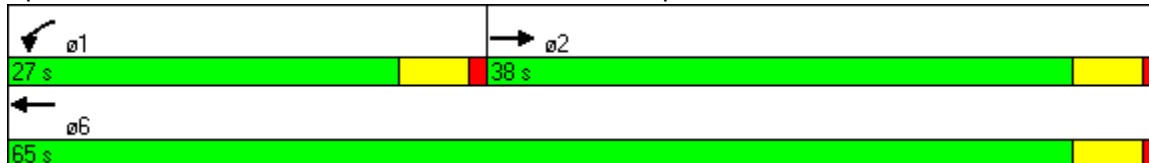


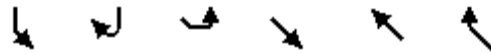
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	10.5			4.1		
Approach LOS	B			A		
90th %ile Green (s)	33.0		22.0	60.0		
90th %ile Term Code	Coord		Max	Coord		
70th %ile Green (s)	35.7		19.3	60.0		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	37.2		17.8	60.0		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	40.0		15.0	60.0		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	42.6		12.4	60.0		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	964		497	2		
Fuel Used(gal)	17		16	37		
CO Emissions (g/hr)	1218		1100	2568		
NOx Emissions (g/hr)	237		214	500		
VOC Emissions (g/hr)	282		255	595		
Dilemma Vehicles (#)	131		0	0		
Queue Length 50th (ft)	253		117	0		
Queue Length 95th (ft)	301		151	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	3027		1215	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.64		0.54	0.68		

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 23 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 6.2
 Intersection LOS: A
 Intersection Capacity Utilization 64.4%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





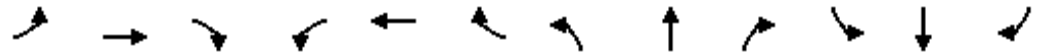
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	599	0	0	646	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	658	0	0	710	0	0
Lane Group Flow (vph)	658	0	0	710	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.8%
	ICU Level of Service B
Analysis Period (min)	15

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.995			0.978			0.941				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5060	0	1770	4973	0	1770	1753	0	3433	1863	1583
Fl _t Permitted	0.051			0.091			0.950			0.950		
Satd. Flow (perm)	95	5060	0	170	4973	0	1770	1753	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			46			19				111
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	170	1493	52	103	2472	419	63	60	39	492	85	193
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	187	1641	57	113	2716	460	69	66	43	541	93	212
Lane Group Flow (vph)	187	1698	0	113	3176	0	69	109	0	541	93	212
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	13.0	82.0	0.0	14.0	83.0	0.0	11.0	11.0	0.0	23.0	23.0	23.0
Total Split (%)	10.0%	63.1%	0.0%	10.8%	63.8%	0.0%	8.5%	8.5%	0.0%	17.7%	17.7%	17.7%
Maximum Green (s)	8.0	77.0		9.0	78.0		6.0	6.0		18.0	18.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	88.1	79.1		87.9	79.0		7.0	7.0		19.0	19.0	19.0
Actuated g/C Ratio	0.68	0.61		0.68	0.61		0.05	0.05		0.15	0.15	0.15
v/c Ratio	1.04	0.55		0.50	1.04		0.73	0.97		1.08	0.34	0.65
Control Delay	116.3	7.8		15.0	55.0		99.1	128.3		114.4	53.9	34.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	116.3	7.8		15.0	55.0		99.1	128.3		114.4	53.9	34.7
LOS	F	A		B	E		F	F		F	D	C

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	18.6		53.7				117.0			87.8		
Approach LOS	B		D				F			F		
90th %ile Green (s)	8.0	77.0	9.0		78.0	6.0		6.0	18.0		18.0	18.0
90th %ile Term Code	Max	Coord	Max		Coord	Max	Max	MaxR		MaxR	MaxR	MaxR
70th %ile Green (s)	8.0	77.2	8.8		78.0	6.0		6.0	18.0		18.0	18.0
70th %ile Term Code	Max	Coord	Gap		Coord	Max	Max	MaxR		MaxR	MaxR	MaxR
50th %ile Green (s)	8.0	78.0	8.0		78.0	6.0		6.0	18.0		18.0	18.0
50th %ile Term Code	Max	Coord	Gap		Coord	Max	Max	MaxR		MaxR	MaxR	MaxR
30th %ile Green (s)	8.0	78.7	7.3		78.0	6.0		6.0	18.0		18.0	18.0
30th %ile Term Code	Max	Coord	Gap		Coord	Max	Max	MaxR		MaxR	MaxR	MaxR
10th %ile Green (s)	8.0	79.6	6.4		78.0	6.0		6.0	18.0		18.0	18.0
10th %ile Term Code	Max	Coord	Gap		Coord	Max	Max	MaxR		MaxR	MaxR	MaxR
Stops (vph)	133	287	34		2516	57	66	427		75	91	
Fuel Used(gal)	7	19	2		83	3	5	24		3	5	
CO Emissions (g/hr)	480	1343	109		5785	191	325	1666		215	382	
NOx Emissions (g/hr)	93	261	21		1126	37	63	324		42	74	
VOC Emissions (g/hr)	111	311	25		1341	44	75	386		50	89	
Dilemma Vehicles (#)	0	105	0		105	0	3	0		3	0	
Queue Length 50th (ft)	~137	83	27		~1057	58	77	~261		71	80	
Queue Length 95th (ft)	#281	164	59		#1136	#139	#201	#376		126	169	
Internal Link Dist (ft)	1249		1229				95			2371		
Turn Bay Length (ft)	175		173				234					
Base Capacity (vph)	180	3082	239		3040	95	112	502		272	326	
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	1.04	0.55	0.47		1.04	0.73	0.97	1.08		0.34	0.65	

Intersection Summary

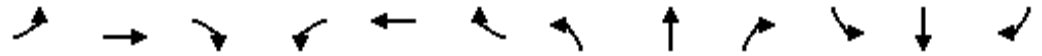
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 105 (81%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 49.5 Intersection LOS: D
 Intersection Capacity Utilization 97.2% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue

 ø5	 ø6	 ø3	 ø4
11 s	23 s	14 s	82 s
		 ø7	 ø8
		13 s	83 s

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖	↖	↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.997			0.989				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.990	
Satd. Flow (prot)	1770	5070	0	1770	5029	0	1770	1863	1583	1681	1752	1583
Fl _t Permitted	0.051			0.105			0.950			0.950	0.990	
Satd. Flow (perm)	95	5070	0	196	5029	0	1770	1863	1583	1681	1752	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			16				55			115
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	194	1522	31	76	2347	186	61	67	50	92	64	246
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	213	1673	34	84	2579	204	67	74	55	101	70	270
Lane Group Flow (vph)	213	1707	0	84	2783	0	67	74	55	83	88	270
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	18.0	86.0	0.0	11.0	79.0	0.0	11.0	11.0	11.0	22.0	22.0	22.0
Total Split (%)	13.8%	66.2%	0.0%	8.5%	60.8%	0.0%	8.5%	8.5%	8.5%	16.9%	16.9%	16.9%
Maximum Green (s)	13.0	81.0		6.0	74.0		6.0	6.0	6.0	17.0	17.0	17.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	93.0	82.2		82.5	75.6		7.0	7.0	7.0	18.0	18.0	18.0
Actuated g/C Ratio	0.72	0.63		0.63	0.58		0.05	0.05	0.05	0.14	0.14	0.14
v/c Ratio	0.89	0.53		0.41	0.95		0.71	0.74	0.40	0.36	0.36	0.85
Control Delay	56.0	12.1		6.7	8.2		96.5	99.3	23.8	55.6	55.6	55.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	12.1		6.7	8.2		96.5	99.3	23.8	55.6	55.6	55.2
LOS	E	B		A	A		F	F	C	E	E	E

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012









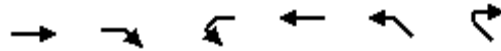
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	17.0				8.2		77.1				55.3	
Approach LOS	B				A		E				E	
90th %ile Green (s)	13.0	81.0	6.0		74.0	6.0		6.0	6.0	17.0	17.0	17.0
90th %ile Term Code	Max	Coord	Max		Coord	Max		Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	13.0	81.0	6.0		74.0	6.0		6.0	6.0	17.0	17.0	17.0
70th %ile Term Code	Max	Coord	Max		Coord	Max		Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	13.0	81.1	5.9		74.0	6.0		6.0	6.0	17.0	17.0	17.0
50th %ile Term Code	Max	Coord	Gap		Coord	Max		Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	13.0	81.2	5.8		74.0	6.0		6.0	6.0	17.0	17.0	17.0
30th %ile Term Code	Max	Coord	Gap		Coord	Max		Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	9.9	81.5	5.5		77.1	6.0		6.0	6.0	17.0	17.0	17.0
10th %ile Term Code	Gap	Coord	Gap		Coord	Max		Max	Max	MaxR	MaxR	MaxR
Stops (vph)	291	1301	11		1322	56		60	13	68	72	132
Fuel Used(gal)	7	31	1		40	3		3	1	2	2	7
CO Emissions (g/hr)	482	2179	63		2800	186		206	78	163	171	464
NOx Emissions (g/hr)	94	424	12		545	36		40	15	32	33	90
VOC Emissions (g/hr)	112	505	15		649	43		48	18	38	40	108
Dilemma Vehicles (#)	0	12	0		72	0		3	0	0	3	0
Queue Length 50th (ft)	94	455	6		295	57		63	0	67	71	132
Queue Length 95th (ft)	m116	m475	m6		m266	#134		#145	44	124	129	#283
Internal Link Dist (ft)	1303				1249		2113				1096	
Turn Bay Length (ft)	270			267		75		260		210		
Base Capacity (vph)	248	3205	209		2932	95		100	137	233	243	318
Starvation Cap Reductn	0	0	0		0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0		0	0	0	0	0
Reduced v/c Ratio	0.86	0.53	0.40		0.95	0.71		0.74	0.40	0.36	0.36	0.85

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 17.6 Intersection LOS: B
 Intersection Capacity Utilization 81.1% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street

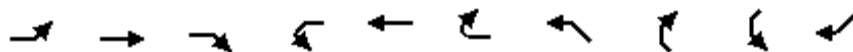
 ø5	 ø6	 ø3	 ø4
11 s	22 s	11 s	86 s
		 ø7	 ø8
		18 s	79 s



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑			↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt	0.960					
Flt Protected						
Satd. Flow (prot)	4882	0	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	4882	0	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1750	646	0	3161	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1923	710	0	3474	0	0
Lane Group Flow (vph)	2633	0	0	3474	0	0
Sign Control	Free			Free	Free	

Intersection Summary

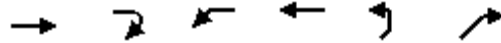
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.4%
ICU Level of Service	C
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑↑					↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		45	15		9	15	9	15	45
Lane Util. Factor	1.00	0.95	*0.95	1.00	0.95	1.00	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	3539	0	3539	0	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	3539	0	3539	0	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		958			454		376		381	
Travel Time (s)		14.5			6.9		5.7		5.8	
Volume (vph)	0	1687	770	0	2245	0	0	0	0	669
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1854	846	0	2467	0	0	0	0	735
Lane Group Flow (vph)	0	1854	846	0	2467	0	0	0	0	735
Sign Control		Free			Free		Free		Free	

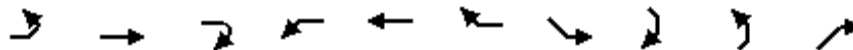
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	92.1%
ICU Level of Service	F
Analysis Period (min)	15
* User Entered Value	



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑		↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	45
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.95
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	1863	0	*3539
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	0	*3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	45	
Link Distance (ft)	479			840	486	
Travel Time (s)	7.3			12.7	7.4	
Volume (vph)	0	0	0	669	0	770
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	735	0	846
Lane Group Flow (vph)	0	0	0	735	0	846
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.5% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	



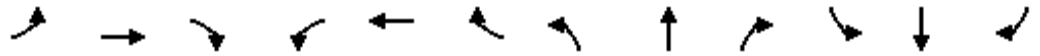
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations		↑↑			↑↑	↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		9	15		45	15	9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	*0.95	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	0	0	3539	3539	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	0	0	3539	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		639			676		475		554	
Travel Time (s)		9.7			10.2		7.2		8.4	
Volume (vph)	0	1687	0	0	2245	913	0	0	0	629
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1854	0	0	2467	1003	0	0	0	691
Lane Group Flow (vph)	0	1854	0	0	2467	1003	0	0	0	691
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	92.1%
ICU Level of Service	F
Analysis Period (min)	15
* User Entered Value	

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔	↕↔		↔↔	↕	↗	↔	↕↕↔		↔	↕↕	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		0	240		240	380		250
Storage Lanes	3		0	2		0	1		0	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.94	0.95	0.95	0.97	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Fr _t		0.937				0.850		0.987				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	4990	3316	0	3433	1863	1583	1770	5019	0	1770	3539	1583
Fl _t Permitted	0.950			0.950			0.149			0.095		
Satd. Flow (perm)	4990	3316	0	3433	1863	1583	278	5019	0	177	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		147				123		18				292
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		840			341			2564			2398	
Travel Time (s)		12.7			5.2			43.7			40.9	
Volume (vph)	939	184	134	239	87	307	138	1301	126	239	948	266
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1032	202	147	263	96	337	152	1430	138	263	1042	292
Lane Group Flow (vph)	1032	349	0	263	96	337	152	1568	0	263	1042	292
Turn Type	Prot			Prot		Perm	pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8	2			6		6
Detector Phases	7	4		3	8	8	5	2		1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0
Total Split (s)	25.0	17.0	0.0	25.0	17.0	17.0	12.0	42.0	0.0	16.0	46.0	46.0
Total Split (%)	25.0%	17.0%	0.0%	25.0%	17.0%	17.0%	12.0%	42.0%	0.0%	16.0%	46.0%	46.0%
Maximum Green (s)	20.0	12.0		20.0	12.0	12.0	7.0	37.0		11.0	41.0	41.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	21.0	20.1		13.9	13.0	13.0	46.0	38.0		54.0	42.0	42.0
Actuated g/C Ratio	0.21	0.20		0.14	0.13	0.13	0.46	0.38		0.54	0.42	0.42
v/c Ratio	0.98	0.45		0.55	0.40	1.08	0.62	0.82		0.92	0.70	0.35
Control Delay	64.5	22.6		41.4	45.3	100.7	24.6	31.9		60.7	27.0	3.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	64.5	22.6		41.4	45.3	100.7	24.6	31.9		60.7	27.0	3.5
LOS	E	C		D	D	F	C	C		E	C	A

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		53.9			70.6			31.2			28.3	
Approach LOS		D			E			C			C	
90th %ile Green (s)	20.0	15.5		16.5	12.0	12.0	7.0	37.0		11.0	41.0	41.0
90th %ile Term Code	Max	Hold		Gap	Max	Max	Max	MaxR		Max	MaxR	MaxR
70th %ile Green (s)	20.0	17.6		14.4	12.0	12.0	7.0	37.0		11.0	41.0	41.0
70th %ile Term Code	Max	Hold		Gap	Max	Max	Max	MaxR		Max	MaxR	MaxR
50th %ile Green (s)	20.0	19.1		12.9	12.0	12.0	7.0	37.0		11.0	41.0	41.0
50th %ile Term Code	Max	Hold		Gap	Max	Max	Max	MaxR		Max	MaxR	MaxR
30th %ile Green (s)	20.0	20.5		11.5	12.0	12.0	7.0	37.0		11.0	41.0	41.0
30th %ile Term Code	Max	Hold		Gap	Max	Max	Max	MaxR		Max	MaxR	MaxR
10th %ile Green (s)	20.0	22.6		9.4	12.0	12.0	7.0	37.0		11.0	41.0	41.0
10th %ile Term Code	Max	Hold		Gap	Max	Max	Max	MaxR		Max	MaxR	MaxR
Stops (vph)	845	161		214	79	157	77	1228		144	753	22
Fuel Used(gal)	28	5		5	2	9	4	46		9	30	5
CO Emissions (g/hr)	1954	363		364	138	624	269	3225		616	2112	374
NOx Emissions (g/hr)	380	71		71	27	121	52	628		120	411	73
VOC Emissions (g/hr)	453	84		84	32	145	62	748		143	490	87
Dilemma Vehicles (#)	0	16		0	4	0	0	71		0	47	0
Queue Length 50th (ft)	234	58		81	57	~167	46	320		115	281	0
Queue Length 95th (ft)	#326	106		117	108	#343	85	383		#268	356	48
Internal Link Dist (ft)		760			261			2484			2318	
Turn Bay Length (ft)	290			290			240			380		250
Base Capacity (vph)	1048	783		674	242	313	247	1918		287	1486	834
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.98	0.45		0.39	0.40	1.08	0.62	0.82		0.92	0.70	0.35

Intersection Summary

























Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.08
Intersection Signal Delay:	41.2
Intersection LOS:	D
Intersection Capacity Utilization	77.0%
ICU Level of Service	D
Analysis Period (min)	15
90th %ile Actuated Cycle:	100
70th %ile Actuated Cycle:	100
50th %ile Actuated Cycle:	100
30th %ile Actuated Cycle:	100
10th %ile Actuated Cycle:	100
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue

 ø1	 ø2	 ø3	 ø4
16 s	42 s	25 s	17 s
 ø5	 ø6	 ø7	 ø8
12 s	46 s	25 s	17 s

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.984			0.975	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3483	0	1770	3451	0
Fl _t Permitted	0.950			0.950			0.236			0.125		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	440	3483	0	233	3451	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			42			87		9			18	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	398	2659	99	188	1699	174	177	724	88	455	594	117
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	437	2922	109	207	1867	191	195	796	97	500	653	129
Lane Group Flow (vph)	437	2922	109	207	1867	191	195	893	0	500	782	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	21.0	57.0	57.0	11.0	47.0	47.0	17.0	32.0	0.0	30.0	45.0	0.0
Total Split (%)	16.2%	43.8%	43.8%	8.5%	36.2%	36.2%	13.1%	24.6%	0.0%	23.1%	34.6%	0.0%
Maximum Green (s)	16.0	52.0	52.0	6.0	42.0	42.0	12.0	27.0		25.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	17.0	53.0	53.0	7.0	43.0	43.0	40.6	28.0		58.0	41.4	
Actuated g/C Ratio	0.13	0.41	0.41	0.05	0.33	0.33	0.31	0.22		0.45	0.32	
v/c Ratio	0.97	1.12	0.16	1.12	0.88	0.33	0.73	1.18		1.22	0.70	
Control Delay	92.4	95.7	15.7	136.1	50.6	27.5	40.6	138.1		152.1	42.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	92.4	95.7	15.7	136.1	50.6	27.5	40.6	138.1		152.1	42.2	
LOS	F	F	B	F	D	C	D	F		F	D	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

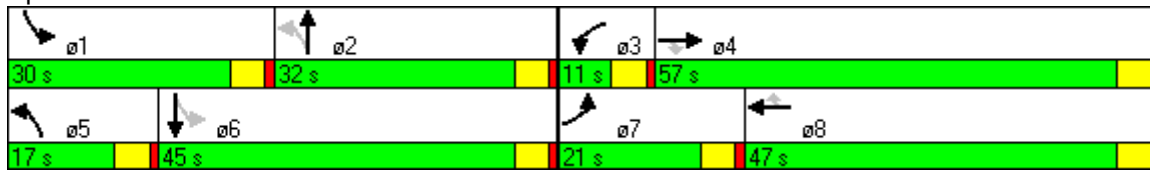


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	92.8			56.5			120.6			85.1		
Approach LOS	F			E			F			F		
90th %ile Green (s)	16.0	52.0	52.0	6.0	42.0	42.0	12.0	27.0		25.0	40.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	16.0	52.0	52.0	6.0	42.0	42.0	12.0	27.0		25.0	40.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	16.0	52.0	52.0	6.0	42.0	42.0	12.0	27.0		25.0	40.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	16.0	52.0	52.0	6.0	42.0	42.0	12.0	27.0		25.0	40.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	16.0	52.0	52.0	6.0	42.0	42.0	10.1	27.0		25.0	41.9	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
Stops (vph)	358	2327	37	146	1559	142	127	676		316	601	
Fuel Used(gal)	19	129	3	9	55	5	6	46		28	29	
CO Emissions (g/hr)	1339	9010	180	628	3818	318	440	3216		1956	2020	
NOx Emissions (g/hr)	260	1753	35	122	743	62	86	626		381	393	
VOC Emissions (g/hr)	310	2088	42	146	885	74	102	745		453	468	
Dilemma Vehicles (#)	0	91	0	0	60	0	0	26		0	27	
Queue Length 50th (ft)	191	~822	35	~98	440	105	101	~472		~466	299	
Queue Length 95th (ft)	#298	#888	74	#181	528	204	#173	#607		#688	373	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	449	2612	670	185	2120	582	272	757		411	1111	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.97	1.12	0.16	1.12	0.88	0.33	0.72	1.18		1.22	0.70	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	8 (6%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.22
Intersection Signal Delay:	85.1
Intersection LOS:	F
Intersection Capacity Utilization	105.3%
ICU Level of Service	G
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.997			0.916			0.897	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6389	0	1770	1706	0	1770	1671	0
Fl _t Permitted	0.062			0.066			0.452			0.647		
Satd. Flow (perm)	115	6395	0	123	6389	0	842	1706	0	1205	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4			44			76	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	229	2945	42	20	1962	44	44	38	48	56	52	114
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	252	3236	46	22	2156	48	48	42	53	62	57	125
Lane Group Flow (vph)	252	3282	0	22	2204	0	48	95	0	62	182	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	35.0	86.0	0.0	14.0	65.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	26.9%	66.2%	0.0%	10.8%	50.0%	0.0%	23.1%	23.1%	0.0%	23.1%	23.1%	0.0%
Maximum Green (s)	30.0	81.0		9.0	60.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	107.4	100.8		91.0	84.3		14.6	14.6		14.6	14.6	
Actuated g/C Ratio	0.83	0.78		0.70	0.65		0.11	0.11		0.11	0.11	
v/c Ratio	0.75	0.66		0.13	0.53		0.51	0.41		0.46	0.71	
Control Delay	53.0	2.3		5.0	6.4		56.9	30.3		54.9	35.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	53.0	2.3		5.0	6.4		56.9	30.3		54.9	35.0	
LOS	D	A		A	A		E	C		D	C	

Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

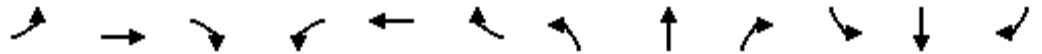
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995				0.850		0.971			0.931	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6376	0	1770	6408	1583	1770	1809	0	1770	1734	0
Fl _t Permitted	0.083			0.091			0.140			0.111		
Satd. Flow (perm)	155	6376	0	170	6408	1583	261	1809	0	207	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				114		10			32	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			958			3134			2669	
Travel Time (s)		17.9			14.5			53.4			45.5	
Volume (vph)	343	2644	84	115	1662	272	152	407	98	86	210	177
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	377	2905	92	126	1826	299	167	447	108	95	231	195
Lane Group Flow (vph)	377	2997	0	126	1826	299	167	555	0	95	426	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	29.0	67.0	0.0	10.0	48.0	48.0	13.0	44.0	0.0	9.0	40.0	0.0
Total Split (%)	22.3%	51.5%	0.0%	7.7%	36.9%	36.9%	10.0%	33.8%	0.0%	6.9%	30.8%	0.0%
Maximum Green (s)	24.0	62.0		5.0	43.0	43.0	8.0	39.0		4.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	73.0	63.0		50.3	44.3	44.3	49.0	40.0		41.0	36.0	
Actuated g/C Ratio	0.56	0.48		0.39	0.34	0.34	0.38	0.31		0.32	0.28	
v/c Ratio	0.96	0.97		0.91	0.84	0.49	0.82	0.98		0.76	0.85	
Control Delay	84.8	22.2		75.0	39.8	20.1	60.7	78.2		66.0	57.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	84.8	22.2		75.0	39.8	20.1	60.7	78.2		66.0	57.6	
LOS	F	C		E	D	C	E	E		E	E	

Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012

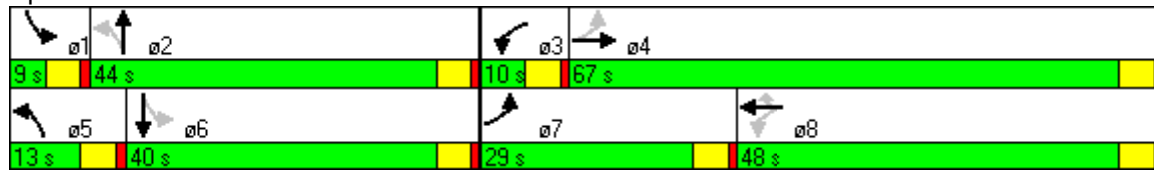


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	29.2		39.2				74.2			59.2		
Approach LOS	C				D			E				
90th %ile Green (s)	24.0	62.0		5.0	43.0	43.0	8.0	39.0		4.0	35.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	24.0	62.0		5.0	43.0	43.0	8.0	39.0		4.0	35.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	24.0	62.0		5.0	43.0	43.0	8.0	39.0		4.0	35.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	24.0	62.0		5.0	43.0	43.0	8.0	39.0		4.0	35.0	
30th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	22.6	62.0		5.0	44.4	44.4	8.0	39.0		4.0	35.0	
10th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
Stops (vph)	300	1368		75	1507	216	97	439		59	326	
Fuel Used(gal)	12	50		3	43	5	6	23		3	15	
CO Emissions (g/hr)	858	3511		238	2975	384	424	1614		230	1033	
NOx Emissions (g/hr)	167	683		46	579	75	82	314		45	201	
VOC Emissions (g/hr)	199	814		55	689	89	98	374		53	239	
Dilemma Vehicles (#)	0	103		0	57	0	0	18		0	14	
Queue Length 50th (ft)	256	160		56	419	100	96	458		52	318	
Queue Length 95th (ft)	#453	#541		m#156	448	166	#189	#700		#120	#494	
Internal Link Dist (ft)	1101			878			3054			2589		
Turn Bay Length (ft)	507			380		96	160					
Base Capacity (vph)	398	3093		139	2183	614	203	564		125	503	
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	0.95	0.97		0.91	0.84	0.49	0.82	0.98		0.76	0.85	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	51 (39%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle:	110
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.98
Intersection Signal Delay:	39.5
Intersection LOS:	D
Intersection Capacity Utilization	91.6%
ICU Level of Service	F
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.959			0.947			0.988			0.988	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1786	0	1770	1764	0	1770	3497	0	1770	3497	0
Fl _t Permitted	0.190			0.338			0.111			0.125		
Satd. Flow (perm)	354	1786	0	630	1764	0	207	3497	0	233	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			33			18			14	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2564	
Travel Time (s)		24.4			21.2			19.6			43.7	
Volume (vph)	113	321	122	99	209	113	82	1273	107	127	1084	91
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	124	353	134	109	230	124	90	1399	118	140	1191	100
Lane Group Flow (vph)	124	487	0	109	354	0	90	1517	0	140	1291	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	30.0	0.0	21.0	21.0	0.0	9.0	45.0	0.0	36.0	36.0	0.0
Total Split (%)	12.0%	40.0%	0.0%	28.0%	28.0%	0.0%	12.0%	60.0%	0.0%	48.0%	48.0%	0.0%
Maximum Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	23.9	23.8		16.8	16.8		41.0	41.1		34.1	34.1	
Actuated g/C Ratio	0.32	0.33		0.23	0.23		0.55	0.56		0.47	0.47	
v/c Ratio	0.60	0.81		0.75	0.82		0.41	0.77		1.28	0.79	
Control Delay	30.9	30.4		60.0	41.7		14.0	16.0		209.6	22.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.9	30.4		60.0	41.7		14.0	16.0		209.6	22.4	
LOS	C	C		E	D		B	B		F	C	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012

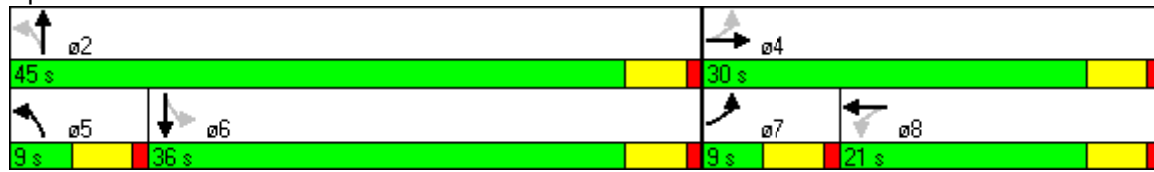


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		30.5			46.0			15.9			40.7	
Approach LOS		C			D			B			D	
90th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
90th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
70th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	40.0		31.0	31.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	14.7		14.7	14.7		0.0	40.0		40.0	40.0	
10th %ile Term Code	Skip	Gap		Hold	Hold		Skip	MaxR		Hold	Hold	
Stops (vph)	77	357		80	254		36	1000		83	924	
Fuel Used(gal)	3	11		3	8		1	25		8	35	
CO Emissions (g/hr)	179	738		198	555		86	1753		590	2437	
NOx Emissions (g/hr)	35	143		38	108		17	341		115	474	
VOC Emissions (g/hr)	42	171		46	129		20	406		137	565	
Dilemma Vehicles (#)	0	29		0	21		0	94		0	79	
Queue Length 50th (ft)	40	187		48	143		18	270		~89	273	
Queue Length 95th (ft)	#82	#333		#132	#284		39	360		#154	#379	
Internal Link Dist (ft)		1350			1161			1070			2484	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	208	637		147	436		218	1981		109	1644	
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	0.60	0.76		0.74	0.81		0.41	0.77		1.28	0.79	

Intersection Summary

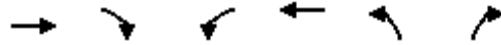
Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 72.9
 Natural Cycle: 75
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 30.1 Intersection LOS: C
 Intersection Capacity Utilization 88.8% ICU Level of Service E
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 75
 70th %ile Actuated Cycle: 75
 50th %ile Actuated Cycle: 75
 30th %ile Actuated Cycle: 75
 10th %ile Actuated Cycle: 64.7
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

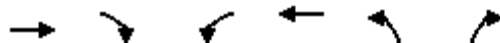
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑		↙	↑↑↑↑	↘	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		200	200
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.86	0.86	1.00	0.91	0.97	1.00
Flt	0.997					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	6389	0	1770	5085	3433	1583
Flt Permitted			0.125		0.950	
Satd. Flow (perm)	6389	0	233	5085	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	8					225
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	799			1458	2338	
Travel Time (s)	12.1			22.1	39.9	
Volume (vph)	2213	51	227	2004	345	230
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2432	56	249	2202	379	253
Lane Group Flow (vph)	2488	0	249	2202	379	253
Turn Type			pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases			8			2
Detector Phases	4		3	8	2	2
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		9.0	21.0	21.0	21.0
Total Split (s)	32.0	0.0	12.0	44.0	21.0	21.0
Total Split (%)	49.2%	0.0%	18.5%	67.7%	32.3%	32.3%
Maximum Green (s)	27.0		7.0	39.0	16.0	16.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Max	Max
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	28.0		40.0	40.0	17.0	17.0
Actuated g/C Ratio	0.43		0.62	0.62	0.26	0.26
v/c Ratio	0.90		0.75	0.70	0.42	0.44
Control Delay	21.1		25.0	9.9	21.7	7.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	21.1		25.0	9.9	21.7	7.0
LOS	C		C	A	C	A

Lanes, Volumes, Timings
20: SW 8th Street & SW 82nd Avenue

2/1/2012

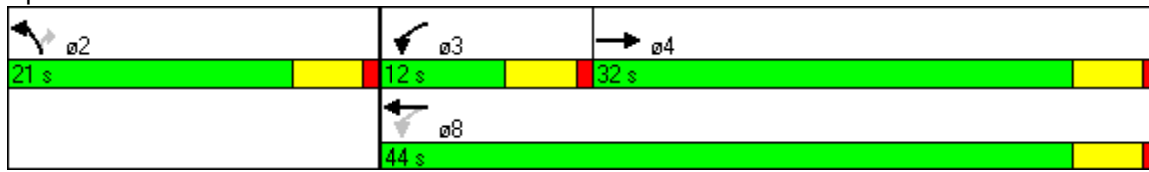


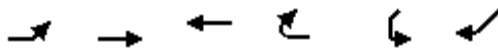
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	21.1			11.4	15.8	
Approach LOS	C			B	B	
90th %ile Green (s)	27.0		7.0	39.0	16.0	16.0
90th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
70th %ile Green (s)	27.0		7.0	39.0	16.0	16.0
70th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
50th %ile Green (s)	27.0		7.0	39.0	16.0	16.0
50th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
30th %ile Green (s)	27.0		7.0	39.0	16.0	16.0
30th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
10th %ile Green (s)	27.0		7.0	39.0	16.0	16.0
10th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
Stops (vph)	1803		109	1234	273	45
Fuel Used(gal)	54		5	38	10	4
CO Emissions (g/hr)	3763		326	2681	676	309
NOx Emissions (g/hr)	732		63	522	132	60
VOC Emissions (g/hr)	872		75	621	157	72
Dilemma Vehicles (#)	181		0	154	0	0
Queue Length 50th (ft)	293		42	187	63	8
Queue Length 95th (ft)	m313		#147	238	99	59
Internal Link Dist (ft)	719			1378	2258	
Turn Bay Length (ft)			154		200	200
Base Capacity (vph)	2757		333	3129	898	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	0.90		0.75	0.70	0.42	0.44

Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	54 (83%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.90
Intersection Signal Delay:	16.2
Intersection LOS:	B
Intersection Capacity Utilization	65.3%
ICU Level of Service	C
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



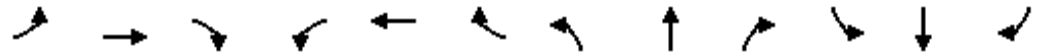


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15			9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	*0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	0	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45	45		45	
Link Distance (ft)		341	370		448	
Travel Time (s)		5.2	5.6		6.8	
Volume (vph)	0	549	0	0	0	633
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	603	0	0	0	696
Lane Group Flow (vph)	0	603	0	0	0	696
Sign Control		Free	Free		Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.5% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖	↑↑↑	↖	↖	↑↑	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.987				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5019	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.100			0.103		
Satd. Flow (perm)	3433	5085	1583	3433	5019	0	186	5085	1583	192	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39		12				172			372
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	698	2370	190	323	1071	98	141	1816	525	204	870	391
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	767	2604	209	355	1177	108	155	1996	577	224	956	430
Lane Group Flow (vph)	767	2604	209	355	1285	0	155	1996	577	224	956	430
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1		6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	32.0	58.0	58.0	15.0	41.0	0.0	14.0	44.0	44.0	13.0	43.0	43.0
Total Split (%)	24.6%	44.6%	44.6%	11.5%	31.5%	0.0%	10.8%	33.8%	33.8%	10.0%	33.1%	33.1%
Maximum Green (s)	27.0	53.0	53.0	10.0	36.0		9.0	39.0	39.0	8.0	38.0	38.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	28.0	54.0	54.0	11.0	37.0		50.0	40.0	40.0	48.0	39.0	39.0
Actuated g/C Ratio	0.22	0.42	0.42	0.08	0.28		0.38	0.31	0.31	0.37	0.30	0.30
v/c Ratio	1.04	1.23	0.31	1.22	0.89		0.80	1.28	0.95	1.24	0.90	0.59
Control Delay	92.6	143.3	21.9	156.7	72.6		57.8	166.9	57.7	176.5	56.0	9.7
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	92.6	143.3	21.9	156.7	72.6		57.8	166.9	57.7	176.5	56.0	9.7
LOS	F	F	C	F	E		E	F	E	F	E	A

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012

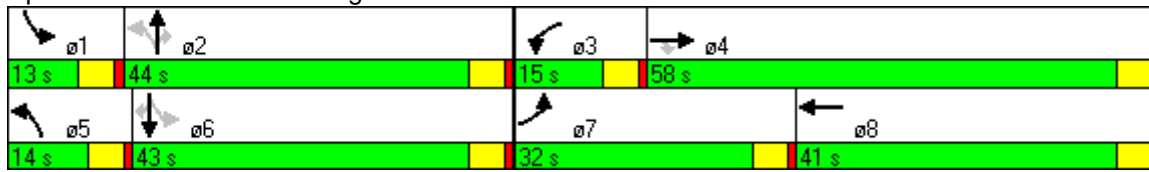


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	125.4			90.8			137.6			60.4		
Approach LOS	F			F			F			E		
90th %ile Green (s)	27.0	53.0	53.0	10.0	36.0		9.0	39.0	39.0	8.0	38.0	38.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	27.0	53.0	53.0	10.0	36.0		9.0	39.0	39.0	8.0	38.0	38.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	27.0	53.0	53.0	10.0	36.0		9.0	39.0	39.0	8.0	38.0	38.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	27.0	53.0	53.0	10.0	36.0		9.0	39.0	39.0	8.0	38.0	38.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	27.0	53.0	53.0	10.0	36.0		9.0	39.0	39.0	8.0	38.0	38.0
10th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	620	1940	102	259	1117		88	1462	349	112	794	63
Fuel Used(gal)	31	126	5	16	39		5	110	19	12	35	9
CO Emissions (g/hr)	2132	8836	343	1110	2741		360	7674	1352	865	2416	626
NOx Emissions (g/hr)	415	1719	67	216	533		70	1493	263	168	470	122
VOC Emissions (g/hr)	494	2048	80	257	635		83	1779	313	201	560	145
Dilemma Vehicles (#)	0	74	0	0	29		0	55	0	0	33	0
Queue Length 50th (ft)	~358	~992	93	~192	419		84	~778	361	~184	406	36
Queue Length 95th (ft)	#484	#1080	155	#288	470		#195	#873	#602	#353	#526	136
Internal Link Dist (ft)	2295			1303			260			2774		
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	739	2112	680	290	1437		193	1565	606	180	1062	735
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	1.04	1.23	0.31	1.22	0.89		0.80	1.28	0.95	1.24	0.90	0.59

Intersection Summary

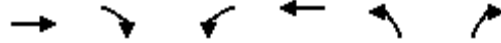
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 100 (77%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 112.0 Intersection LOS: F
 Intersection Capacity Utilization 114.7% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

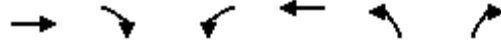
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1742	0	252	2273	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1914	0	277	2498	0	0
Lane Group Flow (vph)	1914	0	277	2498	0	0
Turn Type						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	43.0	0.0	22.0	65.0	0.0	0.0
Total Split (%)	66.2%	0.0%	33.8%	100.0%	0.0%	0.0%
Maximum Green (s)	38.0		17.0	60.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	39.0		18.0	65.0		
Actuated g/C Ratio	0.60		0.28	1.00		
v/c Ratio	0.63		0.29	0.49		
Control Delay	1.0		19.5	0.3		
Queue Delay	0.0		0.0	0.0		
Total Delay	1.0		19.5	0.3		
LOS	A		B	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



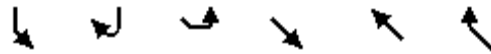
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	1.0			2.3		
Approach LOS	A			A		
90th %ile Green (s)	38.0		17.0	60.0		
90th %ile Term Code	Coord		Hold	Coord		
70th %ile Green (s)	38.0		17.0	60.0		
70th %ile Term Code	Coord		Hold	Coord		
50th %ile Green (s)	38.0		17.0	60.0		
50th %ile Term Code	Coord		Hold	Coord		
30th %ile Green (s)	38.0		17.0	60.0		
30th %ile Term Code	Coord		Hold	Coord		
10th %ile Green (s)	38.0		17.0	60.0		
10th %ile Term Code	Coord		Hold	Coord		
Stops (vph)	60		190	1		
Fuel Used(gal)	3		6	26		
CO Emissions (g/hr)	194		437	1832		
NOx Emissions (g/hr)	38		85	357		
VOC Emissions (g/hr)	45		101	425		
Dilemma Vehicles (#)	19		0	0		
Queue Length 50th (ft)	9		44	0		
Queue Length 95th (ft)	10		72	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	3051		951	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.63		0.29	0.49		

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 12 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 1.7
 Intersection LOS: A
 Intersection Capacity Utilization 47.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↙			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	252	0	0	617	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	277	0	0	678	0	0
Lane Group Flow (vph)	277	0	0	678	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.3%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.999			0.982			0.937				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5080	0	1770	4994	0	1770	1745	0	3433	1863	1583
Fl _t Permitted	0.078			0.058			0.950			0.950		
Satd. Flow (perm)	145	5080	0	108	4994	0	1770	1745	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			29			21				120
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	145	2744	25	86	1331	180	75	72	52	466	68	109
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	159	3015	27	95	1463	198	82	79	57	512	75	120
Lane Group Flow (vph)	159	3042	0	95	1661	0	82	136	0	512	75	120
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	20.0	84.0	0.0	9.0	73.0	0.0	13.0	13.0	0.0	24.0	24.0	24.0
Total Split (%)	15.4%	64.6%	0.0%	6.9%	56.2%	0.0%	10.0%	10.0%	0.0%	18.5%	18.5%	18.5%
Maximum Green (s)	15.0	79.0		4.0	68.0		8.0	8.0		19.0	19.0	19.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	88.6	80.0		78.4	73.4		9.0	9.0		20.0	20.0	20.0
Actuated g/C Ratio	0.68	0.62		0.60	0.56		0.07	0.07		0.15	0.15	0.15
v/c Ratio	0.65	0.97		0.74	0.59		0.67	0.97		0.97	0.26	0.35
Control Delay	35.5	14.1		52.4	19.5		84.6	119.5		86.9	51.3	11.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	35.5	14.1		52.4	19.5		84.6	119.5		86.9	51.3	11.2
LOS	D	B		D	B		F	F		F	D	B

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	15.2		21.3		106.4		70.3					
Approach LOS	B		C		F		E					
90th %ile Green (s)	15.0	79.0		4.0	68.0		8.0	8.0		19.0	19.0	19.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
70th %ile Green (s)	13.3	79.0		4.0	69.7		8.0	8.0		19.0	19.0	19.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
50th %ile Green (s)	10.7	79.0		4.0	72.3		8.0	8.0		19.0	19.0	19.0
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
30th %ile Green (s)	8.2	79.0		4.0	74.8		8.0	8.0		19.0	19.0	19.0
30th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
10th %ile Green (s)	6.0	79.0		4.0	77.0		8.0	8.0		19.0	19.0	19.0
10th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
Stops (vph)	73	1405		36	939		70	88		420	60	16
Fuel Used(gal)	3	47		2	29		3	6		20	2	2
CO Emissions (g/hr)	215	3266		142	2004		213	395		1407	170	155
NOx Emissions (g/hr)	42	635		28	390		42	77		274	33	30
VOC Emissions (g/hr)	50	757		33	464		49	92		326	39	36
Dilemma Vehicles (#)	0	91		0	58		0	4		0	3	0
Queue Length 50th (ft)	65	90		25	314		69	99		224	56	0
Queue Length 95th (ft)	m81	#662		#121	391		#145	#234		#336	105	56
Internal Link Dist (ft)	1249		1229		95		2371					
Turn Bay Length (ft)	175			173			234					
Base Capacity (vph)	299	3127		129	2831		123	140		528	287	345
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	0.53	0.97		0.74	0.59		0.67	0.97		0.97	0.26	0.35

Intersection Summary

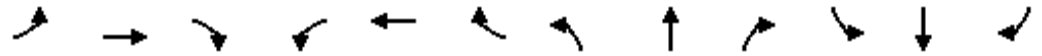
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 27.0 Intersection LOS: C
 Intersection Capacity Utilization 91.9% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue

 ø5 13 s	 ø6 24 s	 ø3 9 s	 ø4 84 s
		 ø7 20 s	 ø8 73 s

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖	↖	↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.996			0.994				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.979	
Satd. Flow (prot)	1770	5065	0	1770	5055	0	1770	1863	1583	1681	1732	1583
Fl _t Permitted	0.068			0.071			0.950			0.950	0.979	
Satd. Flow (perm)	127	5065	0	132	5055	0	1770	1863	1583	1681	1732	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			6				83			135
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	315	2758	66	42	1347	54	60	57	97	140	58	123
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	346	3031	73	46	1480	59	66	63	107	154	64	135
Lane Group Flow (vph)	346	3104	0	46	1539	0	66	63	107	106	112	135
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	38.0	89.0	0.0	9.0	60.0	0.0	11.0	11.0	11.0	21.0	21.0	21.0
Total Split (%)	29.2%	68.5%	0.0%	6.9%	46.2%	0.0%	8.5%	8.5%	8.5%	16.2%	16.2%	16.2%
Maximum Green (s)	33.0	84.0		4.0	55.0		6.0	6.0	6.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	94.0	86.8		69.5	64.5		7.0	7.0	7.0	17.0	17.0	17.0
Actuated g/C Ratio	0.72	0.67		0.53	0.50		0.05	0.05	0.05	0.13	0.13	0.13
v/c Ratio	0.84	0.92		0.34	0.61		0.69	0.63	0.65	0.48	0.50	0.42
Control Delay	50.3	11.2		19.9	19.2		95.2	87.1	37.8	60.5	60.8	12.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	11.2		19.9	19.2		95.2	87.1	37.8	60.5	60.8	12.3
LOS	D	B		B	B		F	F	D	E	E	B

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012

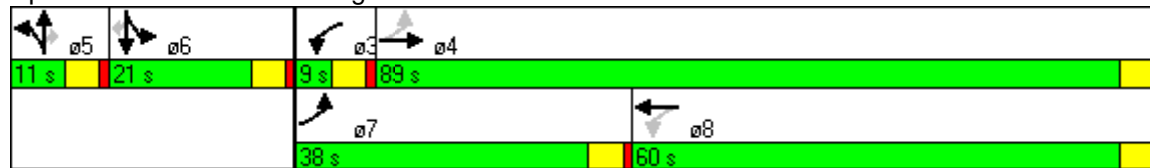


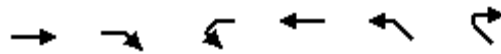
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		15.2			19.2			67.0			42.2	
Approach LOS		B			B			E			D	
90th %ile Green (s)	33.0	84.0		4.0	55.0		6.0	6.0	6.0	16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	26.8	84.0		4.0	61.2		6.0	6.0	6.0	16.0	16.0	16.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	27.2	84.0		4.0	60.8		6.0	6.0	6.0	16.0	16.0	16.0
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	21.6	84.0		4.0	66.4		6.0	6.0	6.0	16.0	16.0	16.0
30th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	13.7	93.0		0.0	74.3		6.0	6.0	6.0	16.0	16.0	16.0
10th %ile Term Code	Gap	Coord		Skip	Coord		Max	Max	Max	MaxR	MaxR	MaxR
Stops (vph)	434	2142		22	519		55	53	29	88	94	19
Fuel Used(gal)	10	54		1	23		3	2	2	3	3	2
CO Emissions (g/hr)	730	3776		53	1621		181	166	173	214	228	125
NOx Emissions (g/hr)	142	735		10	315		35	32	34	42	44	24
VOC Emissions (g/hr)	169	875		12	376		42	39	40	49	53	29
Dilemma Vehicles (#)	0	62		0	72		0	2	0	0	4	0
Queue Length 50th (ft)	200	965		9	177		56	53	20	88	93	0
Queue Length 95th (ft)	m147	m122		m33	243		#130	#121	#96	153	161	60
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	522	3383		134	2513		95	100	164	220	226	324
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.92		0.34	0.61		0.69	0.63	0.65	0.48	0.50	0.42

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 128 (98%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 20.2 Intersection LOS: C
 Intersection Capacity Utilization 80.2% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street

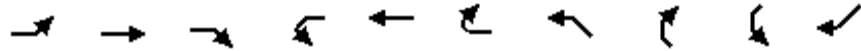




Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑	↑		↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1742	617	0	2273	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1914	678	0	2498	0	0
Lane Group Flow (vph)	1914	678	0	2498	0	0
Sign Control	Free			Free	Free	

Intersection Summary

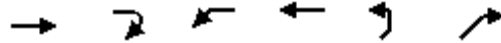
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.3%
	ICU Level of Service A
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑↑					↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		45	15		9	15	9	15	45
Lane Util. Factor	1.00	0.95	*0.95	1.00	0.95	1.00	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	3539	0	3539	0	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	3539	0	3539	0	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		958			454		376		381	
Travel Time (s)		14.5			6.9		5.7		5.8	
Volume (vph)	0	1660	1257	0	1648	0	0	0	0	491
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1824	1381	0	1811	0	0	0	0	540
Lane Group Flow (vph)	0	1824	1381	0	1811	0	0	0	0	540
Sign Control		Free			Free		Free		Free	

Intersection Summary

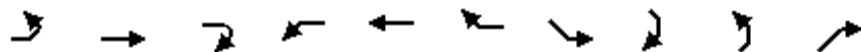
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	71.8%
	ICU Level of Service C
Analysis Period (min)	15
* User Entered Value	



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑		↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	45
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.95
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	1863	0	*3539
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	0	*3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	45	
Link Distance (ft)	479			840	486	
Travel Time (s)	7.3			12.7	7.4	
Volume (vph)	0	0	0	491	0	1257
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	540	0	1381
Lane Group Flow (vph)	0	0	0	540	0	1381
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.3% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	


































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations		↑↑			↑↑	↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		9	15		45	15	9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	*0.95	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	0	0	3539	3539	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	0	0	3539	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		639			676		475		554	
Travel Time (s)		9.7			10.2		7.2		8.4	
Volume (vph)	0	1660	0	0	1648	633	0	0	0	549
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1824	0	0	1811	696	0	0	0	603
Lane Group Flow (vph)	0	1824	0	0	1811	696	0	0	0	603
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	71.8%
	ICU Level of Service C
Analysis Period (min)	15
* User Entered Value	

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	 		  				  		 	 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		0	240		240	380		250
Storage Lanes	3		0	2		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.94	0.95	0.95	0.97	1.00	1.00	1.00	0.91	0.91	1.00	0.95	1.00
Fr _t		0.943				0.850		0.978				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	4990	3337	0	3433	1863	1583	1770	4973	0	1770	3539	1583
Fl _t Permitted	0.950			0.950			0.133			0.161		
Satd. Flow (perm)	4990	3337	0	3433	1863	1583	248	4973	0	300	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		118				270		41				384
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40				40
Link Distance (ft)		840			341			2564				2398
Travel Time (s)		12.7			5.2			43.7				40.9
Volume (vph)	470	187	113	417	118	378	202	750	132	310	1234	349
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	516	205	124	458	130	415	222	824	145	341	1356	384
Lane Group Flow (vph)	516	329	0	458	130	415	222	969	0	341	1356	384
Turn Type	Prot			Prot		Perm	pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases						8	2			6		6
Detector Phases	7	4		3	8	8	5	2		1		6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0
Total Split (s)	17.0	17.0	0.0	17.0	17.0	17.0	12.0	34.0	0.0	22.0	44.0	44.0
Total Split (%)	18.9%	18.9%	0.0%	18.9%	18.9%	18.9%	13.3%	37.8%	0.0%	24.4%	48.9%	48.9%
Maximum Green (s)	12.0	12.0		12.0	12.0	12.0	7.0	29.0		17.0	39.0	39.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	12.8	12.1		13.0	12.3	12.3	40.5	32.5		51.8	40.0	40.0
Actuated g/C Ratio	0.14	0.14		0.15	0.14	0.14	0.45	0.36		0.58	0.45	0.45
v/c Ratio	0.72	0.59		0.91	0.51	0.92	0.89	0.53		0.79	0.85	0.42
Control Delay	42.6	26.9		62.8	42.2	38.5	57.0	23.2		25.8	28.8	3.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	42.6	26.9		62.8	42.2	38.5	57.0	23.2		25.8	28.8	3.2
LOS	D	C		E	D	D	E	C		C	C	A

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		36.5			50.1			29.5			23.6	
Approach LOS		D			D			C			C	
90th %ile Green (s)	12.0	12.0		12.0	12.0	12.0	7.0	29.0		17.0	39.0	39.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	MaxR
70th %ile Green (s)	12.0	12.0		12.0	12.0	12.0	7.0	29.0		17.0	39.0	39.0
70th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR		Max	MaxR	MaxR
50th %ile Green (s)	12.0	12.0		12.0	12.0	12.0	7.0	30.0		16.0	39.0	39.0
50th %ile Term Code	Max	Hold		Max	Max	Max	Max	Hold		Gap	MaxR	MaxR
30th %ile Green (s)	12.0	12.0		12.0	12.0	12.0	7.0	33.0		13.0	39.0	39.0
30th %ile Term Code	Max	Hold		Max	Max	Max	Max	Hold		Gap	MaxR	MaxR
10th %ile Green (s)	10.9	7.6		12.0	8.7	8.7	7.0	36.2		9.8	39.0	39.0
10th %ile Term Code	Gap	Hold		Max	Gap	Gap	Max	Hold		Gap	MaxR	MaxR
Stops (vph)	436	176		370	105	121	120	644		180	1041	27
Fuel Used(gal)	12	5		11	3	5	7	26		9	40	7
CO Emissions (g/hr)	843	382		759	180	371	492	1806		640	2823	488
NOx Emissions (g/hr)	164	74		148	35	72	96	351		125	549	95
VOC Emissions (g/hr)	195	88		176	42	86	114	419		148	654	113
Dilemma Vehicles (#)	0	17		0	6	0	0	49		0	68	0
Queue Length 50th (ft)	100	58		134	69	82	70	154		106	353	0
Queue Length 95th (ft)	136	102		#224	126	#258	#213	200		#224	451	49
Internal Link Dist (ft)		760			261			2484			2318	
Turn Bay Length (ft)	290			290			240			380		250
Base Capacity (vph)	726	583		501	270	460	249	1840		459	1589	922
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.71	0.56		0.91	0.48	0.90	0.89	0.53		0.74	0.85	0.42

Intersection Summary

























Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	89.1
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.92
Intersection Signal Delay:	32.3
Intersection LOS:	C
Intersection Capacity Utilization:	79.3%
ICU Level of Service:	D
Analysis Period (min):	15
90th %ile Actuated Cycle:	90
70th %ile Actuated Cycle:	90
50th %ile Actuated Cycle:	90
30th %ile Actuated Cycle:	90
10th %ile Actuated Cycle:	85.6
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 3: SW 8th Street & SW 87th Avenue



Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.985			0.980	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3486	0	1770	3468	0
Fl _t Permitted	0.950			0.950			0.129			0.125		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	240	3486	0	233	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			42			52		9			13	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	440	2013	82	334	2497	147	428	614	68	335	845	134
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	484	2212	90	367	2744	162	470	675	75	368	929	147
Lane Group Flow (vph)	484	2212	90	367	2744	162	470	750	0	368	1076	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	18.0	50.0	50.0	18.0	50.0	50.0	26.0	35.0	0.0	27.0	36.0	0.0
Total Split (%)	13.8%	38.5%	38.5%	13.8%	38.5%	38.5%	20.0%	26.9%	0.0%	20.8%	27.7%	0.0%
Maximum Green (s)	13.0	45.0	45.0	13.0	45.0	45.0	21.0	30.0		22.0	31.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	14.0	46.0	46.0	14.0	46.0	46.0	53.0	31.0		55.0	32.0	
Actuated g/C Ratio	0.11	0.35	0.35	0.11	0.35	0.35	0.41	0.24		0.42	0.25	
v/c Ratio	1.31	0.98	0.15	0.99	1.21	0.27	1.32	0.89		0.99	1.25	
Control Delay	201.6	55.5	16.9	95.3	127.6	11.7	194.0	61.7		82.7	161.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	201.6	55.5	16.9	95.3	127.6	11.7	194.0	61.7		82.7	161.3	
LOS	F	E	B	F	F	B	F	E		F	F	

Lanes, Volumes, Timings
 6: SW 8th Street & SW 97th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	79.6			118.2			112.7			141.3		
Approach LOS	E			F			F			F		
90th %ile Green (s)	13.0	45.0	45.0	13.0	45.0	45.0	21.0	30.0		22.0	31.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	13.0	45.0	45.0	13.0	45.0	45.0	21.0	30.0		22.0	31.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	13.0	45.0	45.0	13.0	45.0	45.0	21.0	30.0		22.0	31.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	13.0	45.0	45.0	13.0	45.0	45.0	21.0	30.0		22.0	31.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	13.0	45.0	45.0	13.0	45.0	45.0	21.0	30.0		22.0	31.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
Stops (vph)	345	1846	31	284	2137	84	280	621		242	793	
Fuel Used(gal)	30	82	2	13	117	3	28	29		16	63	
CO Emissions (g/hr)	2119	5742	150	943	8212	205	1981	1993		1115	4414	
NOx Emissions (g/hr)	412	1117	29	184	1598	40	385	388		217	859	
VOC Emissions (g/hr)	491	1331	35	219	1903	47	459	462		258	1023	
Dilemma Vehicles (#)	0	75	0	0	17	0	0	26		0	30	
Queue Length 50th (ft)	~270	531	27	151	~835	59	~462	321		260	~592	
Queue Length 95th (ft)	#380	#622	66	#263	#907	m111	#679	#429		#469	#730	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253	124		140			152		
Base Capacity (vph)	370	2267	587	370	2267	594	357	838		371	863	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.31	0.98	0.15	0.99	1.21	0.27	1.32	0.89		0.99	1.25	

Intersection Summary

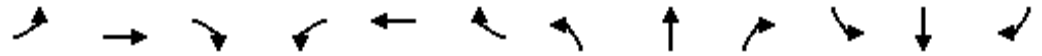
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 29 (22%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.32
 Intersection Signal Delay: 108.9 Intersection LOS: F
 Intersection Capacity Utilization 113.4% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue

 ø1	 ø2	 ø3	 ø4
27 s	35 s	18 s	50 s
 ø5	 ø6	 ø7	 ø8
26 s	36 s	18 s	50 s

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.997			0.940			0.869	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6389	0	1770	1751	0	1770	1619	0
Fl _t Permitted	0.051			0.054			0.293			0.728		
Satd. Flow (perm)	95	6395	0	101	6389	0	546	1751	0	1356	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4			18			108	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	113	2347	37	40	2739	52	18	25	16	85	33	228
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	124	2579	41	44	3010	57	20	27	18	93	36	251
Lane Group Flow (vph)	124	2620	0	44	3067	0	20	45	0	93	287	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2				6
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	18.0	85.0	0.0	11.0	78.0	0.0	34.0	34.0	0.0	34.0	34.0	0.0
Total Split (%)	13.8%	65.4%	0.0%	8.5%	60.0%	0.0%	26.2%	26.2%	0.0%	26.2%	26.2%	0.0%
Maximum Green (s)	13.0	80.0		6.0	73.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	100.2	92.4		94.0	87.2		20.9	20.9		20.9	20.9	
Actuated g/C Ratio	0.77	0.71		0.72	0.67		0.16	0.16		0.16	0.16	
v/c Ratio	0.62	0.58		0.27	0.72		0.23	0.15		0.43	0.82	
Control Delay	26.2	15.9		16.8	5.5		47.2	29.6		49.6	37.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.2	15.9		16.8	5.5		47.2	29.6		49.6	37.9	
LOS	C	B		B	A		D	C		D	D	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

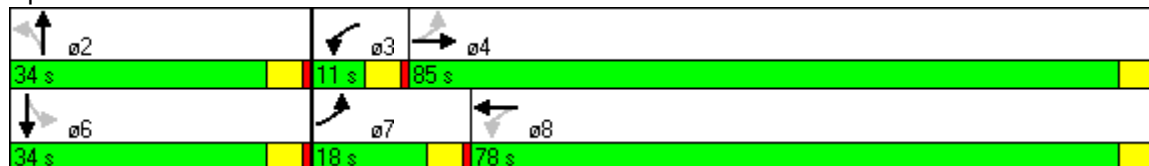


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		16.4			5.7			35.0			40.8	
Approach LOS		B			A			C			D	
90th %ile Green (s)	13.0	80.0		6.0	73.0		29.0	29.0		29.0	29.0	
90th %ile Term Code	Max	Coord		Max	Coord		Hold	Hold		Max	Max	
70th %ile Green (s)	11.3	84.4		6.5	79.6		24.1	24.1		24.1	24.1	
70th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	8.5	89.4		5.6	86.5		20.0	20.0		20.0	20.0	
50th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	6.1	93.5		5.5	92.9		16.0	16.0		16.0	16.0	
30th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
10th %ile Green (s)	5.5	109.5		0.0	99.0		10.5	10.5		10.5	10.5	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	87	1796		21	511		15	21		74	160	
Fuel Used(gal)	3	55		1	31		1	1		3	8	
CO Emissions (g/hr)	200	3840		49	2158		42	79		212	571	
NOx Emissions (g/hr)	39	747		10	420		8	15		41	111	
VOC Emissions (g/hr)	46	890		11	500		10	18		49	132	
Dilemma Vehicles (#)	0	6		0	72		0	1		0	10	
Queue Length 50th (ft)	36	597		2	68		15	20		71	150	
Queue Length 95th (ft)	m28	m663		m2	m83		38	51		117	238	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	254	4544		164	4287		126	418		313	457	
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	0.49	0.58		0.27	0.72		0.16	0.11		0.30	0.63	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 88 (68%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 12.8 Intersection LOS: B
 Intersection Capacity Utilization 72.6% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

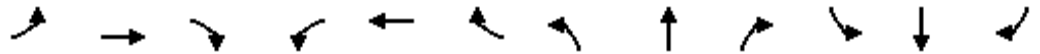
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.994				0.850		0.954			0.951	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6369	0	1770	6408	1583	1770	1777	0	1770	1771	0
Fl _t Permitted	0.078			0.078			0.095			0.233		
Satd. Flow (perm)	145	6369	0	145	6408	1583	177	1777	0	434	1771	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				59		18			22	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			958			3134			2669	
Travel Time (s)		17.9			14.5			53.4			45.5	
Volume (vph)	195	2068	88	163	2509	194	136	257	112	206	474	232
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	214	2273	97	179	2757	213	149	282	123	226	521	255
Lane Group Flow (vph)	214	2370	0	179	2757	213	149	405	0	226	776	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	13.0	55.0	0.0	13.0	55.0	55.0	9.0	46.0	0.0	16.0	53.0	0.0
Total Split (%)	10.0%	42.3%	0.0%	10.0%	42.3%	42.3%	6.9%	35.4%	0.0%	12.3%	40.8%	0.0%
Maximum Green (s)	8.0	50.0		8.0	50.0	50.0	4.0	41.0		11.0	48.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	60.0	51.0		60.0	51.0	51.0	47.0	42.0		58.0	49.0	
Actuated g/C Ratio	0.46	0.39		0.46	0.39	0.39	0.36	0.32		0.45	0.38	
v/c Ratio	1.20	0.95		1.00	1.10	0.32	1.19	0.69		0.71	1.14	
Control Delay	170.6	25.8		100.3	84.0	17.5	169.0	43.8		37.1	116.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	170.6	25.8		100.3	84.0	17.5	169.0	43.8		37.1	116.4	
LOS	F	C		F	F	B	F	D		D	F	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

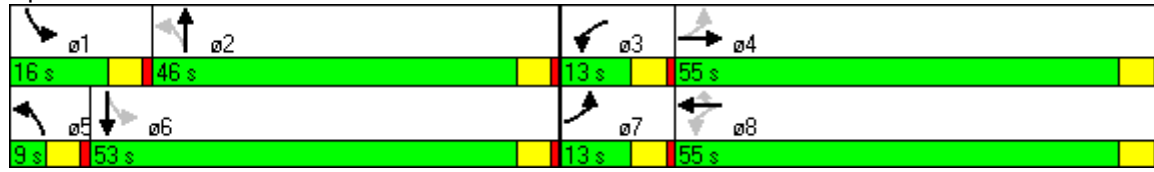


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	37.8		80.4				77.5			98.5		
Approach LOS	D		F				E			F		
90th %ile Green (s)	8.0	50.0	8.0		50.0	50.0	4.0	41.0	11.0		48.0	
90th %ile Term Code	Max	Coord	Max		Coord	Coord	Max	MaxR	Max		MaxR	
70th %ile Green (s)	8.0	50.0	8.0		50.0	50.0	4.0	41.0	11.0		48.0	
70th %ile Term Code	Max	Coord	Max		Coord	Coord	Max	MaxR	Max		MaxR	
50th %ile Green (s)	8.0	50.0	8.0		50.0	50.0	4.0	41.0	11.0		48.0	
50th %ile Term Code	Max	Coord	Max		Coord	Coord	Max	MaxR	Max		MaxR	
30th %ile Green (s)	8.0	50.0	8.0		50.0	50.0	4.0	41.0	11.0		48.0	
30th %ile Term Code	Max	Coord	Max		Coord	Coord	Max	MaxR	Max		MaxR	
10th %ile Green (s)	8.0	50.0	8.0		50.0	50.0	4.0	41.0	11.0		48.0	
10th %ile Term Code	Max	Coord	Max		Coord	Coord	Max	MaxR	Max		MaxR	
Stops (vph)	132	1439	95		2221	116	74	306	128		580	
Fuel Used(gal)	10	46	6		86	3	8	14	7		35	
CO Emissions (g/hr)	693	3200	386		6020	234	580	989	457		2461	
NOx Emissions (g/hr)	135	623	75		1171	45	113	192	89		479	
VOC Emissions (g/hr)	161	742	89		1395	54	134	229	106		570	
Dilemma Vehicles (#)	0	108	0		82	0	0	14	0		23	
Queue Length 50th (ft)	~173	76	106		~766	67	~99	285	119		~752	
Queue Length 95th (ft)	#340	#249	m#228		#834	m113	#244	404	#182		#1000	
Internal Link Dist (ft)	1101		878				3054			2589		
Turn Bay Length (ft)	507		380		96		160					
Base Capacity (vph)	179	2503	179		2514	657	125	586	317		681	
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	1.20	0.95	1.00		1.10	0.32	1.19	0.69	0.71		1.14	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 87 (67%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 67.6 Intersection LOS: E
 Intersection Capacity Utilization 107.1% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

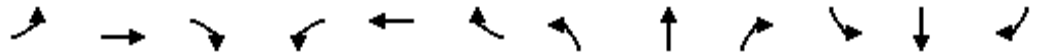
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.946			0.962			0.989			0.985	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1762	0	1770	1792	0	1770	3500	0	1770	3486	0
Fl _t Permitted	0.133			0.498			0.068			0.276		
Satd. Flow (perm)	248	1762	0	928	1792	0	127	3500	0	514	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			14			14			16	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2564	
Travel Time (s)		24.4			21.2			19.6			43.7	
Volume (vph)	80	186	105	134	298	99	178	846	67	75	1429	161
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	88	204	115	147	327	109	196	930	74	82	1570	177
Lane Group Flow (vph)	88	319	0	147	436	0	196	1004	0	82	1747	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	39.0	0.0	30.0	30.0	0.0	12.0	71.0	0.0	59.0	59.0	0.0
Total Split (%)	8.2%	35.5%	0.0%	27.3%	27.3%	0.0%	10.9%	64.5%	0.0%	53.6%	53.6%	0.0%
Maximum Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	33.2	33.1		26.0	26.0		67.1	67.1		55.1	55.1	
Actuated g/C Ratio	0.30	0.31		0.24	0.24		0.62	0.62		0.51	0.51	
v/c Ratio	0.61	0.57		0.66	0.99		0.98	0.46		0.31	0.98	
Control Delay	46.9	32.7		53.6	80.8		84.9	11.9		20.5	44.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	46.9	32.7		53.6	80.8		84.9	11.9		20.5	44.0	
LOS	D	C		D	F		F	B		C	D	

Lanes, Volumes, Timings
 15: Jose Consecro St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		35.8			74.0			23.8			43.0	
Approach LOS		D			E			C			D	
90th %ile Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
90th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
70th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	4.0	34.0		25.0	25.0		7.0	66.0		54.0	54.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	25.0		25.0	25.0		7.0	66.0		54.0	54.0	
10th %ile Term Code	Skip	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
Stops (vph)	55	218		119	331		91	456		45	1355	
Fuel Used(gal)	2	7		4	13		5	14		2	55	
CO Emissions (g/hr)	145	482		263	918		375	967		144	3860	
NOx Emissions (g/hr)	28	94		51	179		73	188		28	751	
VOC Emissions (g/hr)	34	112		61	213		87	224		33	895	
Dilemma Vehicles (#)	0	13		0	17		0	42		0	70	
Queue Length 50th (ft)	44	169		95	~303		89	187		33	621	
Queue Length 95th (ft)	#91	260		#185	#515		#240	234		72	#813	
Internal Link Dist (ft)		1350			1161			1070			2484	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	144	579		223	442		200	2175		262	1782	
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	0.61	0.55		0.66	0.99		0.98	0.46		0.31	0.98	

Intersection Summary

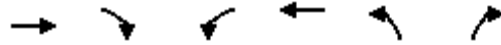
Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	108.2
Natural Cycle:	110
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.99
Intersection Signal Delay:	41.0
Intersection LOS:	D
Intersection Capacity Utilization:	94.0%
ICU Level of Service:	F
Analysis Period (min)	15
90th %ile Actuated Cycle:	110
70th %ile Actuated Cycle:	110
50th %ile Actuated Cycle:	110
30th %ile Actuated Cycle:	110
10th %ile Actuated Cycle:	101
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

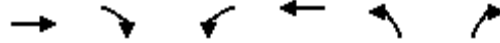
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑		↙	↑↑↑↑	↘↙	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	154		200	200
Storage Lanes		0	1		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	50
Trailing Detector (ft)	0		0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.86	0.86	1.00	0.91	0.97	1.00
Fr _t	0.992					0.850
Fl _t Protected			0.950		0.950	
Satd. Flow (prot)	6357	0	1770	5085	3433	1583
Fl _t Permitted			0.059		0.950	
Satd. Flow (perm)	6357	0	110	5085	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	12					124
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	40	
Link Distance (ft)	799			1458	2338	
Travel Time (s)	12.1			22.1	39.9	
Volume (vph)	2251	122	348	2815	240	113
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2474	134	382	3093	264	124
Lane Group Flow (vph)	2608	0	382	3093	264	124
Turn Type			pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases			8			2
Detector Phases	4		3	8	2	2
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	21.0		9.0	21.0	21.0	21.0
Total Split (s)	68.0	0.0	41.0	109.0	21.0	21.0
Total Split (%)	52.3%	0.0%	31.5%	83.8%	16.2%	16.2%
Maximum Green (s)	63.0		36.0	104.0	16.0	16.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Max	Max
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	73.0		105.0	105.0	17.0	17.0
Actuated g/C Ratio	0.56		0.81	0.81	0.13	0.13
v/c Ratio	0.73		0.86	0.75	0.59	0.39
Control Delay	10.8		40.0	7.3	59.1	12.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	10.8		40.0	7.3	59.1	12.4
LOS	B		D	A	E	B

Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012

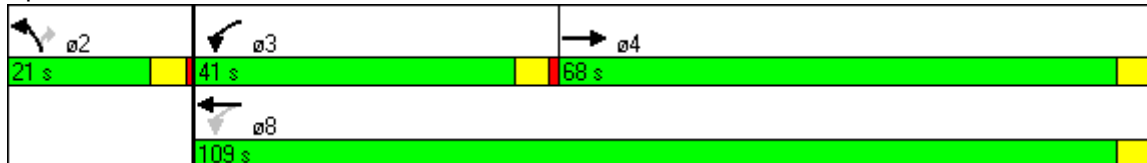


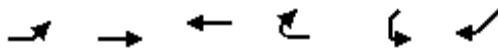
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	10.8			10.9	44.2	
Approach LOS	B			B	D	
90th %ile Green (s)	63.0		36.0	104.0	16.0	16.0
90th %ile Term Code	Coord		Max	Coord	MaxR	MaxR
70th %ile Green (s)	67.3		31.7	104.0	16.0	16.0
70th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
50th %ile Green (s)	71.7		27.3	104.0	16.0	16.0
50th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
30th %ile Green (s)	76.0		23.0	104.0	16.0	16.0
30th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
10th %ile Green (s)	81.9		17.1	104.0	16.0	16.0
10th %ile Term Code	Coord		Gap	Coord	MaxR	MaxR
Stops (vph)	1122		263	1257	222	17
Fuel Used(gal)	42		9	46	9	2
CO Emissions (g/hr)	2927		657	3246	621	157
NOx Emissions (g/hr)	570		128	632	121	31
VOC Emissions (g/hr)	678		152	752	144	36
Dilemma Vehicles (#)	50		0	108	0	0
Queue Length 50th (ft)	142		249	382	109	0
Queue Length 95th (ft)	514		344	424	156	58
Internal Link Dist (ft)	719			1378	2258	
Turn Bay Length (ft)			154		200	200
Base Capacity (vph)	3574		561	4107	449	315
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	0.73		0.68	0.75	0.59	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 40 (31%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 12.8
 Intersection LOS: B
 Intersection Capacity Utilization 70.8%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue





Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15			9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	*0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	0	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45	45		45	
Link Distance (ft)		341	370		448	
Travel Time (s)		5.2	5.6		6.8	
Volume (vph)	0	629	0	0	0	913
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	691	0	0	0	1003
Lane Group Flow (vph)	0	691	0	0	0	1003
Sign Control		Free	Free		Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.3% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑		↖	↑↑↑	↖	↖	↑↑	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5009	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.114			0.105		
Satd. Flow (perm)	3433	5085	1583	3433	5009	0	212	5085	1583	196	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			42		17				121			186
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	393	1416	139	461	1914	215	315	1142	165	266	1187	568
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	432	1556	153	507	2103	236	346	1255	181	292	1304	624
Lane Group Flow (vph)	432	1556	153	507	2339	0	346	1255	181	292	1304	624
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	16.0	46.0	46.0	23.0	53.0	0.0	19.0	39.0	39.0	22.0	42.0	42.0
Total Split (%)	12.3%	35.4%	35.4%	17.7%	40.8%	0.0%	14.6%	30.0%	30.0%	16.9%	32.3%	32.3%
Maximum Green (s)	11.0	41.0	41.0	18.0	48.0		14.0	34.0	34.0	17.0	37.0	37.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	12.0	42.0	42.0	19.0	49.0		50.0	35.0	35.0	56.0	38.0	38.0
Actuated g/C Ratio	0.09	0.32	0.32	0.15	0.38		0.38	0.27	0.27	0.43	0.29	0.29
v/c Ratio	1.36	0.95	0.28	1.01	1.23		1.33	0.92	0.35	0.97	1.26	1.05
Control Delay	225.8	55.8	25.1	70.7	140.8		202.2	57.4	15.6	80.2	164.1	82.3
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	225.8	55.8	25.1	70.7	140.8		202.2	57.4	15.6	80.2	164.1	82.3
LOS	F	E	C	E	F		F	E	B	F	F	F

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012

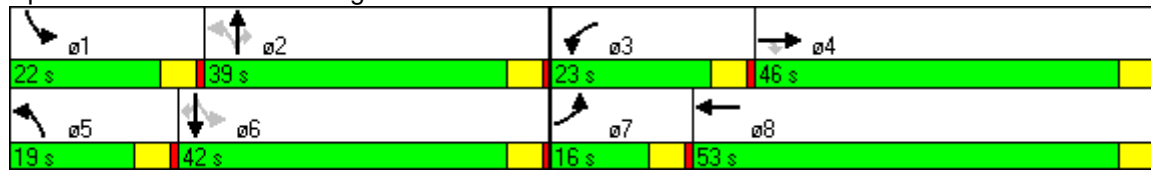


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	87.9			128.3			81.3			130.1		
Approach LOS	F			F			F			F		
90th %ile Green (s)	11.0	41.0	41.0	18.0	48.0		14.0	34.0	34.0	17.0	37.0	37.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	11.0	41.0	41.0	18.0	48.0		14.0	34.0	34.0	17.0	37.0	37.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	11.0	41.0	41.0	18.0	48.0		14.0	34.0	34.0	17.0	37.0	37.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	11.0	41.0	41.0	18.0	48.0		14.0	34.0	34.0	17.0	37.0	37.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	11.0	41.0	41.0	18.0	48.0		14.0	34.0	34.0	17.0	37.0	37.0
10th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	301	1300	74	398	1782		191	1055	47	180	965	367
Fuel Used(gal)	27	52	4	15	98		21	45	4	11	72	24
CO Emissions (g/hr)	1912	3613	257	1040	6884		1447	3140	283	787	5042	1686
NOx Emissions (g/hr)	372	703	50	202	1339		281	611	55	153	981	328
VOC Emissions (g/hr)	443	837	60	241	1595		335	728	66	182	1168	391
Dilemma Vehicles (#)	0	53	0	0	20		0	43	0	0	36	0
Queue Length 50th (ft)	~246	468	68	~218	~902		~328	377	39	195	~724	~454
Queue Length 95th (ft)	#354	#567	126	m#259	m#988		#523	#462	103	#379	#864	#689
Internal Link Dist (ft)	2295			1303			260			2774		
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	317	1643	540	502	1899		261	1369	515	302	1034	594
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	1.36	0.95	0.28	1.01	1.23		1.33	0.92	0.35	0.97	1.26	1.05

Intersection Summary

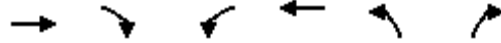
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 84 (65%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.36
 Intersection Signal Delay: 109.8 Intersection LOS: F
 Intersection Capacity Utilization 116.6% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

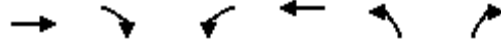
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖↗	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1750	0	599	3161	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1923	0	658	3474	0	0
Lane Group Flow (vph)	1923	0	658	3474	0	0
Turn Type						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	38.0	0.0	27.0	65.0	0.0	0.0
Total Split (%)	58.5%	0.0%	41.5%	100.0%	0.0%	0.0%
Maximum Green (s)	33.0		22.0	60.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	38.7		18.3	65.0		
Actuated g/C Ratio	0.60		0.28	1.00		
v/c Ratio	0.64		0.68	0.68		
Control Delay	9.1		22.0	0.8		
Queue Delay	0.0		0.0	0.0		
Total Delay	9.1		22.0	0.8		
LOS	A		C	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012

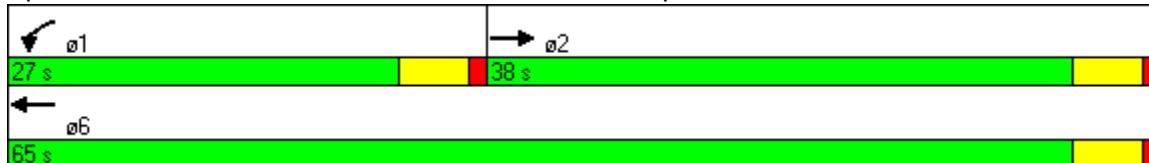


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	9.1			4.1		
Approach LOS	A			A		
90th %ile Green (s)	33.0		22.0	60.0		
90th %ile Term Code	Coord		Max	Coord		
70th %ile Green (s)	35.7		19.3	60.0		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	37.2		17.8	60.0		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	40.0		15.0	60.0		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	42.6		12.4	60.0		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	828		497	2		
Fuel Used(gal)	15		16	37		
CO Emissions (g/hr)	1064		1100	2568		
NOx Emissions (g/hr)	207		214	500		
VOC Emissions (g/hr)	246		255	595		
Dilemma Vehicles (#)	138		0	0		
Queue Length 50th (ft)	180		117	0		
Queue Length 95th (ft)	306		151	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	3027		1215	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.64		0.54	0.68		

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 64 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 5.7
 Intersection LOS: A
 Intersection Capacity Utilization 64.4%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





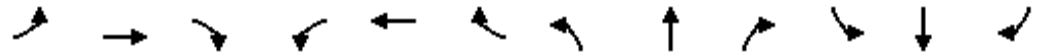
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	599	0	0	646	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	658	0	0	710	0	0
Lane Group Flow (vph)	658	0	0	710	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.8%
	ICU Level of Service B
Analysis Period (min)	15

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		46	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Fr _t		0.995			0.978			0.941				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5060	0	1770	4973	0	1770	1753	0	3433	1863	1583
Fl _t Permitted	0.051			0.091			0.950			0.950		
Satd. Flow (perm)	95	5060	0	170	4973	0	1770	1753	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			46			19				111
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175				2451
Travel Time (s)		22.7			22.3			3.0				41.8
Volume (vph)	170	1493	52	103	2472	419	63	60	39	492	85	193
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	187	1641	57	113	2716	460	69	66	43	541	93	212
Lane Group Flow (vph)	187	1698	0	113	3176	0	69	109	0	541	93	212
Turn Type	pm+pt			pm+pt			custom			Split		custom
Protected Phases	7	4		3	8		5	5		6	6	6
Permitted Phases	4			8			5					6
Detector Phases	7	4		3	8		5	5		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		21.0	21.0	21.0
Total Split (s)	13.0	82.0	0.0	14.0	83.0	0.0	11.0	11.0	0.0	23.0	23.0	23.0
Total Split (%)	10.0%	63.1%	0.0%	10.8%	63.8%	0.0%	8.5%	8.5%	0.0%	17.7%	17.7%	17.7%
Maximum Green (s)	8.0	77.0		9.0	78.0		6.0	6.0		18.0	18.0	18.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	88.1	79.1		87.9	79.0		7.0	7.0		19.0	19.0	19.0
Actuated g/C Ratio	0.68	0.61		0.68	0.61		0.05	0.05		0.15	0.15	0.15
v/c Ratio	1.04	0.55		0.50	1.04		0.73	0.97		1.08	0.34	0.65
Control Delay	116.3	7.8		15.0	55.0		99.1	128.3		114.4	53.9	34.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	116.3	7.8		15.0	55.0		99.1	128.3		114.4	53.9	34.7
LOS	F	A		B	E		F	F		F	D	C

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		18.6			53.7			117.0			87.8	
Approach LOS		B			D			F			F	
90th %ile Green (s)	8.0	77.0		9.0	78.0		6.0	6.0		18.0	18.0	18.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		MaxR	MaxR	MaxR
70th %ile Green (s)	8.0	77.2		8.8	78.0		6.0	6.0		18.0	18.0	18.0
70th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		MaxR	MaxR	MaxR
50th %ile Green (s)	8.0	78.0		8.0	78.0		6.0	6.0		18.0	18.0	18.0
50th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		MaxR	MaxR	MaxR
30th %ile Green (s)	8.0	78.7		7.3	78.0		6.0	6.0		18.0	18.0	18.0
30th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		MaxR	MaxR	MaxR
10th %ile Green (s)	8.0	79.6		6.4	78.0		6.0	6.0		18.0	18.0	18.0
10th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		MaxR	MaxR	MaxR
Stops (vph)	133	287		34	2516		57	66		427	75	91
Fuel Used(gal)	7	19		2	83		3	5		24	3	5
CO Emissions (g/hr)	480	1343		109	5785		191	325		1666	215	382
NOx Emissions (g/hr)	93	261		21	1126		37	63		324	42	74
VOC Emissions (g/hr)	111	311		25	1341		44	75		386	50	89
Dilemma Vehicles (#)	0	105		0	105		0	3		0	3	0
Queue Length 50th (ft)	~137	83		27	~1057		58	77		~261	71	80
Queue Length 95th (ft)	#281	164		59	#1136		#139	#201		#376	126	169
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	180	3082		239	3040		95	112		502	272	326
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	1.04	0.55		0.47	1.04		0.73	0.97		1.08	0.34	0.65

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 105 (81%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 49.5 Intersection LOS: D
 Intersection Capacity Utilization 97.2% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue

 ø5	 ø6	 ø3	 ø4
11 s	23 s	14 s	82 s
		 ø7	 ø8
		13 s	83 s

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖	↖	↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.997			0.989				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.990	
Satd. Flow (prot)	1770	5070	0	1770	5029	0	1770	1863	1583	1681	1752	1583
Fl _t Permitted	0.051			0.105			0.950			0.950	0.990	
Satd. Flow (perm)	95	5070	0	196	5029	0	1770	1863	1583	1681	1752	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			16				55			115
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	194	1522	31	76	2347	186	61	67	50	92	64	246
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	213	1673	34	84	2579	204	67	74	55	101	70	270
Lane Group Flow (vph)	213	1707	0	84	2783	0	67	74	55	83	88	270
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	18.0	86.0	0.0	11.0	79.0	0.0	11.0	11.0	11.0	22.0	22.0	22.0
Total Split (%)	13.8%	66.2%	0.0%	8.5%	60.8%	0.0%	8.5%	8.5%	8.5%	16.9%	16.9%	16.9%
Maximum Green (s)	13.0	81.0		6.0	74.0		6.0	6.0	6.0	17.0	17.0	17.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	93.0	82.2		82.5	75.6		7.0	7.0	7.0	18.0	18.0	18.0
Actuated g/C Ratio	0.72	0.63		0.63	0.58		0.05	0.05	0.05	0.14	0.14	0.14
v/c Ratio	0.89	0.53		0.41	0.95		0.71	0.74	0.40	0.36	0.36	0.85
Control Delay	56.0	12.1		6.7	8.2		96.5	99.3	23.8	55.6	55.6	55.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	12.1		6.7	8.2		96.5	99.3	23.8	55.6	55.6	55.2
LOS	E	B		A	A		F	F	C	E	E	E

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012









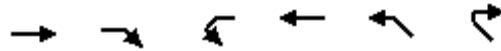
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	17.0		8.2		77.1		55.3					
Approach LOS	B		A		E		E					
90th %ile Green (s)	13.0	81.0	6.0	74.0	6.0	6.0	6.0	6.0	17.0	17.0	17.0	
90th %ile Term Code	Max	Coord	Max	Coord	Max	Max	Max	Max	MaxR	MaxR	MaxR	
70th %ile Green (s)	13.0	81.0	6.0	74.0	6.0	6.0	6.0	6.0	17.0	17.0	17.0	
70th %ile Term Code	Max	Coord	Max	Coord	Max	Max	Max	Max	MaxR	MaxR	MaxR	
50th %ile Green (s)	13.0	81.1	5.9	74.0	6.0	6.0	6.0	6.0	17.0	17.0	17.0	
50th %ile Term Code	Max	Coord	Gap	Coord	Max	Max	Max	Max	MaxR	MaxR	MaxR	
30th %ile Green (s)	13.0	81.2	5.8	74.0	6.0	6.0	6.0	6.0	17.0	17.0	17.0	
30th %ile Term Code	Max	Coord	Gap	Coord	Max	Max	Max	Max	MaxR	MaxR	MaxR	
10th %ile Green (s)	9.9	81.5	5.5	77.1	6.0	6.0	6.0	6.0	17.0	17.0	17.0	
10th %ile Term Code	Gap	Coord	Gap	Coord	Max	Max	Max	Max	MaxR	MaxR	MaxR	
Stops (vph)	291	1301	11	1322	56	60	13	68	72	132		
Fuel Used(gal)	7	31	1	40	3	3	1	2	2	7		
CO Emissions (g/hr)	482	2179	63	2800	186	206	78	163	171	464		
NOx Emissions (g/hr)	94	424	12	545	36	40	15	32	33	90		
VOC Emissions (g/hr)	112	505	15	649	43	48	18	38	40	108		
Dilemma Vehicles (#)	0	12	0	72	0	3	0	0	3	0		
Queue Length 50th (ft)	94	455	6	295	57	63	0	67	71	132		
Queue Length 95th (ft)	m116	m475	m6	m266	#134	#145	44	124	129	#283		
Internal Link Dist (ft)	1303		1249		2113		1096					
Turn Bay Length (ft)	270		267		75		260	210				
Base Capacity (vph)	248	3205	209	2932	95	100	137	233	243	318		
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.86	0.53	0.40	0.95	0.71	0.74	0.40	0.36	0.36	0.85		

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 17.6 Intersection LOS: B
 Intersection Capacity Utilization 81.1% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street

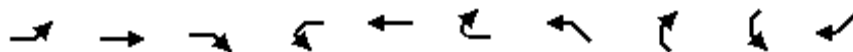
 ø5	 ø6	 ø3	 ø4
11 s	22 s	11 s	86 s
		 ø7	 ø8
		18 s	79 s



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑	↑		↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1750	646	0	3161	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1923	710	0	3474	0	0
Lane Group Flow (vph)	1923	710	0	3474	0	0
Sign Control	Free			Free	Free	

Intersection Summary

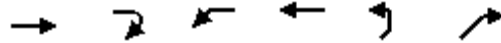
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.4%
ICU Level of Service	C
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑↑					↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		45	15		9	15	9	15	45
Lane Util. Factor	1.00	0.95	*0.95	1.00	0.95	1.00	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	3539	0	3539	0	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	3539	0	3539	0	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		958			454		376		381	
Travel Time (s)		14.5			6.9		5.7		5.8	
Volume (vph)	0	1687	770	0	2245	0	0	0	0	669
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1854	846	0	2467	0	0	0	0	735
Lane Group Flow (vph)	0	1854	846	0	2467	0	0	0	0	735
Sign Control		Free			Free		Free		Free	

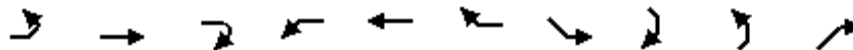
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	92.1%
ICU Level of Service	F
Analysis Period (min)	15
* User Entered Value	



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑		↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	45
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.95
Fr _t						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	1863	0	*3539
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	0	*3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	45	
Link Distance (ft)	479			840	486	
Travel Time (s)	7.3			12.7	7.4	
Volume (vph)	0	0	0	669	0	770
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	735	0	846
Lane Group Flow (vph)	0	0	0	735	0	846
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.5% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	



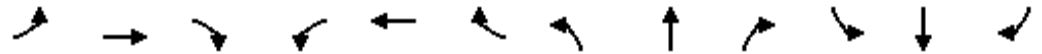
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations		↑↑			↑↑	↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		9	15		45	15	9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	*0.95	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	0	0	3539	3539	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	0	0	3539	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		639			676		475		554	
Travel Time (s)		9.7			10.2		7.2		8.4	
Volume (vph)	0	1660	0	0	2245	913	0	0	0	629
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1824	0	0	2467	1003	0	0	0	691
Lane Group Flow (vph)	0	1824	0	0	2467	1003	0	0	0	691
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	92.1%
ICU Level of Service	F
Analysis Period (min)	15
* User Entered Value	

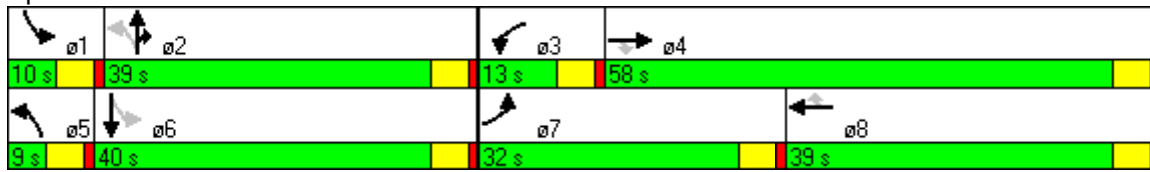
Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↖	↖↖	↑↑↑	↖	↖	↑↑	↖	↖	↑↑	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	340		155	240		55	380		0
Storage Lanes	2		1	2		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t			0.850			0.850			0.850		0.974	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	3539	1583	1770	3447	0
Fl _t Permitted	0.950			0.950			0.114			0.111		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	212	3539	1583	207	3447	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107			77			24		21	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2650			345			2574			2388	
Travel Time (s)		40.2			5.2			43.9			40.7	
Volume (vph)	821	1945	141	244	1775	270	134	1066	101	168	865	183
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	902	2137	155	268	1951	297	147	1171	111	185	951	201
Lane Group Flow (vph)	902	2137	155	268	1951	297	147	1171	111	185	1152	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt		custom		pm+pt	
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases			4			8	2		2	6		
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	32.0	58.0	58.0	13.0	39.0	39.0	9.0	39.0	39.0	10.0	40.0	0.0
Total Split (%)	26.7%	48.3%	48.3%	10.8%	32.5%	32.5%	7.5%	32.5%	32.5%	8.3%	33.3%	0.0%
Maximum Green (s)	27.0	53.0	53.0	8.0	34.0	34.0	4.0	34.0	34.0	5.0	35.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	28.0	54.0	54.0	9.0	35.0	35.0	40.0	35.0	35.0	42.0	36.0	
Actuated g/C Ratio	0.23	0.45	0.45	0.08	0.29	0.29	0.33	0.29	0.29	0.35	0.30	
v/c Ratio	1.13	0.93	0.20	1.04	1.04	0.58	1.08	1.13	0.23	1.23	1.10	
Control Delay	87.0	35.1	8.7	95.1	69.6	32.4	132.4	112.1	26.6	165.6	83.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	87.0	35.1	8.7	95.1	69.6	32.4	132.4	112.1	26.6	165.6	83.2	
LOS	F	D	A	F	E	C	F	F	C	F	F	

Splits and Phases: 3: SW 8th Street & SW 87th Avenue



Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

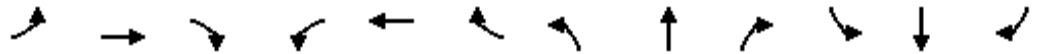
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.984			0.976	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3483	0	1770	3454	0
Fl _t Permitted	0.950			0.950			0.252			0.133		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	469	3483	0	248	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			45			89		10			19	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	388	2725	101	197	1690	163	174	711	86	435	588	112
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	426	2995	111	216	1857	179	191	781	95	478	646	123
Lane Group Flow (vph)	426	2995	111	216	1857	179	191	876	0	478	769	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	19.0	53.0	53.0	10.0	44.0	44.0	15.0	30.0	0.0	27.0	42.0	0.0
Total Split (%)	15.8%	44.2%	44.2%	8.3%	36.7%	36.7%	12.5%	25.0%	0.0%	22.5%	35.0%	0.0%
Maximum Green (s)	14.0	48.0	48.0	5.0	39.0	39.0	10.0	25.0		22.0	37.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	15.0	49.0	49.0	6.0	40.0	40.0	36.9	26.0		53.0	38.1	
Actuated g/C Ratio	0.12	0.41	0.41	0.05	0.33	0.33	0.31	0.22		0.44	0.32	
v/c Ratio	0.99	1.14	0.16	1.26	0.87	0.30	0.73	1.15		1.19	0.69	
Control Delay	94.4	103.8	14.2	205.8	29.9	8.7	40.3	124.1		140.7	38.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	94.4	103.8	14.2	205.8	29.9	8.7	40.3	124.1		140.7	38.9	
LOS	F	F	B	F	C	A	D	F		F	D	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

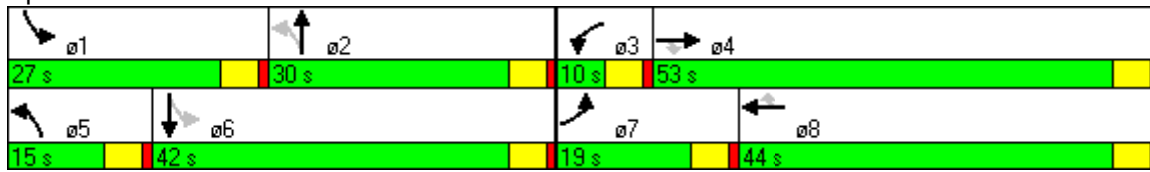


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	99.8			45.1			109.1			77.9		
Approach LOS	F			D			F			E		
90th %ile Green (s)	14.0	48.0	48.0	5.0	39.0	39.0	10.0	25.0		22.0	37.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	14.0	48.0	48.0	5.0	39.0	39.0	10.0	25.0		22.0	37.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	14.0	48.0	48.0	5.0	39.0	39.0	10.0	25.0		22.0	37.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	14.0	48.0	48.0	5.0	39.0	39.0	10.0	25.0		22.0	37.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	14.0	48.0	48.0	5.0	39.0	39.0	9.6	25.0		22.0	37.4	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
Stops (vph)	345	2357	38	148	1662	89	127	669		298	585	
Fuel Used(gal)	19	136	3	12	49	3	6	43		26	28	
CO Emissions (g/hr)	1312	9523	181	849	3397	217	434	2997		1796	1949	
NOx Emissions (g/hr)	255	1853	35	165	661	42	84	583		350	379	
VOC Emissions (g/hr)	304	2207	42	197	787	50	101	695		416	452	
Dilemma Vehicles (#)	0	99	0	0	7	0	0	28		0	29	
Queue Length 50th (ft)	172	~790	31	~103	428	46	91	~417		~398	267	
Queue Length 95th (ft)	#279	#857	70	#185	470	104	#160	#550		#611	339	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	429	2617	673	172	2136	587	264	762		401	1109	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.99	1.14	0.16	1.26	0.87	0.30	0.72	1.15		1.19	0.69	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	101 (84%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	110
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.26
Intersection Signal Delay:	82.5
Intersection LOS:	F
Intersection Capacity Utilization	104.9%
ICU Level of Service	G
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
9: SW 8th Street & SW 94th Avenue

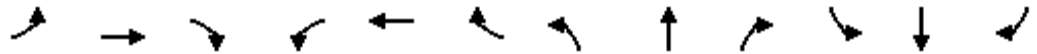
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.997			0.916			0.897	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6389	0	1770	1706	0	1770	1671	0
Fl _t Permitted	0.066			0.070			0.450			0.653		
Satd. Flow (perm)	123	6395	0	130	6389	0	838	1706	0	1216	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			5			47			81	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	232	2978	42	20	1953	44	44	38	48	56	52	114
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	255	3273	46	22	2146	48	48	42	53	62	57	125
Lane Group Flow (vph)	255	3319	0	22	2194	0	48	95	0	62	182	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	32.0	80.0	0.0	13.0	61.0	0.0	27.0	27.0	0.0	27.0	27.0	0.0
Total Split (%)	26.7%	66.7%	0.0%	10.8%	50.8%	0.0%	22.5%	22.5%	0.0%	22.5%	22.5%	0.0%
Maximum Green (s)	27.0	75.0		8.0	56.0		22.0	22.0		22.0	22.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	98.3	94.0		83.8	77.2		13.7	13.7		13.7	13.7	
Actuated g/C Ratio	0.82	0.78		0.70	0.64		0.11	0.11		0.11	0.11	
v/c Ratio	0.76	0.66		0.12	0.53		0.50	0.40		0.45	0.69	
Control Delay	28.1	11.3		3.2	4.4		53.0	27.0		50.7	31.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.1	11.3		3.2	4.4		53.0	27.0		50.7	31.2	
LOS	C	B		A	A		D	C		D	C	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

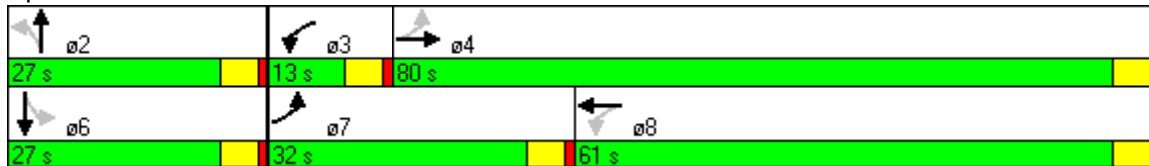


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		12.5			4.4			35.8			36.1	
Approach LOS		B			A			D			D	
90th %ile Green (s)	23.5	79.5		5.9	61.9		19.6	19.6		19.6	19.6	
90th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
70th %ile Green (s)	20.8	83.9		5.6	68.7		15.5	15.5		15.5	15.5	
70th %ile Term Code	Gap	Coord		Gap	Coord		Hold	Hold		Gap	Gap	
50th %ile Green (s)	17.0	97.4		0.0	75.4		12.6	12.6		12.6	12.6	
50th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	13.3	100.2		0.0	81.9		9.8	9.8		9.8	9.8	
30th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
10th %ile Green (s)	5.8	103.9		0.0	93.1		6.1	6.1		6.1	6.1	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	244	1949		4	310		40	43		50	88	
Fuel Used(gal)	7	63		0	21		2	2		2	5	
CO Emissions (g/hr)	474	4383		15	1466		108	161		141	340	
NOx Emissions (g/hr)	92	853		3	285		21	31		27	66	
VOC Emissions (g/hr)	110	1016		4	340		25	37		33	79	
Dilemma Vehicles (#)	0	25		0	63		0	4		0	7	
Queue Length 50th (ft)	80	678		1	84		36	34		46	75	
Queue Length 95th (ft)	m42	m632		m2	95		73	83		86	146	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	485	5009		217	4112		161	365		233	386	
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	0.53	0.66		0.10	0.53		0.30	0.26		0.27	0.47	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 42 (35%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 11.1 Intersection LOS: B
 Intersection Capacity Utilization 73.6% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.996				0.850		0.971			0.931	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6382	0	1770	6408	1583	1770	1809	0	1770	1734	0
Fl _t Permitted	0.087			0.095			0.156			0.125		
Satd. Flow (perm)	162	6382	0	177	6408	1583	291	1809	0	233	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				126		10			35	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			2650			3134			2669	
Travel Time (s)		17.9			40.2			53.4			45.5	
Volume (vph)	289	2767	85	117	1687	276	149	398	96	87	198	170
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	318	3041	93	129	1854	303	164	437	105	96	218	187
Lane Group Flow (vph)	318	3134	0	129	1854	303	164	542	0	96	405	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	26.0	63.0	0.0	9.0	46.0	46.0	12.0	39.0	0.0	9.0	36.0	0.0
Total Split (%)	21.7%	52.5%	0.0%	7.5%	38.3%	38.3%	10.0%	32.5%	0.0%	7.5%	30.0%	0.0%
Maximum Green (s)	21.0	58.0		4.0	41.0	41.0	7.0	34.0		4.0	31.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	68.0	59.0		49.2	44.2	44.2	43.0	35.0		37.0	32.0	
Actuated g/C Ratio	0.57	0.49		0.41	0.37	0.37	0.36	0.29		0.31	0.27	
v/c Ratio	0.89	1.00		0.93	0.78	0.46	0.81	1.01		0.71	0.83	
Control Delay	60.4	31.0		47.7	9.3	0.4	57.9	84.1		56.0	53.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	60.4	31.0		47.7	9.3	0.4	57.9	84.1		56.0	53.5	
LOS	E	C		D	A	A	E	F		E	D	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

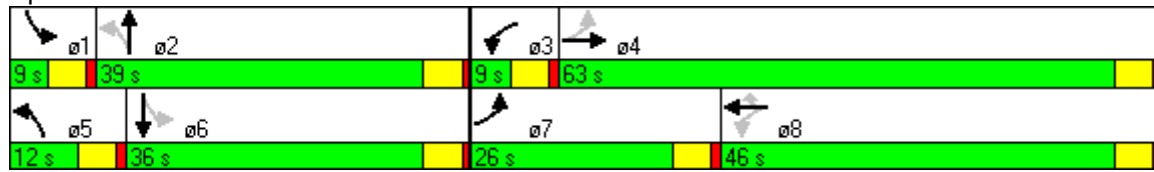


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		33.7			10.3			78.0			54.0	
Approach LOS		C			B			E			D	
90th %ile Green (s)	21.0	58.0		4.0	41.0	41.0	7.0	34.0		4.0	31.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	21.0	58.0		4.0	41.0	41.0	7.0	34.0		4.0	31.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	21.0	58.0		4.0	41.0	41.0	7.0	34.0		4.0	31.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	18.3	58.0		4.0	43.7	43.7	7.0	34.0		4.0	31.0	
30th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	12.5	58.0		4.0	49.5	49.5	7.0	34.0		4.0	31.0	
10th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
Stops (vph)	219	2375		87	850	4	97	423		60	305	
Fuel Used(gal)	8	69		4	43	5	6	23		3	14	
CO Emissions (g/hr)	594	4851		296	2990	337	411	1613		221	958	
NOx Emissions (g/hr)	115	944		58	582	66	80	314		43	186	
VOC Emissions (g/hr)	138	1124		69	693	78	95	374		51	222	
Dilemma Vehicles (#)	0	118		0	37	0	0	19		0	15	
Queue Length 50th (ft)	147	726		56	55	1	88	~425		49	273	
Queue Length 95th (ft)	#343	#781		m51	m52	m1	#170	#658		#106	#436	
Internal Link Dist (ft)		1101			2570			3054			2589	
Turn Bay Length (ft)	507			380		96	160					
Base Capacity (vph)	387	3141		139	2363	663	203	535		136	488	
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	0.82	1.00		0.93	0.78	0.46	0.81	1.01		0.71	0.83	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 41 (34%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 32.0 Intersection LOS: C
 Intersection Capacity Utilization 92.9% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.963			0.953			0.975			0.991	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1794	0	1770	1775	0	1770	3451	0	1770	3507	0
Fl _t Permitted	0.190			0.297			0.129			0.148		
Satd. Flow (perm)	354	1794	0	553	1775	0	240	3451	0	276	3507	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			31			49			11	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2574	
Travel Time (s)		24.4			21.2			19.6			43.9	
Volume (vph)	111	373	122	122	258	119	87	1224	244	110	1106	69
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	122	410	134	134	284	131	96	1345	268	121	1215	76
Lane Group Flow (vph)	122	544	0	134	415	0	96	1613	0	121	1291	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	30.0	0.0	21.0	21.0	0.0	9.0	40.0	0.0	31.0	31.0	0.0
Total Split (%)	12.9%	42.9%	0.0%	30.0%	30.0%	0.0%	12.9%	57.1%	0.0%	44.3%	44.3%	0.0%
Maximum Green (s)	4.0	25.0		16.0	16.0		4.0	35.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	24.2	24.1		17.1	17.1		36.0	36.1		29.1	29.1	
Actuated g/C Ratio	0.35	0.35		0.25	0.25		0.51	0.53		0.43	0.43	
v/c Ratio	0.54	0.84		0.97	0.89		0.41	0.87		1.03	0.86	
Control Delay	25.0	29.7		102.7	47.7		14.2	21.2		123.3	27.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.0	29.7		102.7	47.7		14.2	21.2		123.3	27.3	
LOS	C	C		F	D		B	C		F	C	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012

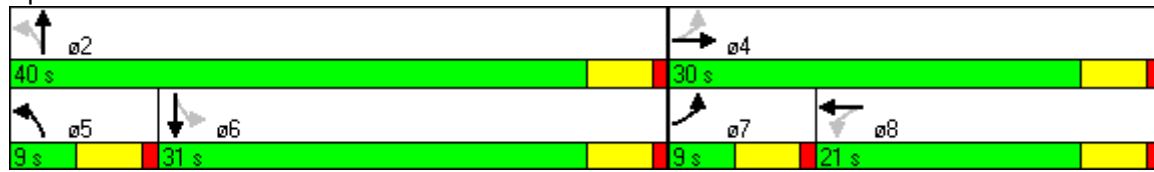


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		28.8			61.1			20.8			35.6	
Approach LOS		C			E			C			D	
90th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	35.0		26.0	26.0	
90th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	35.0		26.0	26.0	
70th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	35.0		26.0	26.0	
50th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	35.0		26.0	26.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	16.0		16.0	16.0		0.0	35.0		35.0	35.0	
10th %ile Term Code	Skip	Hold		Max	Max		Skip	MaxR		Hold	Hold	
Stops (vph)	73	398		91	293		42	1136		74	937	
Fuel Used(gal)	2	12		4	10		1	29		5	36	
CO Emissions (g/hr)	165	818		313	680		94	2023		378	2535	
NOx Emissions (g/hr)	32	159		61	132		18	394		74	493	
VOC Emissions (g/hr)	38	190		72	158		22	469		88	588	
Dilemma Vehicles (#)	0	35		0	25		0	105		0	81	
Queue Length 50th (ft)	35	194		58	162		20	298		~62	274	
Queue Length 95th (ft)	69	#356		#162	#325		42	#467		#159	#418	
Internal Link Dist (ft)		1350			1161			1070			2494	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	224	683		138	467		233	1851		117	1502	
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	0.54	0.80		0.97	0.89		0.41	0.87		1.03	0.86	

Intersection Summary

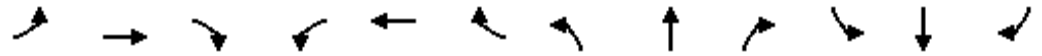
Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 68.2
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 31.9 Intersection LOS: C
 Intersection Capacity Utilization 94.9% ICU Level of Service F
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 70
 70th %ile Actuated Cycle: 70
 50th %ile Actuated Cycle: 70
 30th %ile Actuated Cycle: 70
 10th %ile Actuated Cycle: 61
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

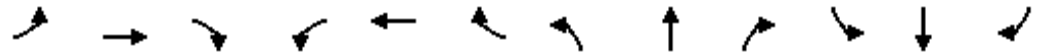
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↖↗		↖	↗↖↗	↖	↖	↗↖		↖	↗↖	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		250	154		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.996				0.850		0.952			0.946	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5065	0	1770	5085	1583	1770	3369	0	1770	3348	0
Fl _t Permitted	0.071			0.071			0.190			0.235		
Satd. Flow (perm)	132	5065	0	132	5085	1583	354	3369	0	438	3348	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				97		59			76	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2396			1458			2338			2560	
Travel Time (s)		36.3			22.1			39.9			43.6	
Volume (vph)	182	2093	55	228	1907	110	300	423	199	126	229	129
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	200	2300	60	251	2096	121	330	465	219	138	252	142
Lane Group Flow (vph)	200	2360	0	251	2096	121	330	684	0	138	394	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	21.0	21.0		9.0	21.0	
Total Split (s)	17.0	60.0	0.0	17.0	60.0	60.0	22.0	30.0	0.0	13.0	21.0	0.0
Total Split (%)	14.2%	50.0%	0.0%	14.2%	50.0%	50.0%	18.3%	25.0%	0.0%	10.8%	17.5%	0.0%
Maximum Green (s)	12.0	55.0		12.0	55.0	55.0	17.0	25.0		8.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	Max	Max		None	None	
Walk Time (s)		5.0			5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0			0	
Act Effct Green (s)	68.4	56.0		69.6	56.6	56.6	39.0	26.0		26.0	17.0	
Actuated g/C Ratio	0.57	0.47		0.58	0.47	0.47	0.32	0.22		0.22	0.14	
v/c Ratio	0.82	1.00		0.99	0.87	0.15	1.01	0.88		0.71	0.73	
Control Delay	60.3	23.0		84.2	33.3	5.7	87.9	55.6		40.8	42.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	60.3	23.0		84.2	33.3	5.7	87.9	55.6		40.8	42.0	
LOS	E	C		F	C	A	F	E		D	D	

Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	25.9		37.1				66.1			41.7		
Approach LOS	C		D				E			D		
90th %ile Green (s)	12.0	55.0		12.0	55.0	55.0	17.0	25.0		8.0	16.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	MaxR	MaxR		Max	Max	
70th %ile Green (s)	12.0	55.0		12.0	55.0	55.0	17.0	25.0		8.0	16.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	MaxR	MaxR		Max	Max	
50th %ile Green (s)	12.0	55.0		12.0	55.0	55.0	17.0	25.0		8.0	16.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	MaxR	MaxR		Max	Max	
30th %ile Green (s)	12.0	55.0		12.0	55.0	55.0	17.0	25.0		8.0	16.0	
30th %ile Term Code	Max	Coord		Max	Coord	Coord	MaxR	MaxR		Max	Max	
10th %ile Green (s)	9.0	55.0		12.0	58.0	58.0	17.0	25.0		8.0	16.0	
10th %ile Term Code	Gap	Coord		Max	Coord	Coord	MaxR	MaxR		Max	Hold	
Stops (vph)	164	1408		139	1650	17	214	528		81	487	
Fuel Used(gal)	8	66		8	52	1	12	22		4	15	
CO Emissions (g/hr)	525	4598		545	3600	97	855	1544		292	1015	
NOx Emissions (g/hr)	102	895		106	700	19	166	300		57	197	
VOC Emissions (g/hr)	122	1066		126	834	22	198	358		68	235	
Dilemma Vehicles (#)	0	39		0	79	0	0	25		0	11	
Queue Length 50th (ft)	117	99		145	526	10	~214	250		73	101	
Queue Length 95th (ft)	m132	m#741		#319	598	44	#405	#353		m89	m109	
Internal Link Dist (ft)	2316			1378			2258			2480		
Turn Bay Length (ft)	250			250		250	154			150		
Base Capacity (vph)	253	2366		254	2398	798	327	776		195	540	
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	0.79	1.00		0.99	0.87	0.15	1.01	0.88		0.71	0.73	

Intersection Summary

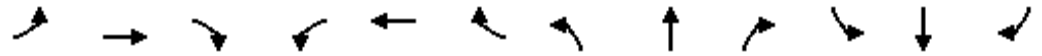
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 20 (17%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 37.6 Intersection LOS: D
 Intersection Capacity Utilization 94.7% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue

 ø1	 ø2	 ø3	 ø4
13 s	30 s	17 s	60 s
 ø5	 ø6	 ø7	 ø8
22 s	21 s	17 s	60 s

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.988				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5024	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.105			0.105		
Satd. Flow (perm)	3433	5085	1583	3433	5024	0	196	5085	1583	196	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			43		12				175			411
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	689	2253	185	296	1011	90	132	1806	399	189	872	392
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	757	2476	203	325	1111	99	145	1985	438	208	958	431
Lane Group Flow (vph)	757	2476	203	325	1210	0	145	1985	438	208	958	431
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	31.0	53.0	53.0	14.0	36.0	0.0	11.0	42.0	42.0	11.0	42.0	42.0
Total Split (%)	25.8%	44.2%	44.2%	11.7%	30.0%	0.0%	9.2%	35.0%	35.0%	9.2%	35.0%	35.0%
Maximum Green (s)	26.0	48.0	48.0	9.0	31.0		6.0	37.0	37.0	6.0	37.0	37.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	27.0	49.0	49.0	10.0	32.0		45.0	38.0	38.0	45.0	38.0	38.0
Actuated g/C Ratio	0.22	0.41	0.41	0.08	0.27		0.38	0.32	0.32	0.38	0.32	0.32
v/c Ratio	0.98	1.19	0.30	1.14	0.90		0.88	1.23	0.71	1.26	0.85	0.55
Control Delay	74.5	124.8	20.1	121.0	68.1		40.5	131.7	10.1	183.4	47.2	6.7
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	74.5	124.8	20.1	121.0	68.1		40.5	131.7	10.1	183.4	47.2	6.7
LOS	E	F	C	F	E		D	F	B	F	D	A

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012

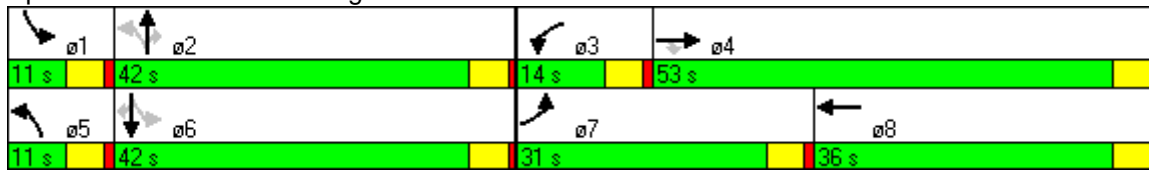


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	107.6			79.3			105.8			54.0		
Approach LOS	F			E			F			D		
90th %ile Green (s)	26.0	48.0	48.0	9.0	31.0		6.0	37.0	37.0	6.0	37.0	37.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	26.0	48.0	48.0	9.0	31.0		6.0	37.0	37.0	6.0	37.0	37.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	26.0	48.0	48.0	9.0	31.0		6.0	37.0	37.0	6.0	37.0	37.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	26.0	48.0	48.0	9.0	31.0		6.0	37.0	37.0	6.0	37.0	37.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	26.0	48.0	48.0	9.0	31.0		6.0	37.0	37.0	6.0	37.0	37.0
10th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	621	1891	97	244	1071		66	1435	200	102	786	43
Fuel Used(gal)	28	112	5	12	36		4	96	10	12	33	9
CO Emissions (g/hr)	1933	7839	328	871	2524		292	6706	711	819	2306	597
NOx Emissions (g/hr)	376	1525	64	170	491		57	1305	138	159	449	116
VOC Emissions (g/hr)	448	1817	76	202	585		68	1554	165	190	534	138
Dilemma Vehicles (#)	0	78	0	0	21		0	44	0	0	36	0
Queue Length 50th (ft)	302	~849	81	~149	364		54	~688	142	~151	365	11
Queue Length 95th (ft)	#430	#941	139	#246	#421		m56	m#596	m133	#309	451	92
Internal Link Dist (ft)	2295			1303			260			2774		
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	772	2076	672	286	1349		165	1610	621	165	1121	782
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	0.98	1.19	0.30	1.14	0.90		0.88	1.23	0.71	1.26	0.85	0.55

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 77 (64%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.26
 Intersection Signal Delay: 93.0 Intersection LOS: F
 Intersection Capacity Utilization 110.7% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
23: SW 8th Street & SR 826 Ramp

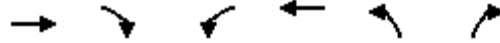
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘↘	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1747	0	247	2228	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1920	0	271	2448	0	0
Lane Group Flow (vph)	1920	0	271	2448	0	0
Turn Type						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	40.0	0.0	20.0	60.0	0.0	0.0
Total Split (%)	66.7%	0.0%	33.3%	100.0%	0.0%	0.0%
Maximum Green (s)	35.0		15.0	55.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	41.2		10.8	60.0		
Actuated g/C Ratio	0.69		0.18	1.00		
v/c Ratio	0.55		0.44	0.48		
Control Delay	3.9		22.4	0.3		
Queue Delay	0.0		0.0	0.0		
Total Delay	3.9		22.4	0.3		
LOS	A		C	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



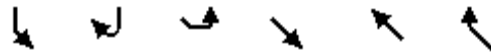
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	3.9			2.5		
Approach LOS	A			A		
90th %ile Green (s)	37.7		12.3	55.0		
90th %ile Term Code	Coord		Gap	Coord		
70th %ile Green (s)	39.1		10.9	55.0		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	40.2		9.8	55.0		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	41.3		8.7	55.0		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	42.9		7.1	55.0		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	446		205	1		
Fuel Used(gal)	9		7	26		
CO Emissions (g/hr)	601		455	1796		
NOx Emissions (g/hr)	117		88	349		
VOC Emissions (g/hr)	139		105	416		
Dilemma Vehicles (#)	142		0	0		
Queue Length 50th (ft)	139		45	0		
Queue Length 95th (ft)	m143		72	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	3495		915	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.55		0.30	0.48		

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 51 (85%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 3.1 Intersection LOS: A
 Intersection Capacity Utilization 47.5% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





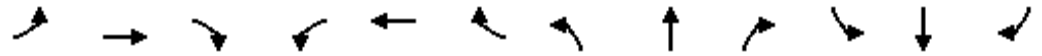
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	247	0	0	619	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	271	0	0	680	0	0
Lane Group Flow (vph)	271	0	0	680	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.3%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

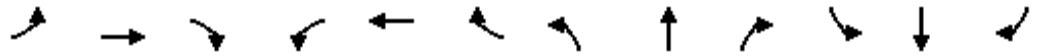
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		0	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	0.97	1.00	1.00
Fr _t		0.991			0.985			0.919				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5040	0	1770	5009	0	1770	3253	0	3433	1863	1583
Fl _t Permitted	0.067			0.071			0.950			0.950		
Satd. Flow (perm)	125	5040	0	132	5009	0	1770	3253	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			21			137				99
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	135	2459	149	212	1347	150	87	311	367	400	201	90
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	148	2702	164	233	1480	165	96	342	403	440	221	99
Lane Group Flow (vph)	148	2866	0	233	1645	0	96	745	0	440	221	99
Turn Type	pm+pt			pm+pt			Prot			Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8								2
Detector Phases	7	4		3	8		1	6		5	2	2
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	21.0		9.0	21.0	21.0
Total Split (s)	19.0	65.0	0.0	14.0	60.0	0.0	13.0	24.0	0.0	17.0	28.0	28.0
Total Split (%)	15.8%	54.2%	0.0%	11.7%	50.0%	0.0%	10.8%	20.0%	0.0%	14.2%	23.3%	23.3%
Maximum Green (s)	14.0	60.0		9.0	55.0		8.0	19.0		12.0	23.0	23.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	Max
Walk Time (s)		5.0			5.0			5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	72.5	61.0		69.2	59.2		9.0	20.0		13.0	24.0	24.0
Actuated g/C Ratio	0.60	0.51		0.58	0.49		0.08	0.17		0.11	0.20	0.20
v/c Ratio	0.62	1.12		1.09	0.66		0.73	1.14		1.18	0.59	0.25
Control Delay	40.6	72.2		120.4	24.7		66.6	103.1		152.6	51.0	9.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.6	72.2		120.4	24.7		66.6	103.1		152.6	51.0	9.5
LOS	D	E		F	C		E	F		F	D	A

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012

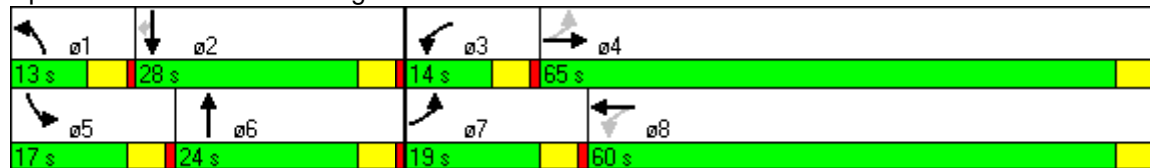


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	70.6		36.5		99.0		104.4					
Approach LOS	E		D		F		F					
90th %ile Green (s)	14.0	60.0		9.0	55.0		8.0	19.0		12.0	23.0	23.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	MaxR		Max	MaxR	MaxR
70th %ile Green (s)	13.8	60.0		9.0	55.2		8.0	19.0		12.0	23.0	23.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	MaxR		Max	MaxR	MaxR
50th %ile Green (s)	11.4	60.0		9.0	57.6		8.0	19.0		12.0	23.0	23.0
50th %ile Term Code	Gap	Coord		Max	Coord		Max	MaxR		Max	MaxR	MaxR
30th %ile Green (s)	9.0	60.0		9.0	60.0		8.0	19.0		12.0	23.0	23.0
30th %ile Term Code	Gap	Coord		Max	Coord		Max	MaxR		Max	MaxR	MaxR
10th %ile Green (s)	6.0	60.0		9.0	63.0		7.8	19.0		12.0	23.2	23.2
10th %ile Term Code	Gap	Coord		Max	Coord		Gap	MaxR		Max	MaxR	MaxR
Stops (vph)	83	1681		115	1083		80	482		331	181	15
Fuel Used(gal)	3	78		8	31		4	32		22	7	2
CO Emissions (g/hr)	220	5477		574	2198		250	2205		1561	504	127
NOx Emissions (g/hr)	43	1066		112	428		49	429		304	98	25
VOC Emissions (g/hr)	51	1269		133	509		58	511		362	117	29
Dilemma Vehicles (#)	0	123		0	62		0	11		0	8	0
Queue Length 50th (ft)	73	~916		~152	340		76	~312		~211	157	0
Queue Length 95th (ft)	m94	#1008		#322	412		m96	m#416		#315	242	46
Internal Link Dist (ft)	1249		1229		95		2371					
Turn Bay Length (ft)	175		173		234							
Base Capacity (vph)	284	2567		213	2480		133	656		372	374	396
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.52	1.12		1.09	0.66		0.72	1.14		1.18	0.59	0.25

Intersection Summary

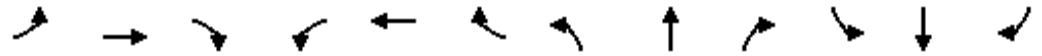
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 101 (84%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 68.4 Intersection LOS: E
 Intersection Capacity Utilization 107.7% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue



Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗↗		↘	↗↗↗		↘	↗	↗	↘	↗	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.996			0.993				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.981	
Satd. Flow (prot)	1770	5065	0	1770	5050	0	1770	1863	1583	1681	1736	1583
Fl _t Permitted	0.077			0.083			0.950			0.950	0.981	
Satd. Flow (perm)	143	5065	0	155	5050	0	1770	1863	1583	1681	1736	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			7				99			130
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	305	2487	63	41	1316	65	60	57	97	140	63	118
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	335	2733	69	45	1446	71	66	63	107	154	69	130
Lane Group Flow (vph)	335	2802	0	45	1517	0	66	63	107	109	114	130
Turn Type	pm+pt			pm+pt			custom		Perm custom			Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5	5	5	6	6	6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	35.0	78.0	0.0	9.0	52.0	0.0	12.0	12.0	12.0	21.0	21.0	21.0
Total Split (%)	29.2%	65.0%	0.0%	7.5%	43.3%	0.0%	10.0%	10.0%	10.0%	17.5%	17.5%	17.5%
Maximum Green (s)	30.0	73.0		4.0	47.0		7.0	7.0	7.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	83.0	75.8		61.0	56.0		7.8	7.8	7.8	17.2	17.2	17.2
Actuated g/C Ratio	0.69	0.63		0.51	0.47		0.06	0.06	0.06	0.14	0.14	0.14
v/c Ratio	0.82	0.88		0.31	0.64		0.57	0.52	0.55	0.45	0.46	0.38
Control Delay	46.1	8.1		16.3	20.5		72.8	68.9	23.1	54.0	53.9	11.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	8.1		16.3	20.5		72.8	68.9	23.1	54.0	53.9	11.3
LOS	D	A		B	C		E	E	C	D	D	B

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012

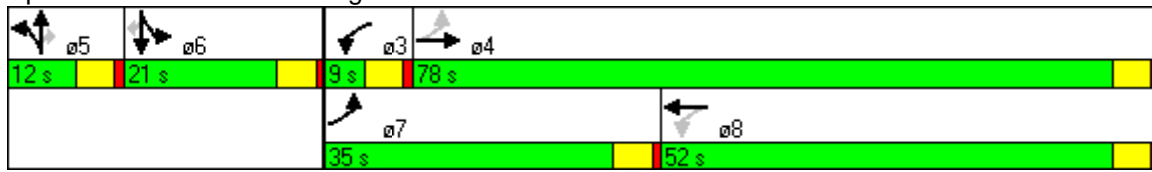


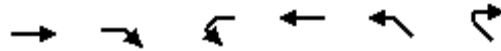
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		12.2			20.4			49.3			38.3	
Approach LOS		B			C			D			D	
90th %ile Green (s)	30.0	73.0		4.0	47.0		7.0	7.0	7.0	16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	28.4	73.0		4.0	48.6		7.0	7.0	7.0	16.0	16.0	16.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	23.3	73.0		4.0	53.7		7.0	7.0	7.0	16.0	16.0	16.0
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	16.1	73.0		4.0	60.9		7.0	7.0	7.0	16.0	16.0	16.0
30th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	12.0	82.0		0.0	65.0		6.1	6.1	6.1	16.9	16.9	16.9
10th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap	Gap	MaxR	MaxR	MaxR
Stops (vph)	379	1604		17	503		56	53	22	89	94	19
Fuel Used(gal)	9	44		1	23		2	2	2	3	3	2
CO Emissions (g/hr)	660	3069		47	1618		163	152	148	210	221	119
NOx Emissions (g/hr)	128	597		9	315		32	29	29	41	43	23
VOC Emissions (g/hr)	153	711		11	375		38	35	34	49	51	27
Dilemma Vehicles (#)	0	65		0	100		0	3	0	0	4	0
Queue Length 50th (ft)	180	798		9	141		51	48	6	83	86	0
Queue Length 95th (ft)	m137	m95		m23	238		#106	96	63	145	150	57
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	519	3202		146	2362		118	124	198	241	249	338
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.88		0.31	0.64		0.56	0.51	0.54	0.45	0.46	0.38

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 103 (86%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 18.0 Intersection LOS: B
 Intersection Capacity Utilization 75.0% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street





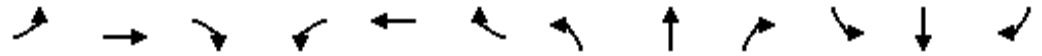
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑			↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt	0.961					
Flt Protected						
Satd. Flow (prot)	4887	0	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	4887	0	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1747	619	0	2228	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1920	680	0	2448	0	0
Lane Group Flow (vph)	2600	0	0	2448	0	0
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.9%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖	↑↑	↖	↖	↑↑	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	340		155	240		55	380		0
Storage Lanes	2		1	2		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t			0.850			0.850			0.850		0.967	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	3539	1583	1770	3422	0
Fl _t Permitted	0.950			0.950			0.125			0.111		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	233	3539	1583	207	3422	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			132			37		29	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2650			345			2574			2388	
Travel Time (s)		40.2			5.2			43.9			40.7	
Volume (vph)	390	2077	119	427	2417	287	197	680	112	243	1086	300
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	429	2282	131	469	2656	315	216	747	123	267	1193	330
Lane Group Flow (vph)	429	2282	131	469	2656	315	216	747	123	267	1523	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt		custom	pm+pt		
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases			4			8	2		2	6		
Detector Phases	7	4	4	3	8	8	5	2	2	1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	16.0	52.0	52.0	18.0	54.0	54.0	12.0	36.0	36.0	24.0	48.0	0.0
Total Split (%)	12.3%	40.0%	40.0%	13.8%	41.5%	41.5%	9.2%	27.7%	27.7%	18.5%	36.9%	0.0%
Maximum Green (s)	11.0	47.0	47.0	13.0	49.0	49.0	7.0	31.0	31.0	19.0	43.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (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
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	12.0	48.0	48.0	14.0	50.0	50.0	41.4	33.4	33.4	56.0	44.0	
Actuated g/C Ratio	0.09	0.37	0.37	0.11	0.38	0.38	0.32	0.26	0.26	0.43	0.34	
v/c Ratio	1.35	1.22	0.21	1.27	1.08	0.46	1.28	0.82	0.28	0.85	1.29	
Control Delay	222.1	138.5	13.3	186.2	81.5	19.1	192.4	54.4	29.4	52.9	174.3	
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	222.1	138.5	13.3	186.2	81.5	19.1	192.4	54.4	29.4	52.9	174.3	
LOS	F	F	B	F	F	B	F	D	C	D	F	

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012

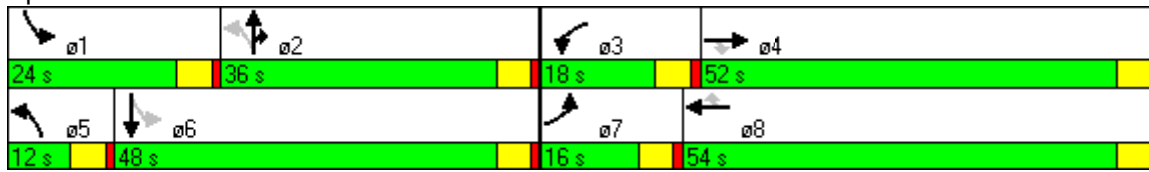


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		145.3			90.1			79.0			156.2	
Approach LOS		F			F			E			F	
90th %ile Green (s)	11.0	47.0	47.0	13.0	49.0	49.0	7.0	31.0	31.0	19.0	43.0	
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	
70th %ile Green (s)	11.0	47.0	47.0	13.0	49.0	49.0	7.0	31.0	31.0	19.0	43.0	
70th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	
50th %ile Green (s)	11.0	47.0	47.0	13.0	49.0	49.0	7.0	31.0	31.0	19.0	43.0	
50th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	
30th %ile Green (s)	11.0	47.0	47.0	13.0	49.0	49.0	7.0	32.6	32.6	17.4	43.0	
30th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Hold	Hold	Gap	MaxR	
10th %ile Green (s)	11.0	47.0	47.0	13.0	49.0	49.0	7.0	36.4	36.4	13.6	43.0	
10th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Hold	Hold	Gap	MaxR	
Stops (vph)	300	1725	35	341	2157	124	115	617	63	172	1086	
Fuel Used(gal)	28	116	3	28	110	8	12	25	3	9	85	
CO Emissions (g/hr)	1963	8090	196	1959	7685	543	859	1781	227	616	5976	
NOx Emissions (g/hr)	382	1574	38	381	1495	106	167	346	44	120	1163	
VOC Emissions (g/hr)	455	1875	45	454	1781	126	199	413	53	143	1385	
Dilemma Vehicles (#)	0	66	0	0	85	0	0	26	0	0	41	
Queue Length 50th (ft)	~244	~861	30	~256	~724	111	~179	318	58	166	~856	
Queue Length 95th (ft)	#350	#953	76	#365	#793	196	#348	#415	115	#303	#998	
Internal Link Dist (ft)		2570			265			2494			2308	
Turn Bay Length (ft)	290			340		155	240		55	380		
Base Capacity (vph)	317	1878	632	370	2465	690	169	909	435	326	1177	
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	1.35	1.22	0.21	1.27	1.08	0.46	1.28	0.82	0.28	0.82	1.29	

Intersection Summary

























Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Natural Cycle:	130
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.35
Intersection Signal Delay:	118.8
Intersection LOS:	F
Intersection Capacity Utilization:	116.2%
ICU Level of Service:	H
Analysis Period (min):	15
90th %ile Actuated Cycle:	130
70th %ile Actuated Cycle:	130
50th %ile Actuated Cycle:	130
30th %ile Actuated Cycle:	130
10th %ile Actuated Cycle:	130
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue



Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.985			0.980	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3486	0	1770	3468	0
Fl _t Permitted	0.950			0.950			0.089			0.098		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	166	3486	0	183	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			31			38		6			9	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	451	2063	84	332	2483	146	421	603	67	290	838	128
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	496	2267	92	365	2729	160	463	663	74	319	921	141
Lane Group Flow (vph)	496	2267	92	365	2729	160	463	737	0	319	1062	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	25.0	70.0	70.0	24.0	69.0	69.0	37.0	49.0	0.0	37.0	49.0	0.0
Total Split (%)	13.9%	38.9%	38.9%	13.3%	38.3%	38.3%	20.6%	27.2%	0.0%	20.6%	27.2%	0.0%
Maximum Green (s)	20.0	65.0	65.0	19.0	64.0	64.0	32.0	44.0		32.0	44.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	21.0	66.0	66.0	20.0	65.0	65.0	79.3	47.2		75.8	45.0	
Actuated g/C Ratio	0.12	0.37	0.37	0.11	0.36	0.36	0.44	0.26		0.42	0.25	
v/c Ratio	1.24	0.96	0.15	0.96	1.18	0.27	1.26	0.80		0.92	1.22	
Control Delay	187.3	67.5	25.9	89.1	123.2	23.5	183.3	69.6		75.4	161.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	187.3	67.5	25.9	89.1	123.2	23.5	183.3	69.6		75.4	161.3	
LOS	F	E	C	F	F	C	F	E		E	F	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	86.9			114.4			113.5			141.4		
Approach LOS	F			F			F			F		
90th %ile Green (s)	20.0	65.0	65.0	19.0	64.0	64.0	32.0	44.0		32.0	44.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	20.0	65.0	65.0	19.0	64.0	64.0	32.0	44.0		32.0	44.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	20.0	65.0	65.0	19.0	64.0	64.0	32.0	44.0		32.0	44.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	20.0	65.0	65.0	19.0	64.0	64.0	32.0	46.5		29.5	44.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Gap	MaxR	
10th %ile Green (s)	20.0	65.0	65.0	19.0	64.0	64.0	32.0	52.6		23.4	44.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Gap	MaxR	
Stops (vph)	366	1924	37	301	2051	110	297	613		229	799	
Fuel Used(gal)	30	90	2	13	114	4	27	29		14	62	
CO Emissions (g/hr)	2091	6265	169	925	7946	251	1899	2038		949	4366	
NOx Emissions (g/hr)	407	1219	33	180	1546	49	370	396		185	850	
VOC Emissions (g/hr)	485	1452	39	214	1842	58	440	472		220	1012	
Dilemma Vehicles (#)	0	56	0	0	57	0	0	18		0	22	
Queue Length 50th (ft)	~372	765	48	221	~1104	95	~635	436		311	~802	
Queue Length 95th (ft)	#496	#815	95	#337	#1157	m137	#873	520		#481	#945	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	401	2350	600	381	2314	596	367	919		370	874	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.24	0.96	0.15	0.96	1.18	0.27	1.26	0.80		0.86	1.22	

Intersection Summary

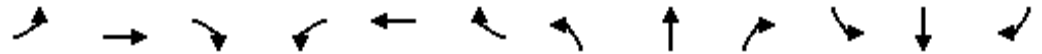
Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 6 (3%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.26
 Intersection Signal Delay: 109.6 Intersection LOS: F
 Intersection Capacity Utilization 112.7% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue

 ø1	 ø2	 ø3	 ø4
37 s	49 s	24 s	70 s
 ø5	 ø6	 ø7	 ø8
37 s	49 s	25 s	69 s

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

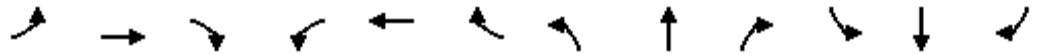
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.997			0.940			0.869	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6389	0	1770	1751	0	1770	1619	0
Fl _t Permitted	0.075			0.078			0.313			0.728		
Satd. Flow (perm)	140	6395	0	145	6389	0	583	1751	0	1356	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			6			18			81	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	114	2373	37	40	2727	52	18	25	16	85	33	228
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	125	2608	41	44	2997	57	20	27	18	93	36	251
Lane Group Flow (vph)	125	2649	0	44	3054	0	20	45	0	93	287	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	11.0	57.0	0.0	9.0	55.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Total Split (%)	12.2%	63.3%	0.0%	10.0%	61.1%	0.0%	26.7%	26.7%	0.0%	26.7%	26.7%	0.0%
Maximum Green (s)	6.0	52.0		4.0	50.0		19.0	19.0		19.0	19.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	64.3	59.6		59.9	53.8		16.5	16.5		16.5	16.5	
Actuated g/C Ratio	0.71	0.66		0.67	0.60		0.18	0.18		0.18	0.18	
v/c Ratio	0.53	0.63		0.21	0.80		0.19	0.13		0.37	0.79	
Control Delay	30.5	14.4		7.5	16.1		32.3	20.4		33.9	33.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.5	14.4		7.5	16.1		32.3	20.4		33.9	33.1	
LOS	C	B		A	B		C	C		C	C	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

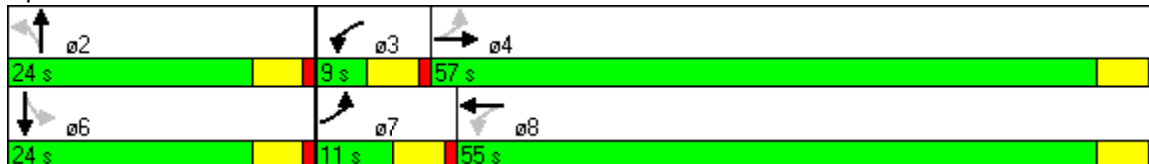


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		15.1			15.9			24.0			33.3	
Approach LOS		B			B			C			C	
90th %ile Green (s)	6.0	52.0		4.0	50.0		19.0	19.0		19.0	19.0	
90th %ile Term Code	Max	Coord		Max	Coord		Hold	Hold		Max	Max	
70th %ile Green (s)	6.0	52.0		4.0	50.0		19.0	19.0		19.0	19.0	
70th %ile Term Code	Max	Coord		Max	Coord		Hold	Hold		Max	Max	
50th %ile Green (s)	8.2	52.0		6.2	50.0		16.8	16.8		16.8	16.8	
50th %ile Term Code	Max	Coord		Max	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	7.0	66.3		0.0	54.3		13.7	13.7		13.7	13.7	
30th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
10th %ile Green (s)	5.9	70.8		0.0	59.9		9.2	9.2		9.2	9.2	
10th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	95	1173		15	1135		17	24		71	179	
Fuel Used(gal)	3	47		1	45		1	1		3	8	
CO Emissions (g/hr)	215	3272		39	3111		39	75		191	563	
NOx Emissions (g/hr)	42	637		8	605		8	15		37	110	
VOC Emissions (g/hr)	50	758		9	721		9	17		44	131	
Dilemma Vehicles (#)	0	175		0	190		0	2		0	15	
Queue Length 50th (ft)	93	466		14	418		10	13		46	111	
Queue Length 95th (ft)	m105	498		m14	m351		30	40		89	197	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	238	4238		207	3824		130	403		301	423	
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	0.53	0.63		0.21	0.80		0.15	0.11		0.31	0.68	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 13 (14%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 16.7 Intersection LOS: B
 Intersection Capacity Utilization 72.5% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.994				0.850		0.952			0.949	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6369	0	1770	6408	1583	1770	1773	0	1770	1768	0
Fl _t Permitted	0.056			0.056			0.073			0.238		
Satd. Flow (perm)	104	6369	0	104	6408	1583	136	1773	0	443	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				41		14			17	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			2650			3134			2669	
Travel Time (s)		17.9			40.2			53.4			45.5	
Volume (vph)	188	2151	89	165	2527	187	133	231	110	209	461	235
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	207	2364	98	181	2777	205	146	254	121	230	507	258
Lane Group Flow (vph)	207	2462	0	181	2777	205	146	375	0	230	765	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	18.0	76.0	0.0	18.0	76.0	76.0	13.0	59.0	0.0	27.0	73.0	0.0
Total Split (%)	10.0%	42.2%	0.0%	10.0%	42.2%	42.2%	7.2%	32.8%	0.0%	15.0%	40.6%	0.0%
Maximum Green (s)	13.0	71.0		13.0	71.0	71.0	8.0	54.0		22.0	68.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	86.0	72.0		86.0	72.0	72.0	66.9	57.9		82.0	69.0	
Actuated g/C Ratio	0.48	0.40		0.48	0.40	0.40	0.37	0.32		0.46	0.38	
v/c Ratio	1.16	0.97		1.01	1.08	0.31	1.11	0.65		0.66	1.11	
Control Delay	153.7	41.2		118.7	95.2	30.7	149.2	57.1		38.6	118.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	153.7	41.2		118.7	95.2	30.7	149.2	57.1		38.6	118.0	
LOS	F	D		F	F	C	F	E		D	F	

Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Approach Delay	49.9				92.4				82.9		99.6		
Approach LOS	D				F				F		F		
90th %ile Green (s)	13.0	71.0			13.0	71.0	71.0	8.0	54.0			22.0	68.0
90th %ile Term Code	Max	Coord			Max	Coord	Coord	Max	MaxR			Max	MaxR
70th %ile Green (s)	13.0	71.0			13.0	71.0	71.0	8.0	54.0			22.0	68.0
70th %ile Term Code	Max	Coord			Max	Coord	Coord	Max	MaxR			Max	MaxR
50th %ile Green (s)	13.0	71.0			13.0	71.0	71.0	8.0	55.9			20.1	68.0
50th %ile Term Code	Max	Coord			Max	Coord	Coord	Max	MaxR			Gap	MaxR
30th %ile Green (s)	13.0	71.0			13.0	71.0	71.0	8.0	58.5			17.5	68.0
30th %ile Term Code	Max	Coord			Max	Coord	Coord	Max	MaxR			Gap	MaxR
10th %ile Green (s)	13.0	71.0			13.0	71.0	71.0	8.0	61.9			14.1	68.0
10th %ile Term Code	Max	Coord			Max	Coord	Coord	Max	MaxR			Gap	MaxR
Stops (vph)	168	1956			105	2273	101	79	282			128	590
Fuel Used(gal)	9	60			8	121	6	8	14			7	35
CO Emissions (g/hr)	658	4214			568	8439	394	534	977			467	2455
NOx Emissions (g/hr)	128	820			111	1642	77	104	190			91	478
VOC Emissions (g/hr)	153	977			132	1956	91	124	227			108	569
Dilemma Vehicles (#)	0	45			0	64	0	0	9			0	17
Queue Length 50th (ft)	~236	469			~169	~1062	132	~143	372			169	~1018
Queue Length 95th (ft)	#420	606			#347	#1114	203	#310	505			238	#1280
Internal Link Dist (ft)	1101				2570				3054		2589		
Turn Bay Length (ft)	507				380		96	160					
Base Capacity (vph)	179	2551			179	2563	658	132	579			371	688
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	1.16	0.97			1.01	1.08	0.31	1.11	0.65			0.62	1.11

Intersection Summary

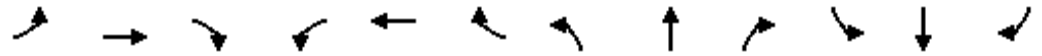
Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	88 (49%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.16
Intersection Signal Delay:	77.3
Intersection LOS:	E
Intersection Capacity Utilization	106.3%
ICU Level of Service	G
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue

 ø1	 ø2	 ø3	 ø4
27 s	59 s	18 s	76 s
 ø5	 ø6	 ø7	 ø8
13 s	73 s	18 s	76 s

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.950			0.968			0.974			0.985	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1770	0	1770	1803	0	1770	3447	0	1770	3486	0
Fl _t Permitted	0.121			0.460			0.071			0.243		
Satd. Flow (perm)	225	1770	0	857	1803	0	132	3447	0	453	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			12			39			15	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2574	
Travel Time (s)		24.4			21.2			19.6			43.9	
Volume (vph)	85	216	107	165	367	100	189	800	171	73	1392	157
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	93	237	118	181	403	110	208	879	188	80	1530	173
Lane Group Flow (vph)	93	355	0	181	513	0	208	1067	0	80	1703	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	42.0	0.0	33.0	33.0	0.0	12.0	68.0	0.0	56.0	56.0	0.0
Total Split (%)	8.2%	38.2%	0.0%	30.0%	30.0%	0.0%	10.9%	61.8%	0.0%	50.9%	50.9%	0.0%
Maximum Green (s)	4.0	37.0		28.0	28.0		7.0	63.0		51.0	51.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	38.0	38.0		29.0	29.0		64.0	64.0		52.0	52.0	
Actuated g/C Ratio	0.35	0.35		0.26	0.26		0.58	0.58		0.47	0.47	
v/c Ratio	0.63	0.57		0.80	1.06		1.06	0.53		0.37	1.03	
Control Delay	45.7	31.3		64.6	96.6		108.1	14.5		25.1	58.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	45.7	31.3		64.6	96.6		108.1	14.5		25.1	58.9	
LOS	D	C		E	F		F	B		C	E	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		34.3			88.3			29.7			57.4	
Approach LOS		C			F			C			E	
90th %ile Green (s)	4.0	37.0		28.0	28.0		7.0	63.0		51.0	51.0	
90th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	4.0	37.0		28.0	28.0		7.0	63.0		51.0	51.0	
70th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	4.0	37.0		28.0	28.0		7.0	63.0		51.0	51.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	4.0	37.0		28.0	28.0		7.0	63.0		51.0	51.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	4.0	37.0		28.0	28.0		7.0	63.0		51.0	51.0	
10th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
Stops (vph)	55	241		144	391		98	538		48	1346	
Fuel Used(gal)	2	8		5	17		7	16		2	59	
CO Emissions (g/hr)	151	528		348	1186		461	1099		148	4115	
NOx Emissions (g/hr)	29	103		68	231		90	214		29	801	
VOC Emissions (g/hr)	35	122		81	275		107	255		34	954	
Dilemma Vehicles (#)	0	15		0	19		0	44		0	66	
Queue Length 50th (ft)	45	188		120	~393		~111	216		35	~675	
Queue Length 95th (ft)	#85	284		#242	#603		#264	272		79	#817	
Internal Link Dist (ft)		1350			1161			1070			2494	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	148	628		226	484		196	2022		214	1656	
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	0.63	0.57		0.80	1.06		1.06	0.53		0.37	1.03	

Intersection Summary

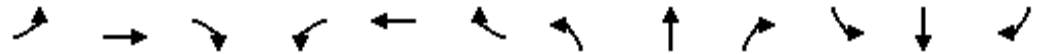
Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Natural Cycle:	110
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.06
Intersection Signal Delay:	51.6
Intersection LOS:	D
Intersection Capacity Utilization:	97.4%
ICU Level of Service:	F
Analysis Period (min)	15
90th %ile Actuated Cycle:	110
70th %ile Actuated Cycle:	110
50th %ile Actuated Cycle:	110
30th %ile Actuated Cycle:	110
10th %ile Actuated Cycle:	110
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕↕↕		↙	↕↕↕	↗	↙	↕↕		↙	↕↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		250	154		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.991				0.850		0.945			0.960	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5040	0	1770	5085	1583	1770	3345	0	1770	3398	0
Fl _t Permitted	0.048			0.045			0.125			0.407		
Satd. Flow (perm)	89	5040	0	84	5085	1583	233	3345	0	758	3398	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				95		56			24	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2396			1458			2338			2560	
Travel Time (s)		36.3			22.1			39.9			43.6	
Volume (vph)	164	2191	136	348	2601	180	242	196	113	135	397	143
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	180	2408	149	382	2858	198	266	215	124	148	436	157
Lane Group Flow (vph)	180	2557	0	382	2858	198	266	339	0	148	593	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	21.0	21.0		9.0	21.0	
Total Split (s)	18.0	88.0	0.0	35.0	105.0	105.0	25.0	37.0	0.0	20.0	32.0	0.0
Total Split (%)	10.0%	48.9%	0.0%	19.4%	58.3%	58.3%	13.9%	20.6%	0.0%	11.1%	17.8%	0.0%
Maximum Green (s)	13.0	83.0		30.0	100.0	100.0	20.0	32.0		15.0	27.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	Max	Max		None	None	
Walk Time (s)		5.0			5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0	0	0			0	
Act Effct Green (s)	98.0	84.0		119.0	101.0	101.0	53.0	34.9		42.1	28.0	
Actuated g/C Ratio	0.54	0.47		0.66	0.56	0.56	0.29	0.19		0.23	0.16	
v/c Ratio	1.01	1.09		1.10	1.00	0.21	1.07	0.49		0.58	1.08	
Control Delay	122.8	91.2		126.2	53.6	10.3	127.8	56.6		31.2	94.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	122.8	91.2		126.2	53.6	10.3	127.8	56.6		31.2	94.3	
LOS	F	F		F	D	B	F	E		C	F	

Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

2/1/2012

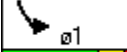

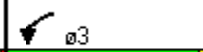

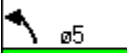





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		93.3			59.2			87.9			81.7	
Approach LOS		F			E			F			F	
90th %ile Green (s)	13.0	83.0		30.0	100.0	100.0	20.0	32.0		15.0	27.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	MaxR	MaxR		Max	Max	
70th %ile Green (s)	13.0	83.0		30.0	100.0	100.0	20.0	32.0		15.0	27.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	MaxR	MaxR		Max	Max	
50th %ile Green (s)	13.0	83.0		30.0	100.0	100.0	20.0	33.6		13.4	27.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	MaxR	MaxR		Gap	Max	
30th %ile Green (s)	13.0	83.0		30.0	100.0	100.0	20.0	34.8		12.2	27.0	
30th %ile Term Code	Max	Coord		Max	Coord	Coord	MaxR	MaxR		Gap	Max	
10th %ile Green (s)	13.0	83.0		30.0	100.0	100.0	20.0	37.1		9.9	27.0	
10th %ile Term Code	Max	Coord		Max	Coord	Coord	MaxR	MaxR		Gap	Max	
Stops (vph)	105	2076		261	2359	45	171	228		85	472	
Fuel Used(gal)	8	110		15	82	3	12	11		4	25	
CO Emissions (g/hr)	582	7720		1082	5756	185	826	746		293	1749	
NOx Emissions (g/hr)	113	1502		210	1120	36	161	145		57	340	
VOC Emissions (g/hr)	135	1789		251	1334	43	191	173		68	405	
Dilemma Vehicles (#)	0	59		0	70	0	0	8		0	16	
Queue Length 50th (ft)	~166	~1235		~461	~1217	56	~296	158		80	~313	
Queue Length 95th (ft)	#345	#1306		#686	#1342	104	#496	217		m110	m#496	
Internal Link Dist (ft)		2316			1378			2258			2480	
Turn Bay Length (ft)	250			250		250	154			150		
Base Capacity (vph)	179	2356		346	2853	930	248	694		275	549	
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	1.01	1.09		1.10	1.00	0.21	1.07	0.49		0.54	1.08	

Intersection Summary

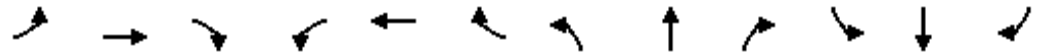
Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	71 (39%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle:	140
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.10
Intersection Signal Delay:	76.1
Intersection LOS:	E
Intersection Capacity Utilization	106.9%
ICU Level of Service	G
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue

 ø1	 ø2	 ø3	 ø4
20 s	37 s	35 s	88 s
 ø5	 ø6	 ø7	 ø8
25 s	32 s	18 s	105 s

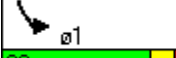

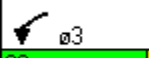

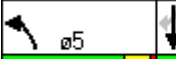

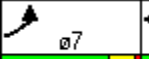

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



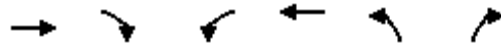
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5014	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.078			0.073		
Satd. Flow (perm)	3433	5085	1583	3433	5014	0	145	5085	1583	136	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			32		11				69			197
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	382	1376	135	350	1932	197	255	1173	130	247	1189	565
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	420	1512	148	385	2123	216	280	1289	143	271	1307	621
Lane Group Flow (vph)	420	1512	148	385	2339	0	280	1289	143	271	1307	621
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	22.0	69.0	69.0	28.0	75.0	0.0	24.0	55.0	55.0	28.0	59.0	59.0
Total Split (%)	12.2%	38.3%	38.3%	15.6%	41.7%	0.0%	13.3%	30.6%	30.6%	15.6%	32.8%	32.8%
Maximum Green (s)	17.0	64.0	64.0	23.0	70.0		19.0	50.0	50.0	23.0	54.0	54.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	18.0	65.6	65.6	23.4	71.0		71.0	51.0	51.0	79.0	55.0	55.0
Actuated g/C Ratio	0.10	0.36	0.36	0.13	0.39		0.39	0.28	0.28	0.44	0.31	0.31
v/c Ratio	1.22	0.82	0.25	0.86	1.18		1.18	0.89	0.29	0.97	1.21	1.00
Control Delay	186.8	56.3	32.4	77.7	117.4		162.0	70.9	27.1	102.0	154.2	77.5
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	186.8	56.3	32.4	77.7	117.4		162.0	70.9	27.1	102.0	154.2	77.5
LOS	F	E	C	E	F		F	E	C	F	F	E

Splits and Phases: 22: Flagler Street & SW 87th Avenue

 ø1	 ø2	 ø3	 ø4
28 s	55 s	28 s	69 s
 ø5	 ø6	 ø7	 ø8
24 s	59 s	22 s	75 s

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

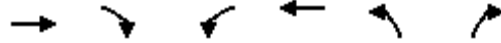
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘↘	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1755	0	587	3128	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1929	0	645	3437	0	0
Lane Group Flow (vph)	1929	0	645	3437	0	0
Turn Type Prot						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	54.0	0.0	36.0	90.0	0.0	0.0
Total Split (%)	60.0%	0.0%	40.0%	100.0%	0.0%	0.0%
Maximum Green (s)	49.0		31.0	85.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	59.6		22.4	90.0		
Actuated g/C Ratio	0.66		0.25	1.00		
v/c Ratio	0.57		0.76	0.68		
Control Delay	7.9		32.4	0.7		
Queue Delay	0.0		0.0	0.0		
Total Delay	7.9		32.4	0.7		
LOS	A		C	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012

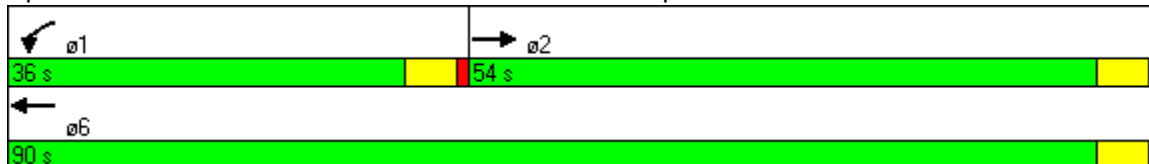


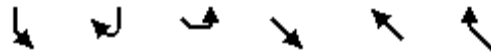
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	7.9			5.7		
Approach LOS	A			A		
90th %ile Green (s)	52.6		27.4	85.0		
90th %ile Term Code	Coord		Gap	Coord		
70th %ile Green (s)	55.9		24.1	85.0		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	59.0		21.0	85.0		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	61.2		18.8	85.0		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	64.3		15.7	85.0		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	667		519	1		
Fuel Used(gal)	13		17	36		
CO Emissions (g/hr)	896		1192	2539		
NOx Emissions (g/hr)	174		232	494		
VOC Emissions (g/hr)	208		276	588		
Dilemma Vehicles (#)	95		0	0		
Queue Length 50th (ft)	240		176	0		
Queue Length 95th (ft)	m230		213	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	3367		1221	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.57		0.53	0.68		

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 17 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 6.4 Intersection LOS: A
 Intersection Capacity Utilization 63.8% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





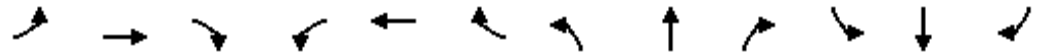
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	587	0	0	648	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	645	0	0	712	0	0
Lane Group Flow (vph)	645	0	0	712	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.5%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

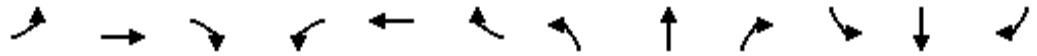
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	0		0	234		0
Storage Lanes	1		0	1		0	0		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	0.97	1.00	1.00
Fr _t		0.988			0.979			0.939				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5024	0	1770	4979	0	1770	3323	0	3433	1863	1583
Fl _t Permitted	0.053			0.061			0.950			0.950		
Satd. Flow (perm)	99	5024	0	114	4979	0	1770	3323	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			30			77				118
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	153	1293	107	376	2339	380	139	253	173	420	254	160
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	168	1421	118	413	2570	418	153	278	190	462	279	176
Lane Group Flow (vph)	168	1539	0	413	2988	0	153	468	0	462	279	176
Turn Type	pm+pt			pm+pt			Prot			Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8								2
Detector Phases	7	4		3	8		1	6		5	2	2
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0		9.0	21.0	21.0
Total Split (s)	17.0	79.0	0.0	48.0	110.0	0.0	20.0	25.0	0.0	28.0	33.0	33.0
Total Split (%)	9.4%	43.9%	0.0%	26.7%	61.1%	0.0%	11.1%	13.9%	0.0%	15.6%	18.3%	18.3%
Maximum Green (s)	12.0	74.0		43.0	105.0		15.0	20.0		23.0	28.0	28.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	Max	Max
Walk Time (s)		5.0			5.0						5.0	5.0
Flash Dont Walk (s)		11.0			11.0						11.0	11.0
Pedestrian Calls (#/hr)		0			0						0	0
Act Effct Green (s)	92.0	79.0		123.0	106.0		16.0	21.0		24.0	29.0	29.0
Actuated g/C Ratio	0.51	0.44		0.68	0.59		0.09	0.12		0.13	0.16	0.16
v/c Ratio	0.98	0.70		0.93	1.01		0.97	1.03		1.01	0.93	0.50
Control Delay	128.8	18.4		70.1	56.3		125.6	94.3		119.5	109.8	28.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	128.8	18.4		70.1	56.3		125.6	94.3		119.5	109.8	28.7
LOS	F	B		E	E		F	F		F	F	C

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

2/1/2012

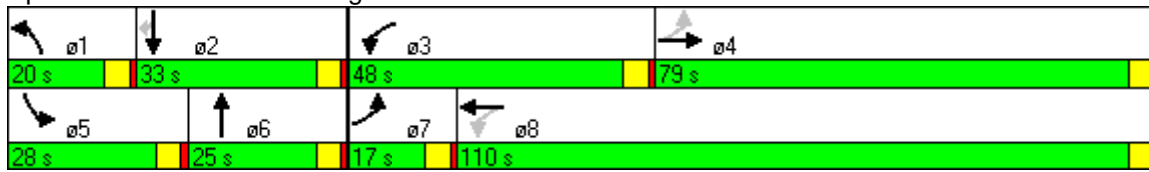


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		29.3			58.0			102.0			99.1	
Approach LOS		C			E			F			F	
90th %ile Green (s)	12.0	74.0		43.0	105.0		15.0	20.0		23.0	28.0	28.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	MaxR	MaxR
70th %ile Green (s)	12.0	74.0		43.0	105.0		15.0	20.0		23.0	28.0	28.0
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	MaxR	MaxR
50th %ile Green (s)	12.0	74.5		42.5	105.0		15.0	20.0		23.0	28.0	28.0
50th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		Max	MaxR	MaxR
30th %ile Green (s)	12.0	79.9		37.1	105.0		15.0	20.0		23.0	28.0	28.0
30th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		Max	MaxR	MaxR
10th %ile Green (s)	12.0	87.6		29.4	105.0		15.0	20.0		23.0	28.0	28.0
10th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		Max	MaxR	MaxR
Stops (vph)	229	545		304	2439		111	325		381	230	52
Fuel Used(gal)	8	23		12	79		7	19		21	12	4
CO Emissions (g/hr)	534	1623		817	5542		505	1347		1464	850	287
NOx Emissions (g/hr)	104	316		159	1078		98	262		285	165	56
VOC Emissions (g/hr)	124	376		189	1284		117	312		339	197	67
Dilemma Vehicles (#)	0	4		0	73		0	6		0	7	0
Queue Length 50th (ft)	153	251		406	~1352		163	~267		~289	330	61
Queue Length 95th (ft)	#322	309		#588	#1409		m#288	m#355		#414	#518	148
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173						234		
Base Capacity (vph)	171	2210		483	2944		157	456		458	300	354
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.98	0.70		0.86	1.01		0.97	1.03		1.01	0.93	0.50

Intersection Summary

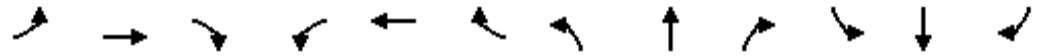
Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 178 (99%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 60.4 Intersection LOS: E
 Intersection Capacity Utilization 100.0% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue



Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖	↖	↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.997			0.988				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.990	
Satd. Flow (prot)	1770	5070	0	1770	5024	0	1770	1863	1583	1681	1752	1583
Fl _t Permitted	0.087			0.087			0.950			0.950	0.990	
Satd. Flow (perm)	162	5070	0	162	5024	0	1770	1863	1583	1681	1752	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			22				55			121
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	179	1528	27	70	2234	191	56	77	50	92	64	236
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	197	1679	30	77	2455	210	62	85	55	101	70	259
Lane Group Flow (vph)	197	1709	0	77	2665	0	62	85	55	83	88	259
Turn Type	pm+pt			pm+pt			custom		Perm custom			Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5	5	5	6	6	6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	10.0	50.0	0.0	10.0	50.0	0.0	9.0	9.0	9.0	21.0	21.0	21.0
Total Split (%)	11.1%	55.6%	0.0%	11.1%	55.6%	0.0%	10.0%	10.0%	10.0%	23.3%	23.3%	23.3%
Maximum Green (s)	5.0	45.0		5.0	45.0		4.0	4.0	4.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	53.6	50.0		52.0	46.0		5.0	5.0	5.0	17.0	17.0	17.0
Actuated g/C Ratio	0.60	0.56		0.58	0.51		0.06	0.06	0.06	0.19	0.19	0.19
v/c Ratio	0.97	0.61		0.38	1.03		0.63	0.82	0.39	0.26	0.27	0.65
Control Delay	89.7	23.4		9.9	41.8		70.8	93.6	20.7	33.8	33.7	26.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.7	23.4		9.9	41.8		70.8	93.6	20.7	33.8	33.7	26.3
LOS	F	C		A	D		E	F	C	C	C	C

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012









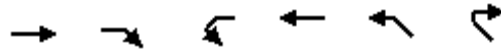
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		30.3			40.9			66.8			29.3	
Approach LOS		C			D			E			C	
90th %ile Green (s)	5.0	45.0		5.0	45.0		4.0	4.0	4.0	16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	5.0	45.0		5.0	45.0		4.0	4.0	4.0	16.0	16.0	16.0
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	5.0	45.0		5.0	45.0		4.0	4.0	4.0	16.0	16.0	16.0
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	5.0	55.0		0.0	45.0		4.0	4.0	4.0	16.0	16.0	16.0
30th %ile Term Code	Max	Coord		Skip	Coord		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	5.0	55.0		0.0	45.0		4.0	4.0	4.0	16.0	16.0	16.0
10th %ile Term Code	Max	Coord		Skip	Coord		Max	Max	Max	MaxR	MaxR	MaxR
Stops (vph)	288	1068		25	2088		51	63	15	64	66	119
Fuel Used(gal)	8	32		1	63		2	3	1	2	2	5
CO Emissions (g/hr)	544	2272		71	4405		150	226	77	136	142	343
NOx Emissions (g/hr)	106	442		14	857		29	44	15	27	28	67
VOC Emissions (g/hr)	126	526		16	1021		35	52	18	32	33	80
Dilemma Vehicles (#)	0	126		0	105		0	4	0	0	5	0
Queue Length 50th (ft)	170	508		25	~645		35	49	0	43	45	71
Queue Length 95th (ft)	m#230	m572		m25	m#633		#97	#133	37	86	90	154
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	204	2818		201	2579		98	104	140	318	331	397
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.61		0.38	1.03		0.63	0.82	0.39	0.26	0.27	0.65

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 1 (1%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 37.1 Intersection LOS: D
 Intersection Capacity Utilization 78.2% ICU Level of Service D
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street

 ø5	 ø6	 ø3	 ø4
9 s	21 s	10 s	50 s
		 ø7	 ø8
		10 s	50 s



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑			↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt	0.960					
Flt Protected						
Satd. Flow (prot)	4882	0	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	4882	0	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1755	648	0	3128	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1929	712	0	3437	0	0
Lane Group Flow (vph)	2641	0	0	3437	0	0
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	63.8%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↗		↖↗	↖	↖	↖	↖↗	↖	↖	↖↗	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		0	240		240	380		250
Storage Lanes	2		0	2		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fr _t		0.937				0.850			0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3316	0	3433	1863	1583	1770	3539	1583	1770	3539	1583
Fl _t Permitted	0.950			0.950			0.129			0.108		
Satd. Flow (perm)	3433	3316	0	3433	1863	1583	240	3539	1583	201	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		153				96			111			201
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		840			341			2564			2398	
Travel Time (s)		12.7			5.2			43.7			40.9	
Volume (vph)	821	194	141	244	89	270	134	1066	101	168	865	183
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	902	213	155	268	98	297	147	1171	111	185	951	201
Lane Group Flow (vph)	902	368	0	268	98	297	147	1171	111	185	951	201
Turn Type	Prot			Prot		Perm	pm+pt		custom	pm+pt		Perm
Protected Phases	7	4		3	8		5	2	2	1	6	
Permitted Phases						8	2		2	6		6
Detector Phases	7	4		3	8	8	5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	30.0	17.0	0.0	30.0	17.0	17.0	12.0	43.0	43.0	10.0	41.0	41.0
Total Split (%)	30.0%	17.0%	0.0%	30.0%	17.0%	17.0%	12.0%	43.0%	43.0%	10.0%	41.0%	41.0%
Maximum Green (s)	25.0	12.0		25.0	12.0	12.0	7.0	38.0	38.0	5.0	36.0	36.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0			5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	26.0	24.9		14.1	13.0	13.0	47.0	39.0	39.0	43.0	37.0	37.0
Actuated g/C Ratio	0.26	0.25		0.14	0.13	0.13	0.47	0.39	0.39	0.43	0.37	0.37
v/c Ratio	1.01	0.39		0.55	0.40	1.03	0.63	0.85	0.16	1.02	0.73	0.28
Control Delay	70.4	19.8		40.7	45.6	90.8	27.1	35.0	4.5	96.2	31.1	4.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.4	19.8		40.7	45.6	90.8	27.1	35.0	4.5	96.2	31.1	4.2
LOS	E	B		D	D	F	C	D	A	F	C	A

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		55.7			63.9			31.8			36.1	
Approach LOS		E			E			C			D	
90th %ile Green (s)	25.0	20.3		16.7	12.0	12.0	7.0	38.0	38.0	5.0	36.0	36.0
90th %ile Term Code	Max	Hold		Gap	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	25.0	22.4		14.6	12.0	12.0	7.0	38.0	38.0	5.0	36.0	36.0
70th %ile Term Code	Max	Hold		Gap	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	25.0	23.9		13.1	12.0	12.0	7.0	38.0	38.0	5.0	36.0	36.0
50th %ile Term Code	Max	Hold		Gap	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	25.0	25.4		11.6	12.0	12.0	7.0	38.0	38.0	5.0	36.0	36.0
30th %ile Term Code	Max	Hold		Gap	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	25.0	27.5		9.5	12.0	12.0	7.0	38.0	38.0	5.0	36.0	36.0
10th %ile Term Code	Max	Hold		Gap	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	726	160		219	80	151	73	929	13	87	723	19
Fuel Used(gal)	25	5		5	2	7	4	35	2	7	29	4
CO Emissions (g/hr)	1766	361		370	141	522	265	2465	138	508	2002	262
NOx Emissions (g/hr)	344	70		72	27	102	52	480	27	99	390	51
VOC Emissions (g/hr)	409	84		86	33	121	61	571	32	118	464	61
Dilemma Vehicles (#)	0	17		0	4	0	0	53	0	0	43	0
Queue Length 50th (ft)	~302	57		82	58	~145	50	352	0	~74	271	0
Queue Length 95th (ft)	#434	104		119	109	#313	#95	443	33	#214	345	45
Internal Link Dist (ft)		760			261			2484			2318	
Turn Bay Length (ft)	290			290			240		240	380		250
Base Capacity (vph)	893	941		798	242	289	235	1380	685	181	1309	712
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	1.01	0.39		0.34	0.40	1.03	0.63	0.85	0.16	1.02	0.73	0.28

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Natural Cycle:	100
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.03
Intersection Signal Delay:	44.0
Intersection LOS:	D
Intersection Capacity Utilization:	80.2%
ICU Level of Service:	D
Analysis Period (min)	15
90th %ile Actuated Cycle:	100
70th %ile Actuated Cycle:	100
50th %ile Actuated Cycle:	100
30th %ile Actuated Cycle:	100
10th %ile Actuated Cycle:	100
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue

 ø1	 ø2	 ø3	 ø4
10 s	43 s	30 s	17 s
 ø5	 ø6	 ø7	 ø8
12 s	41 s	30 s	17 s

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.984			0.976	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3483	0	1770	3454	0
Fl _t Permitted	0.950			0.950			0.247			0.125		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	460	3483	0	233	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			42			83		9			18	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	388	2725	101	197	1690	163	174	711	86	435	588	112
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	426	2995	111	216	1857	179	191	781	95	478	646	123
Lane Group Flow (vph)	426	2995	111	216	1857	179	191	876	0	478	769	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	21.0	58.0	58.0	11.0	48.0	48.0	16.0	32.0	0.0	29.0	45.0	0.0
Total Split (%)	16.2%	44.6%	44.6%	8.5%	36.9%	36.9%	12.3%	24.6%	0.0%	22.3%	34.6%	0.0%
Maximum Green (s)	16.0	53.0	53.0	6.0	43.0	43.0	11.0	27.0		24.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	17.0	54.0	54.0	7.0	44.0	44.0	39.8	28.0		57.0	41.2	
Actuated g/C Ratio	0.13	0.42	0.42	0.05	0.34	0.34	0.31	0.22		0.44	0.32	
v/c Ratio	0.95	1.13	0.16	1.17	0.86	0.30	0.73	1.16		1.20	0.70	
Control Delay	87.4	97.8	15.4	152.9	51.0	27.4	42.7	129.9		146.8	42.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	87.4	97.8	15.4	152.9	51.0	27.4	42.7	129.9		146.8	42.0	
LOS	F	F	B	F	D	C	D	F		F	D	

Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	93.9			58.9			114.3			82.2		
Approach LOS	F			E			F			F		
90th %ile Green (s)	16.0	53.0	53.0	6.0	43.0	43.0	11.0	27.0		24.0	40.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	16.0	53.0	53.0	6.0	43.0	43.0	11.0	27.0		24.0	40.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	16.0	53.0	53.0	6.0	43.0	43.0	11.0	27.0		24.0	40.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	16.0	53.0	53.0	6.0	43.0	43.0	11.0	27.0		24.0	40.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	16.0	53.0	53.0	6.0	43.0	43.0	10.2	27.0		24.0	40.8	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	MaxR		Max	MaxR	
Stops (vph)	352	2379	39	155	1553	128	128	670		303	589	
Fuel Used(gal)	18	133	3	10	54	4	6	44		26	28	
CO Emissions (g/hr)	1280	9309	184	707	3809	294	441	3063		1838	1983	
NOx Emissions (g/hr)	249	1811	36	138	741	57	86	596		358	386	
VOC Emissions (g/hr)	297	2158	43	164	883	68	102	710		426	459	
Dilemma Vehicles (#)	0	93	0	0	59	0	0	26		0	27	
Queue Length 50th (ft)	186	~846	35	~110	436	94	100	~456		~439	292	
Queue Length 95th (ft)	#289	#911	75	#191	526	190	#171	#590		#656	365	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	449	2662	682	185	2169	591	262	757		398	1106	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.95	1.13	0.16	1.17	0.86	0.30	0.73	1.16		1.20	0.70	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 105 (81%), Referenced to phase 4:EBT and 8:WBT, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.20

Intersection Signal Delay: 85.1

Intersection LOS: F

Intersection Capacity Utilization 104.9%

ICU Level of Service G

Analysis Period (min) 15

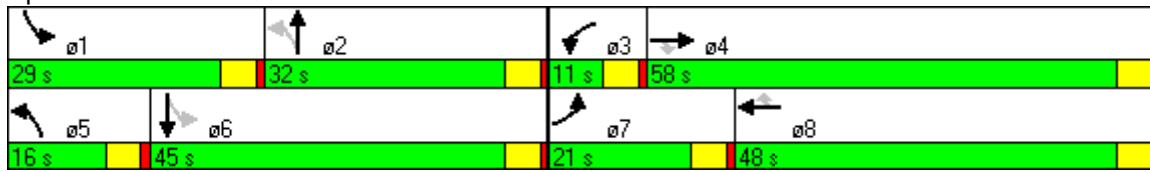
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue



Lanes, Volumes, Timings
9: SW 8th Street & SW 94th Avenue

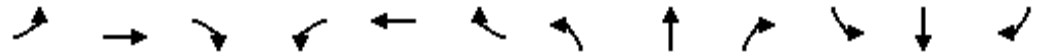
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.997			0.916			0.897	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6389	0	1770	1706	0	1770	1671	0
Fl _t Permitted	0.062			0.066			0.452			0.647		
Satd. Flow (perm)	115	6395	0	123	6389	0	842	1706	0	1205	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4			44			76	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	232	2978	42	20	1953	44	44	38	48	56	52	114
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	255	3273	46	22	2146	48	48	42	53	62	57	125
Lane Group Flow (vph)	255	3319	0	22	2194	0	48	95	0	62	182	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	35.0	86.0	0.0	14.0	65.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	26.9%	66.2%	0.0%	10.8%	50.0%	0.0%	23.1%	23.1%	0.0%	23.1%	23.1%	0.0%
Maximum Green (s)	30.0	81.0		9.0	60.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	107.4	100.8		91.8	85.0		14.6	14.6		14.6	14.6	
Actuated g/C Ratio	0.83	0.78		0.71	0.65		0.11	0.11		0.11	0.11	
v/c Ratio	0.78	0.67		0.13	0.52		0.51	0.41		0.46	0.71	
Control Delay	54.8	2.4		5.0	6.5		56.9	30.3		54.9	35.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	54.8	2.4		5.0	6.5		56.9	30.3		54.9	35.0	
LOS	D	A		A	A		E	C		D	C	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

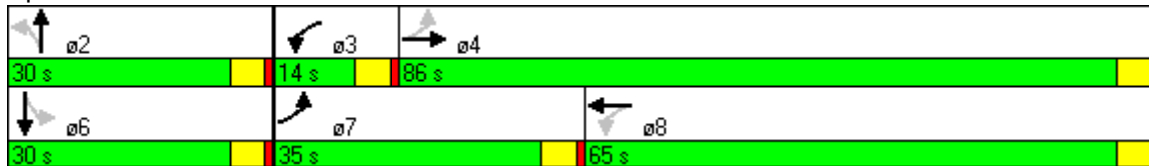


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	6.2				6.5		39.3				40.0	
Approach LOS	A				A		D				D	
90th %ile Green (s)	24.5	87.8	6.3		69.6	20.9		20.9	20.9		20.9	
90th %ile Term Code	Gap	Coord	Gap		Coord	Hold		Hold	Gap		Gap	
70th %ile Green (s)	19.5	92.7	5.8		79.0	16.5		16.5	16.5		16.5	
70th %ile Term Code	Gap	Coord	Gap		Coord	Hold		Hold	Gap		Gap	
50th %ile Green (s)	17.3	95.8	5.7		84.2	13.5		13.5	13.5		13.5	
50th %ile Term Code	Gap	Coord	Gap		Coord	Hold		Hold	Gap		Gap	
30th %ile Green (s)	14.9	109.4	0.0		89.5	10.6		10.6	10.6		10.6	
30th %ile Term Code	Gap	Coord	Skip		Coord	Hold		Hold	Gap		Gap	
10th %ile Green (s)	10.5	113.4	0.0		97.9	6.6		6.6	6.6		6.6	
10th %ile Term Code	Gap	Coord	Skip		Coord	Hold		Hold	Gap		Gap	
Stops (vph)	435	596	5		402	39		43	51		92	
Fuel Used(gal)	10	40	0		23	2		2	2		5	
CO Emissions (g/hr)	728	2825	16		1604	110		165	145		351	
NOx Emissions (g/hr)	142	550	3		312	21		32	28		68	
VOC Emissions (g/hr)	169	655	4		372	26		38	34		81	
Dilemma Vehicles (#)	0	15	0		112	0		3	0		6	
Queue Length 50th (ft)	161	38	2		122	39		40	50		87	
Queue Length 95th (ft)	m108	m34	m3		136	78		90	92		159	
Internal Link Dist (ft)	1527				1101		2349				2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	490	4960	217		4181	168		376	241		395	
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	0.52	0.67	0.10		0.52	0.29		0.25	0.26		0.46	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 14 (11%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 8.4 Intersection LOS: A
 Intersection Capacity Utilization 73.6% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.996				0.850		0.971			0.931	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6382	0	1770	6408	1583	1770	1809	0	1770	1734	0
Fl _t Permitted	0.080			0.087			0.171			0.111		
Satd. Flow (perm)	149	6382	0	162	6408	1583	319	1809	0	207	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				117		10			33	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			958			3134			2669	
Travel Time (s)		17.9			14.5			53.4			45.5	
Volume (vph)	289	2767	85	117	1687	276	149	398	96	87	198	170
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	318	3041	93	129	1854	303	164	437	105	96	218	187
Lane Group Flow (vph)	318	3134	0	129	1854	303	164	542	0	96	405	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	28.0	68.0	0.0	10.0	50.0	50.0	12.0	43.0	0.0	9.0	40.0	0.0
Total Split (%)	21.5%	52.3%	0.0%	7.7%	38.5%	38.5%	9.2%	33.1%	0.0%	6.9%	30.8%	0.0%
Maximum Green (s)	23.0	63.0		5.0	45.0	45.0	7.0	38.0		4.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	74.0	64.0		53.8	47.8	47.8	47.0	39.0		41.0	36.0	
Actuated g/C Ratio	0.57	0.49		0.41	0.37	0.37	0.36	0.30		0.32	0.28	
v/c Ratio	0.88	1.00		0.91	0.79	0.46	0.80	0.99		0.77	0.80	
Control Delay	70.5	27.2		75.2	27.1	12.4	58.8	79.5		67.7	53.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	70.5	27.2		75.2	27.1	12.4	58.8	79.5		67.7	53.5	
LOS	E	C		E	C	B	E	E		E	D	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012

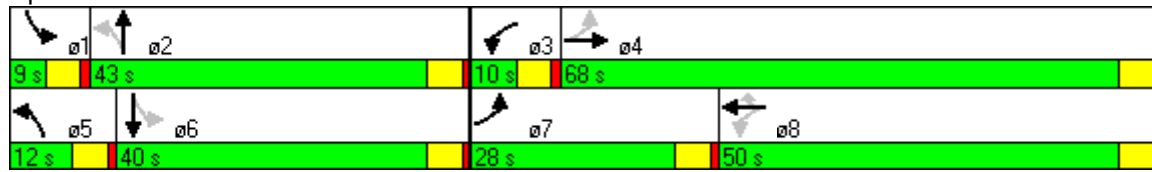


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		31.2			27.9			74.7			56.2	
Approach LOS		C			C			E			E	
90th %ile Green (s)	23.0	63.0		5.0	45.0	45.0	7.0	38.0		4.0	35.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	23.0	63.0		5.0	45.0	45.0	7.0	38.0		4.0	35.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	23.0	63.0		5.0	45.0	45.0	7.0	38.0		4.0	35.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	21.0	63.0		5.0	47.0	47.0	7.0	38.0		4.0	35.0	
30th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	15.9	63.0		5.0	52.1	52.1	7.0	38.0		4.0	35.0	
10th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
Stops (vph)	257	1517		55	1160	127	98	428		59	309	
Fuel Used(gal)	10	57		3	34	4	6	23		3	14	
CO Emissions (g/hr)	668	3953		224	2393	279	413	1584		234	960	
NOx Emissions (g/hr)	130	769		44	466	54	80	308		46	187	
VOC Emissions (g/hr)	155	916		52	555	65	96	367		54	223	
Dilemma Vehicles (#)	0	107		0	87	0	0	17		0	14	
Queue Length 50th (ft)	211	165		63	285	38	96	448		54	295	
Queue Length 95th (ft)	#352	#840		m#108	m375	m77	#169	#689		#124	#450	
Internal Link Dist (ft)		1101			878			3054			2589	
Turn Bay Length (ft)	507			380		96	160					
Base Capacity (vph)	384	3145		141	2357	656	205	550		125	504	
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	0.83	1.00		0.91	0.79	0.46	0.80	0.99		0.77	0.80	

Intersection Summary

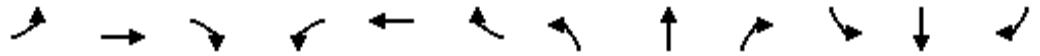
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 17 (13%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 36.4 Intersection LOS: D
 Intersection Capacity Utilization 92.9% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue



Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

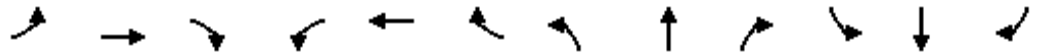
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.963			0.953			0.975			0.991	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1794	0	1770	1775	0	1770	3451	0	1770	3507	0
Fl _t Permitted	0.190			0.297			0.129			0.148		
Satd. Flow (perm)	354	1794	0	553	1775	0	240	3451	0	276	3507	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			31			49			11	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2564	
Travel Time (s)		24.4			21.2			19.6			43.7	
Volume (vph)	111	373	122	122	258	119	87	1224	244	110	1106	69
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	122	410	134	134	284	131	96	1345	268	121	1215	76
Lane Group Flow (vph)	122	544	0	134	415	0	96	1613	0	121	1291	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	30.0	0.0	21.0	21.0	0.0	9.0	40.0	0.0	31.0	31.0	0.0
Total Split (%)	12.9%	42.9%	0.0%	30.0%	30.0%	0.0%	12.9%	57.1%	0.0%	44.3%	44.3%	0.0%
Maximum Green (s)	4.0	25.0		16.0	16.0		4.0	35.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	24.2	24.1		17.1	17.1		36.0	36.1		29.1	29.1	
Actuated g/C Ratio	0.35	0.35		0.25	0.25		0.51	0.53		0.43	0.43	
v/c Ratio	0.54	0.84		0.97	0.89		0.41	0.87		1.03	0.86	
Control Delay	25.0	29.7		102.7	47.7		14.2	21.2		123.3	27.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.0	29.7		102.7	47.7		14.2	21.2		123.3	27.3	
LOS	C	C		F	D		B	C		F	C	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		28.8			61.1			20.8			35.6	
Approach LOS		C			E			C			D	
90th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	35.0		26.0	26.0	
90th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	35.0		26.0	26.0	
70th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	35.0		26.0	26.0	
50th %ile Term Code	Max	Max		Max	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	4.0	25.0		16.0	16.0		4.0	35.0		26.0	26.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	16.0		16.0	16.0		0.0	35.0		35.0	35.0	
10th %ile Term Code	Skip	Hold		Max	Max		Skip	MaxR		Hold	Hold	
Stops (vph)	73	398		91	293		42	1136		74	937	
Fuel Used(gal)	2	12		4	10		1	29		5	36	
CO Emissions (g/hr)	165	818		313	680		94	2023		378	2530	
NOx Emissions (g/hr)	32	159		61	132		18	394		73	492	
VOC Emissions (g/hr)	38	190		72	158		22	469		88	586	
Dilemma Vehicles (#)	0	35		0	25		0	105		0	81	
Queue Length 50th (ft)	35	194		58	162		20	298		~62	274	
Queue Length 95th (ft)	69	#356		#162	#325		42	#467		#159	#418	
Internal Link Dist (ft)		1350			1161			1070			2484	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	224	683		138	467		233	1851		117	1502	
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	0.54	0.80		0.97	0.89		0.41	0.87		1.03	0.86	

Intersection Summary

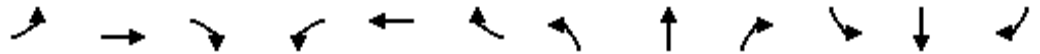
Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	68.2
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.03
Intersection Signal Delay:	31.9
Intersection LOS:	C
Intersection Capacity Utilization:	94.9%
ICU Level of Service:	F
Analysis Period (min)	15
90th %ile Actuated Cycle:	70
70th %ile Actuated Cycle:	70
50th %ile Actuated Cycle:	70
30th %ile Actuated Cycle:	70
10th %ile Actuated Cycle:	61
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue











Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

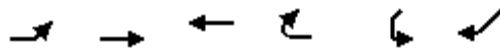
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑↑	↗	↙	↑↑↑	↗	↙	↑↑		↙	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	154		250	200		200	250		0
Storage Lanes	1		0	1		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.952			0.946	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	3369	0	1770	3348	0
Fl _t Permitted	0.066			0.066			0.190			0.236		
Satd. Flow (perm)	123	5085	1583	123	5085	1583	354	3369	0	440	3348	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			41			90		56			70	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		799			1458			2338			2560	
Travel Time (s)		12.1			22.1			39.9			43.6	
Volume (vph)	182	2093	55	228	1907	110	300	423	199	126	229	129
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	200	2300	60	251	2096	121	330	465	219	138	252	142
Lane Group Flow (vph)	200	2300	60	251	2096	121	330	684	0	138	394	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	21.0	21.0		9.0	21.0	
Total Split (s)	19.0	65.0	65.0	19.0	65.0	65.0	25.0	35.0	0.0	11.0	21.0	0.0
Total Split (%)	14.6%	50.0%	50.0%	14.6%	50.0%	50.0%	19.2%	26.9%	0.0%	8.5%	16.2%	0.0%
Maximum Green (s)	14.0	60.0	60.0	14.0	60.0	60.0	20.0	30.0		6.0	16.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max		None	None	
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0			0	
Act Effct Green (s)	75.2	61.0	61.0	76.8	61.8	61.8	42.0	31.0		24.0	17.0	
Actuated g/C Ratio	0.58	0.47	0.47	0.59	0.48	0.48	0.32	0.24		0.18	0.13	
v/c Ratio	0.79	0.96	0.08	0.95	0.87	0.15	0.96	0.81		0.90	0.79	
Control Delay	55.1	34.3	8.7	78.8	35.1	6.7	78.2	51.3		59.6	37.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	55.1	34.3	8.7	78.8	35.1	6.7	78.2	51.3		59.6	37.2	
LOS	E	C	A	E	D	A	E	D		E	D	

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue

 ø1		 ø3	 ø4
11 s	35 s	19 s	65 s
 ø5	 ø6	 ø7	 ø8
25 s	21 s	19 s	65 s

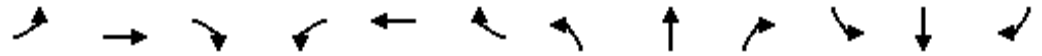


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15			9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	*0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	0	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45	45		45	
Link Distance (ft)		341	370		448	
Travel Time (s)		5.2	5.6		6.8	
Volume (vph)	0	463	0	0	0	603
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	509	0	0	0	663
Lane Group Flow (vph)	0	509	0	0	0	663
Sign Control		Free	Free		Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	24.4% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	

Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶↶	↶↶↶	↷	↶↶	↶↶↶		↶	↶↶↶	↷	↶	↶↶	↷
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.988				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5024	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.098			0.100		
Satd. Flow (perm)	3433	5085	1583	3433	5024	0	183	5085	1583	186	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			40		11				160			376
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	689	2253	185	296	1011	90	132	1806	399	189	872	392
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	757	2476	203	325	1111	99	145	1985	438	208	958	431
Lane Group Flow (vph)	757	2476	203	325	1210	0	145	1985	438	208	958	431
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1		6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	33.0	58.0	58.0	14.0	39.0	0.0	14.0	45.0	45.0	13.0	44.0	44.0
Total Split (%)	25.4%	44.6%	44.6%	10.8%	30.0%	0.0%	10.8%	34.6%	34.6%	10.0%	33.8%	33.8%
Maximum Green (s)	28.0	53.0	53.0	9.0	34.0		9.0	40.0	40.0	8.0	39.0	39.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	29.0	54.0	54.0	10.0	35.0		51.0	41.0	41.0	49.0	40.0	40.0
Actuated g/C Ratio	0.22	0.42	0.42	0.08	0.27		0.39	0.32	0.32	0.38	0.31	0.31
v/c Ratio	0.99	1.17	0.30	1.23	0.89		0.75	1.24	0.72	1.16	0.88	0.58
Control Delay	80.1	118.1	21.5	159.6	71.0		50.6	150.8	32.1	144.9	53.2	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.1	118.1	21.5	159.6	71.0		50.6	150.8	32.1	144.9	53.2	9.2
LOS	F	F	C	F	E		D	F	C	F	D	A

Lanes, Volumes, Timings
22: Flagler Street & SW 87th Avenue

2/1/2012

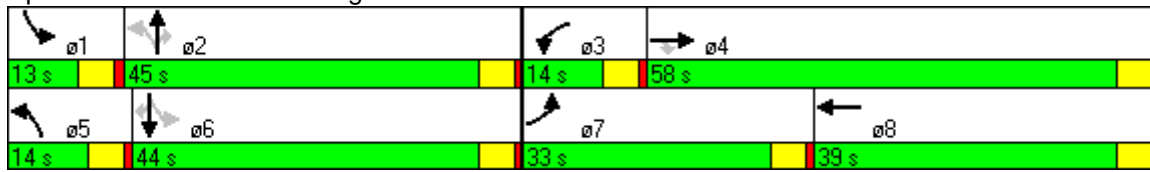


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	104.0			89.7			124.9			53.3		
Approach LOS	F			F			F			D		
90th %ile Green (s)	28.0	53.0	53.0	9.0	34.0		9.0	40.0	40.0	8.0	39.0	39.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	28.0	53.0	53.0	9.0	34.0		9.0	40.0	40.0	8.0	39.0	39.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	28.0	53.0	53.0	9.0	34.0		9.0	40.0	40.0	8.0	39.0	39.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	28.0	53.0	53.0	9.0	34.0		9.0	40.0	40.0	8.0	39.0	39.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	MaxR	MaxR	Max	MaxR	MaxR
10th %ile Green (s)	28.0	53.0	53.0	9.0	34.0		8.9	40.0	40.0	8.0	39.1	39.1
10th %ile Term Code	Max	Coord	Coord	Max	Coord		Gap	MaxR	MaxR	Max	MaxR	MaxR
Stops (vph)	623	1915	98	230	1066		82	1484	236	106	792	59
Fuel Used(gal)	28	109	5	15	37		5	104	12	10	34	9
CO Emissions (g/hr)	1989	7640	332	1025	2566		323	7240	862	718	2384	622
NOx Emissions (g/hr)	387	1486	65	199	499		63	1409	168	140	464	121
VOC Emissions (g/hr)	461	1771	77	237	595		75	1678	200	166	553	144
Dilemma Vehicles (#)	0	74	0	0	27		0	56	0	0	33	0
Queue Length 50th (ft)	330	~910	89	~168	394		77	~758	212	~156	403	33
Queue Length 95th (ft)	#462	#1000	149	#265	#446		#171	#854	343	#320	#501	131
Internal Link Dist (ft)	2295			1303			260			2774		
Turn Bay Length (ft)	235		70	330			200		178	202		
Base Capacity (vph)	766	2112	681	264	1361		194	1604	609	180	1090	747
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	0.99	1.17	0.30	1.23	0.89		0.75	1.24	0.72	1.16	0.88	0.58

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 99 (76%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.24
 Intersection Signal Delay: 98.6 Intersection LOS: F
 Intersection Capacity Utilization 110.7% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

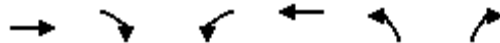
2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖↗	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1747	0	247	2228	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1920	0	271	2448	0	0
Lane Group Flow (vph)	1920	0	271	2448	0	0
Turn Type						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	43.0	0.0	22.0	65.0	0.0	0.0
Total Split (%)	66.2%	0.0%	33.8%	100.0%	0.0%	0.0%
Maximum Green (s)	38.0		17.0	60.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	45.9		11.1	65.0		
Actuated g/C Ratio	0.71		0.17	1.00		
v/c Ratio	0.54		0.46	0.48		
Control Delay	3.7		24.6	0.3		
Queue Delay	0.0		0.0	0.0		
Total Delay	3.7		24.6	0.3		
LOS	A		C	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



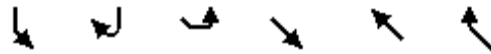
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	3.7			2.7		
Approach LOS	A			A		
90th %ile Green (s)	42.0		13.0	60.0		
90th %ile Term Code	Coord		Gap	Coord		
70th %ile Green (s)	43.8		11.2	60.0		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	44.9		10.1	60.0		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	46.0		9.0	60.0		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	47.6		7.4	60.0		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	451		209	1		
Fuel Used(gal)	9		7	26		
CO Emissions (g/hr)	602		466	1796		
NOx Emissions (g/hr)	117		91	349		
VOC Emissions (g/hr)	140		108	416		
Dilemma Vehicles (#)	117		0	0		
Queue Length 50th (ft)	121		50	0		
Queue Length 95th (ft)	m146		78	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	3588		951	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.54		0.28	0.48		

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 32 (49%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 3.2 Intersection LOS: A
 Intersection Capacity Utilization 47.5% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





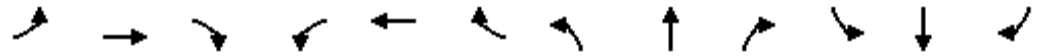
Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	247	0	0	619	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	271	0	0	680	0	0
Lane Group Flow (vph)	271	0	0	680	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.3%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	175		0	234		0
Storage Lanes	1		0	1		0	1		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	0.97	1.00	1.00
Fr _t		0.991			0.985			0.919				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5040	0	1770	5009	0	1770	3253	0	3433	1863	1583
Fl _t Permitted	0.063			0.068			0.950			0.950		
Satd. Flow (perm)	117	5040	0	127	5009	0	1770	3253	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			19			138				99
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1329			1309			175			2451	
Travel Time (s)		22.7			22.3			3.0			41.8	
Volume (vph)	135	2459	149	212	1347	150	87	311	367	400	201	90
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	148	2702	164	233	1480	165	96	342	403	440	221	99
Lane Group Flow (vph)	148	2866	0	233	1645	0	96	745	0	440	221	99
Turn Type	pm+pt			pm+pt			Prot			Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8								2
Detector Phases	7	4		3	8		1	6		5	2	2
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	21.0		21.0	21.0	21.0
Total Split (s)	20.0	68.0	0.0	15.0	63.0	0.0	17.0	26.0	0.0	21.0	30.0	30.0
Total Split (%)	15.4%	52.3%	0.0%	11.5%	48.5%	0.0%	13.1%	20.0%	0.0%	16.2%	23.1%	23.1%
Maximum Green (s)	15.0	63.0		10.0	58.0		12.0	21.0		16.0	25.0	25.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	Max		Max	Max	Max
Walk Time (s)		5.0			5.0			5.0		5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0			0		0	0	0
Act Effct Green (s)	76.1	64.0		73.6	62.6		11.6	22.0		17.0	27.4	27.4
Actuated g/C Ratio	0.59	0.49		0.57	0.48		0.09	0.17		0.13	0.21	0.21
v/c Ratio	0.65	1.15		1.10	0.68		0.61	1.12		0.98	0.56	0.24
Control Delay	46.8	89.6		125.8	27.9		60.7	93.7		93.9	52.9	9.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	46.8	89.6		125.8	27.9		60.7	93.7		93.9	52.9	9.6
LOS	D	F		F	C		E	F		F	D	A

Lanes, Volumes, Timings
26: Flagler Street & SW 82nd Avenue

2/1/2012

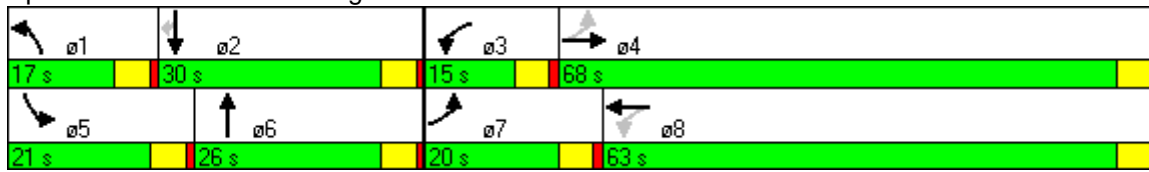


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		87.5			40.0			90.0			71.0	
Approach LOS		F			D			F			E	
90th %ile Green (s)	15.0	63.0		10.0	58.0		12.0	21.0		16.0	25.0	25.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	MaxR		MaxR	MaxR	MaxR
70th %ile Green (s)	14.4	63.0		10.0	58.6		12.0	21.0		16.0	25.0	25.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	MaxR		MaxR	MaxR	MaxR
50th %ile Green (s)	11.9	63.0		10.0	61.1		12.0	21.0		16.0	25.0	25.0
50th %ile Term Code	Gap	Coord		Max	Coord		Max	MaxR		MaxR	MaxR	MaxR
30th %ile Green (s)	9.5	63.0		10.0	63.5		9.9	21.0		16.0	27.1	27.1
30th %ile Term Code	Gap	Coord		Max	Coord		Gap	MaxR		MaxR	MaxR	MaxR
10th %ile Green (s)	6.1	63.0		10.0	66.9		7.2	21.0		16.0	29.8	29.8
10th %ile Term Code	Gap	Coord		Max	Coord		Gap	MaxR		MaxR	MaxR	MaxR
Stops (vph)	88	2030		118	1112		72	508		359	177	14
Fuel Used(gal)	3	91		8	33		3	31		18	7	2
CO Emissions (g/hr)	235	6363		592	2287		237	2133		1246	506	127
NOx Emissions (g/hr)	46	1238		115	445		46	415		242	99	25
VOC Emissions (g/hr)	55	1475		137	530		55	494		289	117	29
Dilemma Vehicles (#)	0	93		0	58		0	8		0	8	0
Queue Length 50th (ft)	79	~1023		~170	380		59	~334		193	171	0
Queue Length 95th (ft)	m102	#1113		#346	457		m95	#448		#302	258	48
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173			175			234		
Base Capacity (vph)	275	2486		211	2423		177	665		449	393	412
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	0.54	1.15		1.10	0.68		0.54	1.12		0.98	0.56	0.24

Intersection Summary

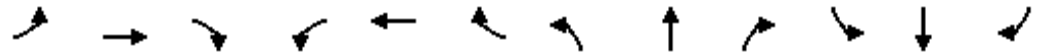
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 1 (1%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.15
 Intersection Signal Delay: 72.1 Intersection LOS: E
 Intersection Capacity Utilization 107.7% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue



Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

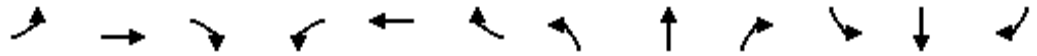
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖	↖	↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Fr _t		0.996			0.993				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.981	
Satd. Flow (prot)	1770	5065	0	1770	5050	0	1770	1863	1583	1681	1736	1583
Fl _t Permitted	0.069			0.073			0.950			0.950	0.981	
Satd. Flow (perm)	129	5065	0	136	5050	0	1770	1863	1583	1681	1736	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			7				86			130
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	305	2487	63	41	1316	65	60	57	97	140	63	118
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	335	2733	69	45	1446	71	66	63	107	154	69	130
Lane Group Flow (vph)	335	2802	0	45	1517	0	66	63	107	109	114	130
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	37.0	87.0	0.0	9.0	59.0	0.0	13.0	13.0	13.0	21.0	21.0	21.0
Total Split (%)	28.5%	66.9%	0.0%	6.9%	45.4%	0.0%	10.0%	10.0%	10.0%	16.2%	16.2%	16.2%
Maximum Green (s)	32.0	82.0		4.0	54.0		8.0	8.0	8.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	92.0	84.8		68.4	63.4		8.6	8.6	8.6	17.4	17.4	17.4
Actuated g/C Ratio	0.71	0.65		0.53	0.49		0.07	0.07	0.07	0.13	0.13	0.13
v/c Ratio	0.83	0.85		0.34	0.62		0.56	0.51	0.58	0.48	0.49	0.40
Control Delay	48.8	8.5		19.7	20.8		75.0	71.7	29.4	60.5	60.4	12.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.8	8.5		19.7	20.8		75.0	71.7	29.4	60.5	60.4	12.2
LOS	D	A		B	C		E	E	C	E	E	B

Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012

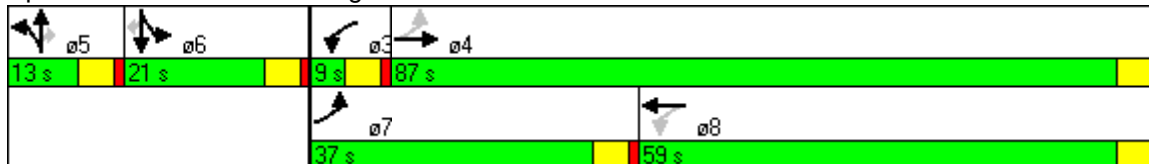


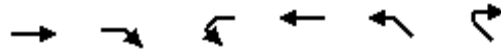
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		12.8			20.8			53.5			42.7	
Approach LOS		B			C			D			D	
90th %ile Green (s)	32.0	82.0		4.0	54.0		8.0	8.0	8.0	16.0	16.0	16.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	26.0	82.0		4.0	60.0		8.0	8.0	8.0	16.0	16.0	16.0
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	26.6	82.0		4.0	59.4		8.0	8.0	8.0	16.0	16.0	16.0
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	21.2	82.0		4.0	64.8		8.0	8.0	8.0	16.0	16.0	16.0
30th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	12.4	91.0		0.0	73.6		6.2	6.2	6.2	17.8	17.8	17.8
10th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap	Gap	MaxR	MaxR	MaxR
Stops (vph)	412	1790		18	493		57	55	29	91	95	17
Fuel Used(gal)	10	46		1	23		2	2	2	3	3	2
CO Emissions (g/hr)	695	3211		50	1618		166	155	161	220	231	119
NOx Emissions (g/hr)	135	625		10	315		32	30	31	43	45	23
VOC Emissions (g/hr)	161	744		12	375		38	36	37	51	54	28
Dilemma Vehicles (#)	0	55		0	95		0	2	0	0	4	0
Queue Length 50th (ft)	176	843		9	150		55	52	17	91	95	0
Queue Length 95th (ft)	m140	m90		m28	257		105	102	78	156	162	59
Internal Link Dist (ft)		1303			1249			2113			1096	
Turn Bay Length (ft)	270			267			75		260	210		
Base Capacity (vph)	508	3306		134	2465		123	129	190	225	232	324
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.85		0.34	0.62		0.54	0.49	0.56	0.48	0.49	0.40

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 128 (98%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 19.0 Intersection LOS: B
 Intersection Capacity Utilization 75.0% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street

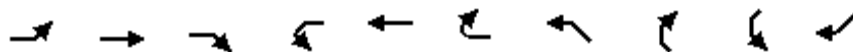




Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑			↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt	0.961					
Flt Protected						
Satd. Flow (prot)	4887	0	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	4887	0	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1747	619	0	2228	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1920	680	0	2448	0	0
Lane Group Flow (vph)	2600	0	0	2448	0	0
Sign Control	Free			Free	Free	

Intersection Summary

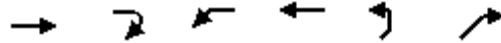
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.9%
	ICU Level of Service A
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑↑					↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		45	15		9	15	9	15	45
Lane Util. Factor	1.00	0.95	*0.95	1.00	0.95	1.00	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	3539	0	3539	0	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	3539	0	3539	0	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		958			454		376		381	
Travel Time (s)		14.5			6.9		5.7		5.8	
Volume (vph)	0	1751	1156	0	1686	0	0	0	0	406
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1924	1270	0	1853	0	0	0	0	446
Lane Group Flow (vph)	0	1924	1270	0	1853	0	0	0	0	446
Sign Control		Free			Free		Free		Free	

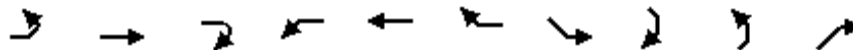
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	71.3%
ICU Level of Service	C
Analysis Period (min)	15
* User Entered Value	



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑		↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	45
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.95
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	1863	0	*3539
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	0	*3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	45	
Link Distance (ft)	479			840	486	
Travel Time (s)	7.3			12.7	7.4	
Volume (vph)	0	0	0	406	0	1156
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	446	0	1270
Lane Group Flow (vph)	0	0	0	446	0	1270
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.8% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations		↑↑			↑↑	↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		9	15		45	15	9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	*0.95	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	0	0	3539	3539	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	0	0	3539	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		639			676		475		554	
Travel Time (s)		9.7			10.2		7.2		8.4	
Volume (vph)	0	1751	0	0	1686	603	0	0	0	463
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1924	0	0	1853	663	0	0	0	509
Lane Group Flow (vph)	0	1924	0	0	1853	663	0	0	0	509
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	71.3%
	ICU Level of Service C
Analysis Period (min)	15
* User Entered Value	

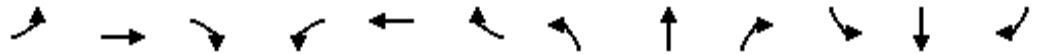
Lanes, Volumes, Timings
3: SW 8th Street & SW 87th Avenue

2/1/2012

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 				 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		0	240		240	380		250
Storage Lanes	2		0	2		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.95	0.95	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fr _t		0.945				0.850			0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3345	0	3433	1863	1583	1770	3539	1583	1770	3539	1583
Fl _t Permitted	0.950			0.950			0.114			0.229		
Satd. Flow (perm)	3433	3345	0	3433	1863	1583	212	3539	1583	427	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		106				217			123			330
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		840			341			2564			2398	
Travel Time (s)		12.7			5.2			43.7			40.9	
Volume (vph)	390	208	119	427	121	287	197	680	112	243	1086	300
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	429	229	131	469	133	315	216	747	123	267	1193	330
Lane Group Flow (vph)	429	360	0	469	133	315	216	747	123	267	1193	330
Turn Type	Prot			Prot		Perm	pm+pt		custom	pm+pt		Perm
Protected Phases	7	4		3	8		5	2	2	1		6
Permitted Phases						8	2		2	6		6
Detector Phases	7	4		3	8	8	5	2	2	1		6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	18.0	17.0	0.0	18.0	17.0	17.0	13.0	39.0	39.0	16.0	42.0	42.0
Total Split (%)	20.0%	18.9%	0.0%	20.0%	18.9%	18.9%	14.4%	43.3%	43.3%	17.8%	46.7%	46.7%
Maximum Green (s)	13.0	12.0		13.0	12.0	12.0	8.0	34.0	34.0	11.0	37.0	37.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		5.0			5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	13.8	11.9		14.0	12.0	12.0	44.7	35.7	35.7	49.4	38.0	38.0
Actuated g/C Ratio	0.16	0.13		0.16	0.13	0.13	0.50	0.40	0.40	0.56	0.43	0.43
v/c Ratio	0.80	0.67		0.87	0.53	0.78	0.82	0.53	0.17	0.65	0.79	0.38
Control Delay	48.7	30.8		54.8	42.6	25.7	43.9	22.2	4.2	17.3	26.8	3.4
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	48.7	30.8		54.8	42.6	25.7	43.9	22.2	4.2	17.3	26.8	3.4
LOS	D	C		D	D	C	D	C	A	B	C	A

Lanes, Volumes, Timings
 3: SW 8th Street & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		40.5			43.0			24.5			21.1	
Approach LOS		D			D			C			C	
90th %ile Green (s)	13.0	12.0		13.0	12.0	12.0	8.0	34.0	34.0	11.0	37.0	37.0
90th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
70th %ile Green (s)	13.0	12.0		13.0	12.0	12.0	8.0	34.0	34.0	11.0	37.0	37.0
70th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
50th %ile Green (s)	13.0	12.0		13.0	12.0	12.0	8.0	34.0	34.0	11.0	37.0	37.0
50th %ile Term Code	Max	Max		Max	Max	Max	Max	MaxR	MaxR	Max	MaxR	MaxR
30th %ile Green (s)	13.0	10.5		13.0	10.5	10.5	8.0	34.4	34.4	10.6	37.0	37.0
30th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Hold	Hold	Gap	MaxR	MaxR
10th %ile Green (s)	12.1	7.9		13.0	8.8	8.8	8.0	36.8	36.8	8.2	37.0	37.0
10th %ile Term Code	Gap	Gap		Max	Hold	Hold	Max	Hold	Hold	Gap	MaxR	MaxR
Stops (vph)	355	214		383	110	93	107	498	14	117	904	25
Fuel Used(gal)	10	7		10	3	3	6	20	2	7	35	6
CO Emissions (g/hr)	727	455		732	188	230	436	1384	152	456	2445	421
NOx Emissions (g/hr)	142	89		142	37	45	85	269	30	89	476	82
VOC Emissions (g/hr)	169	105		170	43	53	101	321	35	106	567	98
Dilemma Vehicles (#)	0	19		0	7	0	0	38	0	0	61	0
Queue Length 50th (ft)	123	71		136	71	52	70	169	0	72	302	0
Queue Length 95th (ft)	#192	117		#220	128	#175	#192	225	33	116	388	48
Internal Link Dist (ft)		760			261			2484			2318	
Turn Bay Length (ft)	290			290			240		240	380		250
Base Capacity (vph)	540	574		541	270	414	264	1420	709	418	1514	866
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	0.79	0.63		0.87	0.49	0.76	0.82	0.53	0.17	0.64	0.79	0.38

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 88.9
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 29.6 Intersection LOS: C
 Intersection Capacity Utilization 76.0% ICU Level of Service D
 Analysis Period (min) 15
 90th %ile Actuated Cycle: 90
 70th %ile Actuated Cycle: 90
 50th %ile Actuated Cycle: 90
 30th %ile Actuated Cycle: 88.5
 10th %ile Actuated Cycle: 85.9
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: SW 8th Street & SW 87th Avenue

 ø1	 ø2	 ø3	 ø4
16 s	39 s	18 s	17 s
 ø5	 ø6	 ø7	 ø8
13 s	42 s	18 s	17 s

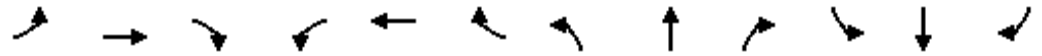
Lanes, Volumes, Timings
6: SW 8th Street & SW 97th Avenue

2/1/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		150	253		124	140		0	152		0
Storage Lanes	2		1	2		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.86	1.00	0.97	0.86	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.985			0.980	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6408	1583	3433	6408	1583	1770	3486	0	1770	3468	0
Fl _t Permitted	0.950			0.950			0.111			0.108		
Satd. Flow (perm)	3433	6408	1583	3433	6408	1583	207	3486	0	201	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			45		7			11	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2790			1607			282			3494	
Travel Time (s)		42.3			24.3			4.8			59.6	
Volume (vph)	451	2063	84	332	2483	146	421	603	67	290	838	128
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	496	2267	92	365	2729	160	463	663	74	319	921	141
Lane Group Flow (vph)	496	2267	92	365	2729	160	463	737	0	319	1062	0
Turn Type	Prot		Perm	Prot		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	21.0	58.0	58.0	20.0	57.0	57.0	31.0	40.0	0.0	32.0	41.0	0.0
Total Split (%)	14.0%	38.7%	38.7%	13.3%	38.0%	38.0%	20.7%	26.7%	0.0%	21.3%	27.3%	0.0%
Maximum Green (s)	16.0	53.0	53.0	15.0	52.0	52.0	26.0	35.0		27.0	36.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	17.0	54.0	54.0	16.0	53.0	53.0	64.5	38.1		62.9	37.0	
Actuated g/C Ratio	0.11	0.36	0.36	0.11	0.35	0.35	0.43	0.25		0.42	0.25	
v/c Ratio	1.28	0.98	0.15	1.00	1.21	0.27	1.25	0.83		0.90	1.23	
Control Delay	193.3	62.4	20.3	96.3	134.5	25.9	171.8	61.8		62.3	159.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	193.3	62.4	20.3	96.3	134.5	25.9	171.8	61.8		62.3	159.3	
LOS	F	E	C	F	F	C	F	E		E	F	

Lanes, Volumes, Timings
 6: SW 8th Street & SW 97th Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	83.8			124.9			104.2			136.9		
Approach LOS	F			F			F			F		
90th %ile Green (s)	16.0	53.0	53.0	15.0	52.0	52.0	26.0	35.0		27.0	36.0	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	16.0	53.0	53.0	15.0	52.0	52.0	26.0	35.0		27.0	36.0	
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	16.0	53.0	53.0	15.0	52.0	52.0	26.0	35.0		27.0	36.0	
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	16.0	53.0	53.0	15.0	52.0	52.0	26.0	37.4		24.6	36.0	
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Gap	MaxR	
10th %ile Green (s)	16.0	53.0	53.0	15.0	52.0	52.0	26.0	42.9		19.1	36.0	
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	MaxR		Gap	MaxR	
Stops (vph)	358	1905	35	285	1967	151	289	606		224	790	
Fuel Used(gal)	30	87	2	14	118	4	26	28		13	62	
CO Emissions (g/hr)	2123	6099	161	945	8273	291	1825	1958		891	4333	
NOx Emissions (g/hr)	413	1187	31	184	1610	57	355	381		173	843	
VOC Emissions (g/hr)	492	1413	37	219	1917	68	423	454		207	1004	
Dilemma Vehicles (#)	0	67	0	0	109	0	0	22		0	26	
Queue Length 50th (ft)	~315	637	36	176	~925	95	~517	365		250	~671	
Queue Length 95th (ft)	#432	#726	78 m#286	#993	m141	#741	#466			#410	#812	
Internal Link Dist (ft)	2710			1527			202			3414		
Turn Bay Length (ft)	270		150	253		124	140			152		
Base Capacity (vph)	389	2307	594	366	2264	588	370	890		380	864	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.28	0.98	0.15	1.00	1.21	0.27	1.25	0.83		0.84	1.23	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 73 (49%), Referenced to phase 4:EBT and 8:WBT, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 110.4 Intersection LOS: F
 Intersection Capacity Utilization 112.7% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SW 8th Street & SW 97th Avenue

 ø1	 ø2	 ø3	 ø4
32 s	40 s	20 s	58 s
 ø5	 ø6	 ø7	 ø8
31 s	41 s	21 s	57 s

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	194		0	104		0	94		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.997			0.940			0.869	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6395	0	1770	6389	0	1770	1751	0	1770	1619	0
Fl _t Permitted	0.098			0.098			0.343			0.728		
Satd. Flow (perm)	183	6395	0	183	6389	0	639	1751	0	1356	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			7			18			100	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1607			1181			2429			2630	
Travel Time (s)		24.3			17.9			47.3			51.2	
Volume (vph)	114	2373	37	40	2727	52	18	25	16	85	33	228
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	125	2608	41	44	2997	57	20	27	18	93	36	251
Lane Group Flow (vph)	125	2649	0	44	3054	0	20	45	0	93	287	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	9.0	45.0	0.0	9.0	45.0	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Total Split (%)	12.0%	60.0%	0.0%	12.0%	60.0%	0.0%	28.0%	28.0%	0.0%	28.0%	28.0%	0.0%
Maximum Green (s)	4.0	40.0		4.0	40.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	50.7	47.3		49.7	45.0		13.9	13.9		13.9	13.9	
Actuated g/C Ratio	0.68	0.63		0.66	0.60		0.19	0.19		0.19	0.19	
v/c Ratio	0.49	0.66		0.18	0.80		0.17	0.13		0.37	0.75	
Control Delay	24.7	11.9		5.3	14.5		26.5	17.0		28.3	25.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.7	11.9		5.3	14.5		26.5	17.0		28.3	25.3	
LOS	C	B		A	B		C	B		C	C	

Lanes, Volumes, Timings
 9: SW 8th Street & SW 94th Avenue

2/1/2012

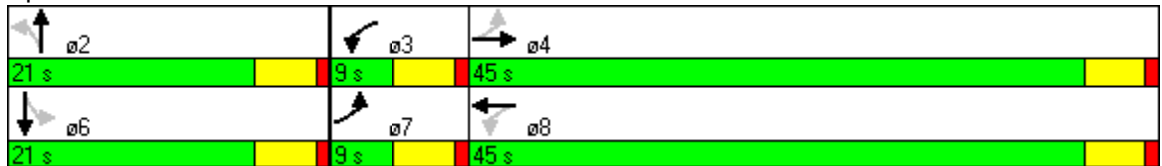


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		12.5			14.4			20.0			26.1	
Approach LOS		B			B			B			C	
90th %ile Green (s)	4.0	40.0		4.0	40.0		16.0	16.0		16.0	16.0	
90th %ile Term Code	Max	Coord		Max	Coord		Hold	Hold		Max	Max	
70th %ile Green (s)	4.0	40.0		4.0	40.0		16.0	16.0		16.0	16.0	
70th %ile Term Code	Max	Coord		Max	Coord		Hold	Hold		Max	Max	
50th %ile Green (s)	5.9	40.0		5.9	40.0		14.1	14.1		14.1	14.1	
50th %ile Term Code	Max	Coord		Max	Coord		Hold	Hold		Gap	Gap	
30th %ile Green (s)	6.6	53.8		0.0	42.2		11.2	11.2		11.2	11.2	
30th %ile Term Code	Gap	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
10th %ile Green (s)	0.0	57.9		0.0	57.9		7.1	7.1		7.1	7.1	
10th %ile Term Code	Skip	Coord		Skip	Coord		Hold	Hold		Gap	Gap	
Stops (vph)	79	1031		14	1218		18	23		70	161	
Fuel Used(gal)	3	44		1	45		1	1		3	8	
CO Emissions (g/hr)	192	3062		37	3122		38	72		184	525	
NOx Emissions (g/hr)	37	596		7	607		7	14		36	102	
VOC Emissions (g/hr)	44	710		8	724		9	17		43	122	
Dilemma Vehicles (#)	0	213		0	230		0	3		0	17	
Queue Length 50th (ft)	67	340		12	373		8	10		37	80	
Queue Length 95th (ft)	m74	m358		m12	m315		26	35		76	158	
Internal Link Dist (ft)		1527			1101			2349			2550	
Turn Bay Length (ft)	190			194			104			94		
Base Capacity (vph)	256	4039		249	3838		145	411		307	444	
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	0.49	0.66		0.18	0.80		0.14	0.11		0.30	0.65	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 13 (17%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 14.3 Intersection LOS: B
 Intersection Capacity Utilization 72.5% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 8th Street & SW 94th Avenue



Lanes, Volumes, Timings
12: SW 8th Street & SW 92nd Avenue

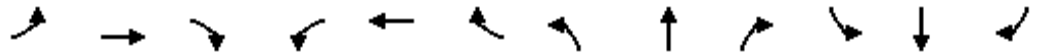
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	507		0	380		96	160		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.86	0.86	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.994				0.850		0.952			0.949	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	6369	0	1770	6408	1583	1770	1773	0	1770	1768	0
Fl _t Permitted	0.067			0.067			0.083			0.261		
Satd. Flow (perm)	125	6369	0	125	6408	1583	155	1773	0	486	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				49		17			20	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		1181			958			3134			2669	
Travel Time (s)		17.9			14.5			53.4			45.5	
Volume (vph)	188	2151	89	165	2527	187	133	231	110	209	461	235
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	207	2364	98	181	2777	205	146	254	121	230	507	258
Lane Group Flow (vph)	207	2462	0	181	2777	205	146	375	0	230	765	0
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		9.0	21.0	21.0	9.0	21.0		9.0	21.0	
Total Split (s)	15.0	64.0	0.0	15.0	64.0	64.0	10.0	52.0	0.0	19.0	61.0	0.0
Total Split (%)	10.0%	42.7%	0.0%	10.0%	42.7%	42.7%	6.7%	34.7%	0.0%	12.7%	40.7%	0.0%
Maximum Green (s)	10.0	59.0		10.0	59.0	59.0	5.0	47.0		14.0	56.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	71.0	60.0		71.0	60.0	60.0	54.3	48.3		67.0	57.0	
Actuated g/C Ratio	0.47	0.40		0.47	0.40	0.40	0.36	0.32		0.45	0.38	
v/c Ratio	1.15	0.97		1.01	1.08	0.31	1.22	0.64		0.67	1.12	
Control Delay	139.6	39.2		105.7	74.4	15.7	179.1	47.5		37.0	113.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	139.6	39.2		105.7	74.4	15.7	179.1	47.5		37.0	113.3	
LOS	F	D		F	E	B	F	D		D	F	

Lanes, Volumes, Timings
 12: SW 8th Street & SW 92nd Avenue

2/1/2012











Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	47.0		72.4				84.4		95.7			
Approach LOS	D		E				F		F			
90th %ile Green (s)	10.0	59.0		10.0	59.0	59.0	5.0	47.0		14.0	56.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
70th %ile Green (s)	10.0	59.0		10.0	59.0	59.0	5.0	47.0		14.0	56.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
50th %ile Green (s)	10.0	59.0		10.0	59.0	59.0	5.0	47.0		14.0	56.0	
50th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
30th %ile Green (s)	10.0	59.0		10.0	59.0	59.0	5.0	47.0		14.0	56.0	
30th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Max	MaxR	
10th %ile Green (s)	10.0	59.0		10.0	59.0	59.0	5.0	48.7		12.3	56.0	
10th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	MaxR		Gap	MaxR	
Stops (vph)	147	1810		98	2173	69	72	278		131	581	
Fuel Used(gal)	9	58		6	81	3	8	13		7	34	
CO Emissions (g/hr)	602	4023		405	5664	183	586	928		465	2402	
NOx Emissions (g/hr)	117	783		79	1102	36	114	181		90	467	
VOC Emissions (g/hr)	140	932		94	1313	42	136	215		108	557	
Dilemma Vehicles (#)	0	86		0	103	0	0	11		0	20	
Queue Length 50th (ft)	~179	434		~126	~873	59	~121	302		141	~847	
Queue Length 95th (ft)	#350	#541		m#164	m#862	m69	#273	420		207	#1102	
Internal Link Dist (ft)	1101		878				3054		2589			
Turn Bay Length (ft)	507			380		96	160					
Base Capacity (vph)	180	2551		180	2563	663	120	583		345	684	
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	1.15	0.97		1.01	1.08	0.31	1.22	0.64		0.67	1.12	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 148 (99%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 67.2 Intersection LOS: E
 Intersection Capacity Utilization 106.3% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: SW 8th Street & SW 92nd Avenue

 ø1	 ø2	 ø3	 ø4
19 s	52 s	15 s	64 s
 ø5	 ø6	 ø7	 ø8
10 s	61 s	15 s	64 s

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	66		0	124		0	256		0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t		0.950			0.968			0.974			0.985	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1770	0	1770	1803	0	1770	3447	0	1770	3486	0
Fl _t Permitted	0.121			0.460			0.071			0.243		
Satd. Flow (perm)	225	1770	0	857	1803	0	132	3447	0	453	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			12			39			15	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1430			1241			1150			2564	
Travel Time (s)		24.4			21.2			19.6			43.7	
Volume (vph)	85	216	107	165	367	100	189	800	171	73	1392	157
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	93	237	118	181	403	110	208	879	188	80	1530	173
Lane Group Flow (vph)	93	355	0	181	513	0	208	1067	0	80	1703	0
Turn Type	pm+pt			Perm			pm+pt			Perm		
Protected Phases	7	4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		8	8		5	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0		21.0	21.0		9.0	21.0		21.0	21.0	
Total Split (s)	9.0	42.0	0.0	33.0	33.0	0.0	12.0	68.0	0.0	56.0	56.0	0.0
Total Split (%)	8.2%	38.2%	0.0%	30.0%	30.0%	0.0%	10.9%	61.8%	0.0%	50.9%	50.9%	0.0%
Maximum Green (s)	4.0	37.0		28.0	28.0		7.0	63.0		51.0	51.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		Max	Max	
Walk Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0			0		0	0	
Act Effct Green (s)	38.0	38.0		29.0	29.0		64.0	64.0		52.0	52.0	
Actuated g/C Ratio	0.35	0.35		0.26	0.26		0.58	0.58		0.47	0.47	
v/c Ratio	0.63	0.57		0.80	1.06		1.06	0.53		0.37	1.03	
Control Delay	45.7	31.3		64.6	96.6		108.1	14.5		25.1	58.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	45.7	31.3		64.6	96.6		108.1	14.5		25.1	58.9	
LOS	D	C		E	F		F	B		C	E	

Lanes, Volumes, Timings
 15: Jose Consec St & SW 87th Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		34.3			88.3			29.7			57.4	
Approach LOS		C			F			C			E	
90th %ile Green (s)	4.0	37.0		28.0	28.0		7.0	63.0		51.0	51.0	
90th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
70th %ile Green (s)	4.0	37.0		28.0	28.0		7.0	63.0		51.0	51.0	
70th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
50th %ile Green (s)	4.0	37.0		28.0	28.0		7.0	63.0		51.0	51.0	
50th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
30th %ile Green (s)	4.0	37.0		28.0	28.0		7.0	63.0		51.0	51.0	
30th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
10th %ile Green (s)	4.0	37.0		28.0	28.0		7.0	63.0		51.0	51.0	
10th %ile Term Code	Max	Hold		Max	Max		Max	MaxR		MaxR	MaxR	
Stops (vph)	55	241		144	391		98	538		48	1346	
Fuel Used(gal)	2	8		5	17		7	16		2	59	
CO Emissions (g/hr)	151	528		348	1186		461	1099		148	4108	
NOx Emissions (g/hr)	29	103		68	231		90	214		29	799	
VOC Emissions (g/hr)	35	122		81	275		107	255		34	952	
Dilemma Vehicles (#)	0	15		0	19		0	44		0	66	
Queue Length 50th (ft)	45	188		120	~393		~111	216		35	~675	
Queue Length 95th (ft)	#85	284		#242	#603		#264	272		79	#817	
Internal Link Dist (ft)		1350			1161			1070			2484	
Turn Bay Length (ft)	100			66			124			256		
Base Capacity (vph)	148	628		226	484		196	2022		214	1656	
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	0.63	0.57		0.80	1.06		1.06	0.53		0.37	1.03	

Intersection Summary

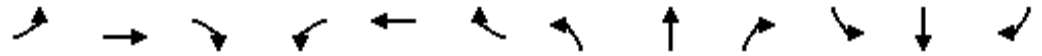
Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Natural Cycle:	110
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.06
Intersection Signal Delay:	51.6
Intersection LOS:	D
Intersection Capacity Utilization:	97.4%
ICU Level of Service:	F
Analysis Period (min)	15
90th %ile Actuated Cycle:	110
70th %ile Actuated Cycle:	110
50th %ile Actuated Cycle:	110
30th %ile Actuated Cycle:	110
10th %ile Actuated Cycle:	110
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 15: Jose Conseco St & SW 87th Avenue



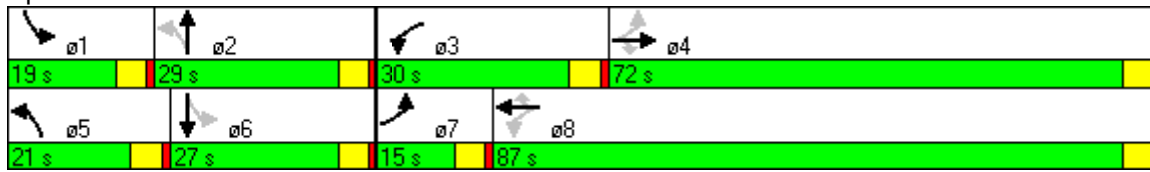
Lanes, Volumes, Timings
 20: SW 8th Street & SW 82nd Avenue

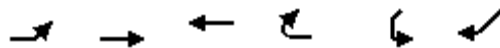
2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑↑	↗	↙	↑↑↑	↗	↙	↑↑		↙	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	154		250	200		200	250		0
Storage Lanes	1		0	1		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr _t			0.850			0.850		0.945			0.960	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	3345	0	1770	3398	0
Fl _t Permitted	0.059			0.056			0.160			0.363		
Satd. Flow (perm)	110	5085	1583	104	5085	1583	298	3345	0	676	3398	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			112		66			29	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		799			1458			2338			2560	
Travel Time (s)		12.1			22.1			39.9			43.6	
Volume (vph)	164	2191	136	348	2601	180	242	196	113	135	397	143
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	180	2408	149	382	2858	198	266	215	124	148	436	157
Lane Group Flow (vph)	180	2408	149	382	2858	198	266	339	0	148	593	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0	21.0	21.0	21.0		9.0	21.0	
Total Split (s)	15.0	72.0	72.0	30.0	87.0	87.0	21.0	29.0	0.0	19.0	27.0	0.0
Total Split (%)	10.0%	48.0%	48.0%	20.0%	58.0%	58.0%	14.0%	19.3%	0.0%	12.7%	18.0%	0.0%
Maximum Green (s)	10.0	67.0	67.0	25.0	82.0	82.0	16.0	24.0		14.0	22.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Max		None	None	
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0			0	
Act Effct Green (s)	79.0	68.0	68.0	98.0	83.0	83.0	43.2	27.0		36.0	23.0	
Actuated g/C Ratio	0.53	0.45	0.45	0.65	0.55	0.55	0.29	0.18		0.24	0.15	
v/c Ratio	1.00	1.04	0.20	1.07	1.02	0.21	1.06	0.52		0.58	1.09	
Control Delay	107.5	48.9	2.1	105.5	51.7	7.5	115.0	48.0		26.7	89.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	107.5	48.9	2.1	105.5	51.7	7.5	115.0	48.0		26.7	89.5	
LOS	F	D	A	F	D	A	F	D		C	F	

Splits and Phases: 20: SW 8th Street & SW 82nd Avenue



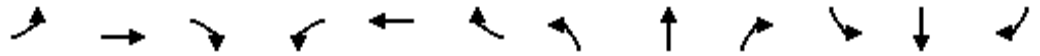


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15			9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	*0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	0	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45	45		45	
Link Distance (ft)		341	370		448	
Travel Time (s)		5.2	5.6		6.8	
Volume (vph)	0	563	0	0	0	835
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	619	0	0	0	918
Lane Group Flow (vph)	0	619	0	0	0	918
Sign Control		Free	Free		Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	32.5% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	

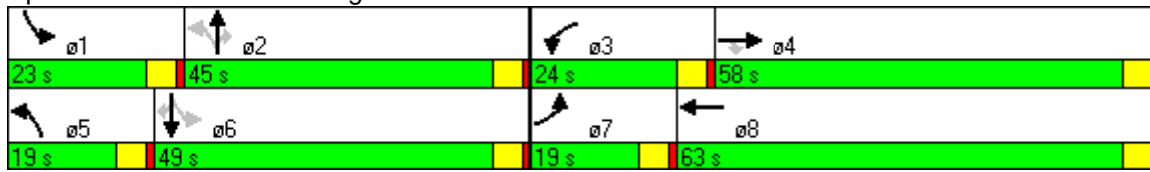
Lanes, Volumes, Timings
 22: Flagler Street & SW 87th Avenue

2/1/2012



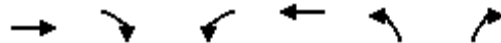
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑	↗	↖↖	↑↑↑		↖	↑↑↑	↗	↖	↑↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235		70	330		0	200		178	202		0
Storage Lanes	2		1	2		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00
Frt			0.850		0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5014	0	1770	5085	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.098			0.089		
Satd. Flow (perm)	3433	5085	1583	3433	5014	0	183	5085	1583	166	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			38		13				81			199
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		2375			1383			340			2854	
Travel Time (s)		40.5			23.6			5.8			48.6	
Volume (vph)	382	1376	135	350	1932	197	255	1173	130	247	1189	565
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	420	1512	148	385	2123	216	280	1289	143	271	1307	621
Lane Group Flow (vph)	420	1512	148	385	2339	0	280	1289	143	271	1307	621
Turn Type	Prot		Perm	Prot			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4				2		2	6		6
Detector Phases	7	4	4	3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	21.0	9.0	21.0		9.0	21.0	21.0	9.0	21.0	21.0
Total Split (s)	19.0	58.0	58.0	24.0	63.0	0.0	19.0	45.0	45.0	23.0	49.0	49.0
Total Split (%)	12.7%	38.7%	38.7%	16.0%	42.0%	0.0%	12.7%	30.0%	30.0%	15.3%	32.7%	32.7%
Maximum Green (s)	14.0	53.0	53.0	19.0	58.0		14.0	40.0	40.0	18.0	44.0	44.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max	Max	None	Max	Max
Walk Time (s)		5.0	5.0		5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	15.0	54.4	54.4	19.6	59.0		56.0	41.0	41.0	64.0	45.0	45.0
Actuated g/C Ratio	0.10	0.36	0.36	0.13	0.39		0.37	0.27	0.27	0.43	0.30	0.30
v/c Ratio	1.22	0.82	0.25	0.86	1.18		1.23	0.93	0.29	0.99	1.23	1.01
Control Delay	178.0	47.9	25.9	79.3	108.5		173.8	65.1	20.7	94.3	156.0	74.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	178.0	47.9	25.9	79.3	108.5		173.8	65.1	20.7	94.3	156.0	74.1
LOS	F	D	C	E	F		F	E	C	F	F	E

Splits and Phases: 22: Flagler Street & SW 87th Avenue



Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	260		0	0
Storage Lanes		0	2		0	0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50		
Trailing Detector (ft)	0		0	0		
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Fr						
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	148			1765	166	
Travel Time (s)	2.2			26.7	3.8	
Volume (vph)	1755	0	587	3128	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1929	0	645	3437	0	0
Lane Group Flow (vph)	1929	0	645	3437	0	0
Turn Type						
Protected Phases	2		1	6		
Permitted Phases						
Detector Phases	2		1	6		
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	21.0		9.0	21.0		
Total Split (s)	44.0	0.0	31.0	75.0	0.0	0.0
Total Split (%)	58.7%	0.0%	41.3%	100.0%	0.0%	0.0%
Maximum Green (s)	39.0		26.0	70.0		
Yellow Time (s)	4.0		4.0	4.0		
All-Red Time (s)	1.0		1.0	1.0		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Max		None	C-Max		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	47.3		19.7	75.0		
Actuated g/C Ratio	0.63		0.26	1.00		
v/c Ratio	0.60		0.71	0.68		
Control Delay	8.3		26.2	0.7		
Queue Delay	0.0		0.0	0.0		
Total Delay	8.3		26.2	0.7		
LOS	A		C	A		

Lanes, Volumes, Timings
 23: SW 8th Street & SR 826 Ramp

2/1/2012

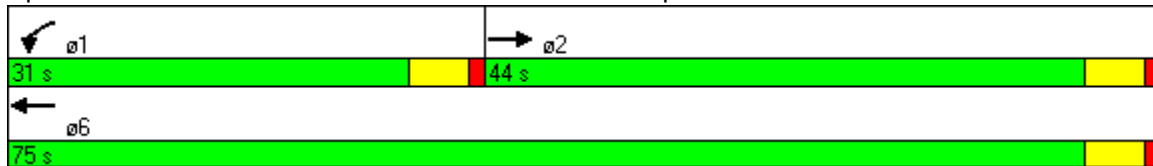


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	8.3			4.8		
Approach LOS	A			A		
90th %ile Green (s)	41.0		24.0	70.0		
90th %ile Term Code	Coord		Gap	Coord		
70th %ile Green (s)	43.7		21.3	70.0		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	46.6		18.4	70.0		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	48.6		16.4	70.0		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	51.5		13.5	70.0		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	636		503	2		
Fuel Used(gal)	13		16	36		
CO Emissions (g/hr)	879		1126	2540		
NOx Emissions (g/hr)	171		219	494		
VOC Emissions (g/hr)	204		261	589		
Dilemma Vehicles (#)	119		0	0		
Queue Length 50th (ft)	242		140	0		
Queue Length 95th (ft)	m236		175	0		
Internal Link Dist (ft)	68			1685	86	
Turn Bay Length (ft)			260			
Base Capacity (vph)	3206		1236	5085		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.60		0.52	0.68		

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 75
 Offset: 26 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 5.9
 Intersection LOS: A
 Intersection Capacity Utilization 63.8%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: SW 8th Street & SR 826 Ramp





Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations	↙↘			↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	166			217	1276	
Travel Time (s)	3.8			4.9	29.0	
Volume (vph)	587	0	0	648	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	645	0	0	712	0	0
Lane Group Flow (vph)	645	0	0	712	0	0
Sign Control	Free			Yield	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.5%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖↖		↖↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	173		0	175		0	234		0
Storage Lanes	1		0	1		0	1		1	2		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	0.97	1.00	1.00
Fr _t		0.988			0.979			0.939				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5024	0	1770	4979	0	1770	3323	0	3433	1863	1583
Fl _t Permitted	0.067			0.062			0.950			0.950		
Satd. Flow (perm)	125	5024	0	115	4979	0	1770	3323	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			35			92				113
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40				40
Link Distance (ft)		1329			1309			175				2451
Travel Time (s)		22.7			22.3			3.0				41.8
Volume (vph)	153	1293	107	376	2339	380	139	253	173	420	254	160
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	168	1421	118	413	2570	418	153	278	190	462	279	176
Lane Group Flow (vph)	168	1539	0	413	2988	0	153	468	0	462	279	176
Turn Type	pm+pt			pm+pt			Prot			Prot		Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8								2
Detector Phases	7	4		3	8		1	6		5	2	2
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	21.0		9.0	21.0	21.0
Total Split (s)	14.0	64.0	0.0	41.0	91.0	0.0	18.0	21.0	0.0	24.0	27.0	27.0
Total Split (%)	9.3%	42.7%	0.0%	27.3%	60.7%	0.0%	12.0%	14.0%	0.0%	16.0%	18.0%	18.0%
Maximum Green (s)	9.0	59.0		36.0	86.0		13.0	16.0		19.0	22.0	22.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	Max		None	Max	Max
Walk Time (s)		5.0			5.0			5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)	73.1	63.1		101.0	87.0		14.0	17.0		20.0	23.0	23.0
Actuated g/C Ratio	0.49	0.42		0.67	0.58		0.09	0.11		0.13	0.15	0.15
v/c Ratio	0.98	0.73		0.92	1.03		0.93	1.02		1.01	0.98	0.52
Control Delay	108.9	11.9		60.7	55.6		115.2	80.0		107.7	109.6	27.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	108.9	11.9		60.7	55.6		115.2	80.0		107.7	109.6	27.7
LOS	F	B		E	E		F	F		F	F	C

Lanes, Volumes, Timings
 26: Flagler Street & SW 82nd Avenue

2/1/2012

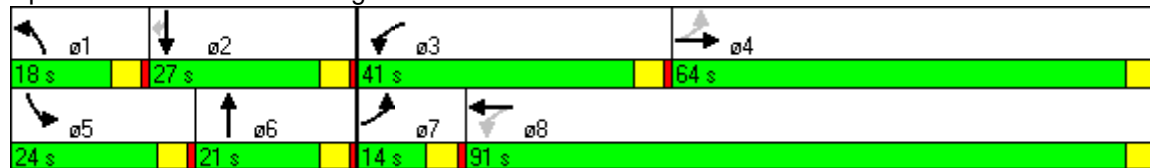


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		21.4			56.3			88.7			92.9	
Approach LOS		C			E			F			F	
90th %ile Green (s)	9.0	59.0		36.0	86.0		13.0	16.0		19.0	22.0	22.0
90th %ile Term Code	Max	Coord		Max	Coord		Max	MaxR		Max	MaxR	MaxR
70th %ile Green (s)	9.0	59.0		36.0	86.0		13.0	16.0		19.0	22.0	22.0
70th %ile Term Code	Max	Coord		Max	Coord		Max	MaxR		Max	MaxR	MaxR
50th %ile Green (s)	9.0	59.0		36.0	86.0		13.0	16.0		19.0	22.0	22.0
50th %ile Term Code	Max	Coord		Max	Coord		Max	MaxR		Max	MaxR	MaxR
30th %ile Green (s)	9.0	63.3		31.7	86.0		13.0	16.0		19.0	22.0	22.0
30th %ile Term Code	Max	Coord		Gap	Coord		Max	MaxR		Max	MaxR	MaxR
10th %ile Green (s)	9.0	70.3		24.7	86.0		13.0	16.0		19.0	22.0	22.0
10th %ile Term Code	Max	Coord		Gap	Coord		Max	MaxR		Max	MaxR	MaxR
Stops (vph)	169	325		300	2409		123	299		377	225	56
Fuel Used(gal)	6	19		11	79		7	18		20	12	4
CO Emissions (g/hr)	450	1343		764	5495		493	1243		1391	846	288
NOx Emissions (g/hr)	87	261		149	1069		96	242		271	165	56
VOC Emissions (g/hr)	104	311		177	1274		114	288		322	196	67
Dilemma Vehicles (#)	0	15		0	86		0	15		0	8	0
Queue Length 50th (ft)	123	122		334	~1136		155	~197		~239	276	55
Queue Length 95th (ft)	#281	123		#510	#1210		m#253	m#287		#358	#467	137
Internal Link Dist (ft)		1249			1229			95			2371	
Turn Bay Length (ft)	175			173			175			234		
Base Capacity (vph)	171	2120		486	2903		165	458		458	286	338
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	0.98	0.73		0.85	1.03		0.93	1.02		1.01	0.98	0.52

Intersection Summary

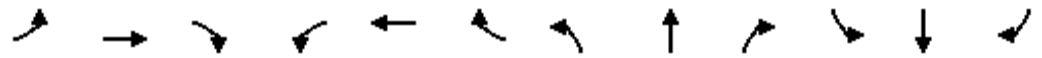
Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 2 (1%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 55.4 Intersection LOS: E
 Intersection Capacity Utilization 100.0% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Flagler Street & SW 82nd Avenue



Lanes, Volumes, Timings
 29: Flagler Street & SW 84th Street

2/1/2012



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖	↖	↖	↖	↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	267		0	75		260	210		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.997			0.988				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.990	
Satd. Flow (prot)	1770	5070	0	1770	5024	0	1770	1863	1583	1681	1752	1583
Flt Permitted	0.044			0.108			0.950			0.950	0.990	
Satd. Flow (perm)	82	5070	0	201	5024	0	1770	1863	1583	1681	1752	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			16				55			143
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1383			1329			2193			1176	
Travel Time (s)		23.6			22.7			37.4			20.0	
Volume (vph)	179	1528	27	70	2234	191	56	77	50	92	64	236
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	197	1679	30	77	2455	210	62	85	55	101	70	259
Lane Group Flow (vph)	197	1709	0	77	2665	0	62	85	55	83	88	259
Turn Type	pm+pt			pm+pt			custom		Perm	Split		Perm
Protected Phases	7	4		3	8		5	5		6	6	
Permitted Phases	4			8			5		5			6
Detector Phases	7	4		3	8		5	5	5	6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0		9.0	21.0		9.0	9.0	9.0	21.0	21.0	21.0
Total Split (s)	21.0	101.0	0.0	11.0	91.0	0.0	14.0	14.0	14.0	24.0	24.0	24.0
Total Split (%)	14.0%	67.3%	0.0%	7.3%	60.7%	0.0%	9.3%	9.3%	9.3%	16.0%	16.0%	16.0%
Maximum Green (s)	16.0	96.0		6.0	86.0		9.0	9.0	9.0	19.0	19.0	19.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	Max	Max	Max
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	108.0	97.1		94.4	87.5		9.8	9.8	9.8	20.2	20.2	20.2
Actuated g/C Ratio	0.72	0.65		0.63	0.58		0.07	0.07	0.07	0.13	0.13	0.13
v/c Ratio	0.81	0.52		0.39	0.91		0.54	0.70	0.35	0.37	0.37	0.77
Control Delay	41.7	38.0		4.3	8.2		84.2	95.2	22.1	64.4	64.4	43.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	38.0		4.3	8.2		84.2	95.2	22.1	64.4	64.4	43.4
LOS	D	D		A	A		F	F	C	E	E	D

Lanes, Volumes, Timings
29: Flagler Street & SW 84th Street

2/1/2012









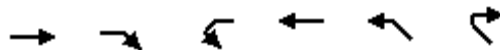
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay	38.4				8.1		71.9				51.8	
Approach LOS	D				A		E				D	
90th %ile Green (s)	16.0	96.0	6.0		86.0	9.0		9.0	9.0	19.0	19.0	19.0
90th %ile Term Code	Max	Coord	Max		Coord	Max		Max	Max	MaxR	MaxR	MaxR
70th %ile Green (s)	16.0	96.0	6.0		86.0	9.0		9.0	9.0	19.0	19.0	19.0
70th %ile Term Code	Max	Coord	Max		Coord	Max		Max	Max	MaxR	MaxR	MaxR
50th %ile Green (s)	16.0	96.0	6.0		86.0	9.0		9.0	9.0	19.0	19.0	19.0
50th %ile Term Code	Max	Coord	Max		Coord	Max		Max	Max	MaxR	MaxR	MaxR
30th %ile Green (s)	16.0	96.2	5.8		86.0	9.0		9.0	9.0	19.0	19.0	19.0
30th %ile Term Code	Max	Coord	Gap		Coord	Max		Max	Max	MaxR	MaxR	MaxR
10th %ile Green (s)	13.3	96.4	5.6		88.7	7.9		7.9	7.9	20.1	20.1	20.1
10th %ile Term Code	Gap	Coord	Gap		Coord	Gap		Gap	Gap	MaxR	MaxR	MaxR
Stops (vph)	151	1281	6		1044	54		72	12	69	72	104
Fuel Used(gal)	5	39	1		36	2		3	1	2	3	6
CO Emissions (g/hr)	327	2741	53		2530	162		234	76	173	181	390
NOx Emissions (g/hr)	64	533	10		492	32		45	15	34	35	76
VOC Emissions (g/hr)	76	635	12		586	38		54	18	40	42	90
Dilemma Vehicles (#)	0	139	0		39	0		3	0	0	3	0
Queue Length 50th (ft)	160	542	7		200	60		83	0	78	84	112
Queue Length 95th (ft)	m195	m596	m8		m212	112		#164	47	138	146	#242
Internal Link Dist (ft)	1303				1249		2113				1096	
Turn Bay Length (ft)	270				267		75		260		210	
Base Capacity (vph)	250	3284	200		2939	118		124	157	226	236	337
Starvation Cap Reductn	0	0	0		0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0		0	0	0	0	0
Reduced v/c Ratio	0.79	0.52	0.39		0.91	0.53		0.69	0.35	0.37	0.37	0.77

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 148 (99%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 25.0 Intersection LOS: C
 Intersection Capacity Utilization 78.2% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Flagler Street & SW 84th Street

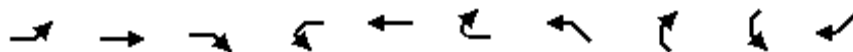
 ø5 14 s	 ø6 24 s	 ø3 11 s	 ø4 101 s
		 ø7 21 s	 ø8 91 s



Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑↑			↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt	0.960					
Flt Protected						
Satd. Flow (prot)	4882	0	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	4882	0	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	30	
Link Distance (ft)	1458			148	217	
Travel Time (s)	22.1			2.2	4.9	
Volume (vph)	1755	648	0	3128	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1929	712	0	3437	0	0
Lane Group Flow (vph)	2641	0	0	3437	0	0
Sign Control	Free			Free	Free	

Intersection Summary

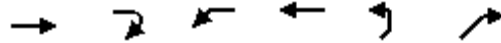
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	63.8%
ICU Level of Service	B
Analysis Period (min)	15



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑↑					↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		45	15		9	15	9	15	45
Lane Util. Factor	1.00	0.95	*0.95	1.00	0.95	1.00	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	3539	0	3539	0	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	3539	0	3539	0	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		958			454		376		381	
Travel Time (s)		14.5			6.9		5.7		5.8	
Volume (vph)	0	1869	717	0	2296	0	0	0	0	618
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	2054	788	0	2523	0	0	0	0	679
Lane Group Flow (vph)	0	2054	788	0	2523	0	0	0	0	679
Sign Control		Free			Free		Free		Free	

Intersection Summary

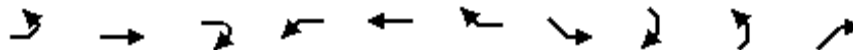
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	91.8%
ICU Level of Service	F
Analysis Period (min)	15
* User Entered Value	



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑		↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	45
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.95
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	1863	0	*3539
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	0	*3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	45			45	45	
Link Distance (ft)	479			840	486	
Travel Time (s)	7.3			12.7	7.4	
Volume (vph)	0	0	0	618	0	717
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	679	0	788
Lane Group Flow (vph)	0	0	0	679	0	788
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.9% ICU Level of Service A
Analysis Period (min)	15
* User Entered Value	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SER	NEL	NER
Lane Configurations		↑↑			↑↑	↑↑				↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15		9	15		45	15	9	15	45
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	*0.95	1.00	1.00	1.00	*0.95
Frt										
Flt Protected										
Satd. Flow (prot)	0	3539	0	0	3539	3539	0	0	0	3539
Flt Permitted										
Satd. Flow (perm)	0	3539	0	0	3539	3539	0	0	0	3539
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		639			676		475		554	
Travel Time (s)		9.7			10.2		7.2		8.4	
Volume (vph)	0	1869	0	0	2296	835	0	0	0	563
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	2054	0	0	2523	918	0	0	0	619
Lane Group Flow (vph)	0	2054	0	0	2523	918	0	0	0	619
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	91.8%
ICU Level of Service	F
Analysis Period (min)	15
* User Entered Value	

Appendix F
Synchro Analysis Table

Table F-1 LOS by Movement (Year 2010 AM) (Existing Condition)

Intersection	Year 2010 (Existing Year) (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	C	D	-	F	D	-	F	D	B	D	E	C
SW8 St / SW94 Ave	D	C	-	D	C	-	E	A	-	A	A	-
SW8 St / SW92 Ave	C	D	-	C	D	-	F	B	-	C	D	C
SW8 St / SW87 Ave	E	E	C	F	D	-	F	B	A	F	D	C
Flagler St / SW87 Ave	C	D	C	F	D	A	E	D	B	F	D	-
Flagler St / SW84 Ave	E	E	B	E	E	B	D	B	-	B	A	-
Flagler / SW82 Ave	E	D	-	F	E	B	A	B	-	C	A	-
SW8 St / SW82 Ave	F	-	D	-	-	-	-	A	-	F	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	F	A	-
SW16 St / SW87 Ave	A	B	-	C	B	-	D	D	-	E	D	-

Table F-2 Delay in Seconds per Vehicle by Movement (Year 2010 AM) (Existing Condition)

Intersection	Year 2010 (Existing Year) (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	30.5	42.7	-	137.8	40.3	-	200.6	41.0	15.6	51.4	57.3	30.8
SW8 St / SW94 Ave	43.9	21.3	-	43.0	23.5	-	59.5	7.0	-	5.0	5.9	-
SW8 St / SW92 Ave	28.0	43.8	-	26.9	38.7	-	301.5	15.9	-	33.2	42.3	29.9
SW8 St / SW87 Ave	77.0	59.6	29.5	124.0	53.6	-	219.4	13.5	0.4	81.6	54.0	28.7
Flagler St / SW87 Ave	35.0	48.2	29.6	120.8	38.6	5.3	57.5	39.8	17.5	214.8	42.5	-
Flagler St / SW84 Ave	68.7	67.6	19.2	64.4	64.3	14.3	35.4	17.1	-	20.0	4.4	-
Flagler / SW82 Ave	62.2	50.4	-	127.3	62.9	16.2	8.0	14.6	-	21.4	9.8	-
SW8 St / SW82 Ave	200.7	-	44.9	-	-	-	-	9.1	-	83.4	5.4	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	1.7	-	117.6	0.2	-
SW16 St / SW87 Ave	10.0	11.4	-	23.1	15.9	-	43.4	37.7	-	60.5	53.0	-

Table F-3 LOS by Movement (Year 2010 PM) (Existing Condition)

Intersection	Year 2010 (Existing Year) (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	F	E	-	E	D	-	F	D	B	F	B	A
SW8 St / SW94 Ave	D	D	-	D	C	-	D	A	-	A	A	-
SW8 St / SW92 Ave	D	E	-	E	F	-	F	D	-	E	A	A
SW8 St / SW87 Ave	F	D	C	F	F	-	F	E	D	F	D	C
Flagler St / SW87 Ave	F	D	A	E	E	D	F	C	B	F	C	-
Flagler St / SW84 Ave	D	D	B	E	E	B	E	C	-	A	A	-
Flagler / SW82 Ave	D	C	-	E	E	B	F	C	-	C	D	-
SW8 St / SW82 Ave	F	-	C	-	-	-	-	A	-	F	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	D	A	-
SW16 St / SW87 Ave	C	B	-	B	C	-	C	C	-	D	D	-

Table F-4 Delay in Seconds per Vehicle by Movement (Year 2010 PM) (Existing Condition)

Intersection	Year 2010 (Existing Year) (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	721.7	58.9	-	71.9	52.5	-	87.7	36.8	14.5	100.8	12.8	3.5
SW8 St / SW94 Ave	52.0	35.4	-	52.2	25.8	-	52.1	7.7	-	8.5	9.5	-
SW8 St / SW92 Ave	53.5	63.8	-	56.1	177.4	-	154.9	50.6	-	69.9	8.3	1.6
SW8 St / SW87 Ave	226.6	49.7	29.6	95.3	103.2	-	80.6	79.7	37.5	80.3	46.2	20.6
Flagler St / SW87 Ave	118.2	41.5	7.3	59.4	60.0	44.9	342.7	31.2	14.9	80.3	31.7	-
Flagler St / SW84 Ave	48.1	48.1	13.1	62.1	62.0	12.9	78.7	22.9	-	3.3	9.1	-
Flagler / SW82 Ave	43.3	33.2	-	79.0	61.5	15.7	152.7	20.8	-	25.7	45.9	-
SW8 St / SW82 Ave	93.0	-	23.2	-	-	-	-	9.1	-	485.1	5.3	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	4.9	-	36.3	0.4	-
SW16 St / SW87 Ave	26.1	10.5	-	17.9	24.5	-	32.4	27.5	-	40.8	51.8	-

Table F-5 LOS by Movement (Year 2020 AM) (No Build)

Intersection	Year 2020 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	C	E	-	F	C	-	D	D	A	F	B	A
SW8 St / SW94 Ave	D	B	-	D	B	-	C	A	-	A	A	-
SW8 St / SW92 Ave	C	D	-	C	C	-	D	B	-	C	C	B
SW8 St / SW87 Ave	F	F	C	F	E	-	F	C	A	E	E	D
Flagler St / SW87 Ave	D	F	D	F	E	B	F	E	C	F	D	-
Flagler St / SW84 Ave	E	E	C	C	C	A	D	B	-	C	D	-
Flagler / SW82 Ave	E	D	-	D	C	A	A	A	-	B	B	-
SW8 St / SW82 Ave	D	-	A	-	-	-	-	C	-	C	B	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	D	A	-
SW16 St / SW87 Ave	B	B	-	D	B	-	C	C	-	D	D	-

Table F-6 Delay by Movement (Year 2020 AM) (No Build)

Intersection	Year 2020 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	26.4	79.4	-	82.6	30.2	-	53.1	41.7	8.5	97.3	19.1	3.3
SW8 St / SW94 Ave	37.8	18.9	-	36.9	15.6	-	20.6	3.7	-	1.6	3.7	-
SW8 St / SW92 Ave	28.0	44.5	-	25.4	31.0	-	47.5	16.2	-	26.6	32.3	12.7
SW8 St / SW87 Ave	85.1	107.4	23.1	161.5	71.8	-	107.2	33.8	4.7	63.4	69.9	35.8
Flagler St / SW87 Ave	42.9	90.0	43.6	121.2	59.9	16.1	82.9	70.6	28.1	112.0	46.4	-
Flagler St / SW84 Ave	64.2	59.1	20.8	33.4	33.4	8.3	35.9	19.2	-	20.1	42.8	-
Flagler / SW82 Ave	65.1	52.2	-	36.7	32.0	8.6	8.4	7.5	-	18.3	15.2	-
SW8 St / SW82 Ave	40.5	-	7.5	-	-	-	-	23.9	-	24.7	10.3	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	0.4	-	36.5	0.3	-
SW16 St / SW87 Ave	11.1	11.8	-	45.6	17.1	-	28.7	30.7	-	43.7	38.7	-

Table F-7 LOS by Movement (Year 2040 AM) (No Build)

Intersection	Year 2040 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	D	F	-	F	D	-	F	F	C	F	D	C
SW8 St / SW94 Ave	D	B	-	D	B	-	C	B	-	A	A	-
SW8 St / SW92 Ave	E	F	-	E	E	-	E	C	-	F	E	D
SW8 St / SW87 Ave	F	F	C	F	F	-	F	E	A	F	F	D
Flagler St / SW87 Ave	E	F	E	F	E	C	F	F	C	F	D	-
Flagler St / SW84 Ave	F	F	D	F	F	B	E	B	-	D	B	-
Flagler / SW82 Ave	F	F	-	F	E	B	D	C	-	E	C	-
SW8 St / SW82 Ave	E	-	B	-	-	-	-	C	-	D	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	D	A	-
SW16 St / SW87 Ave	B	B	-	F	C	-	C	C	-	E	D	-

Table F-8 Delay by Movement (Year 2040 AM) (No Build)

Intersection	Year 2040 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	40.3	129.7	-	140.1	51.9	-	118.3	103.7	24.4	177.9	51.2	25.5
SW8 St / SW94 Ave	39.4	19.2	-	37.4	19.3	-	30.8	12.9	-	3.6	7.5	-
SW8 St / SW92 Ave	58.4	83.6	-	78.0	70.0	-	69.3	34.6	-	95.6	59.7	38.2
SW8 St / SW87 Ave	140.9	166.4	26.3	213.0	92.0	-	219.0	55.2	8.6	116.8	116.3	41.9
Flagler St / SW87 Ave	70.2	153.8	64.1	190.8	66.6	22.7	95.7	137.7	30.2	202.2	51.2	-
Flagler St / SW84 Ave	90.0	87.9	54.9	85.7	86.0	14.9	65.9	15.3	-	41.2	14.8	-
Flagler / SW82 Ave	98.4	122.3	-	97.3	68.6	12.3	38.2	25.3	-	74.6	22.7	-
SW8 St / SW82 Ave	63.3	-	13.8	-	-	-	-	28.8	-	52.0	9.2	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	0.4	-	36.1	0.3	-
SW16 St / SW87 Ave	14.0	16.0	-	209.6	22.4	-	30.9	30.4	-	60.0	41.7	-

Table F-9 LOS by Movement (Year 2020 PM) (No Build)

Intersection	Year 2020 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	F	D	-	D	F	-	F	C	A	F	D	A
SW8 St / SW94 Ave	D	C	-	D	B	-	A	B	-	A	A	-
SW8 St / SW92 Ave	D	C	-	C	E	-	F	C	-	D	B	A
SW8 St / SW87 Ave	F	D	B	D	F	-	F	F	A	F	E	B
Flagler St / SW87 Ave	F	C	A	D	F	D	F	D	B	D	E	-
Flagler St / SW84 Ave	E	F	C	D	D	C	C	B	-	A	B	-
Flagler / SW82 Ave	E	E	-	D	D	A	E	A	-	B	C	-
SW8 St / SW82 Ave	E	-	B	-	-	-	-	A	-	D	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	B	A	-
SW16 St / SW87 Ave	D	B	-	A	A	-	D	C	-	D	E	-

Table F-10 LOS by Movement (Year 2040 PM) (No Build)

Intersection	Year 2040 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	F	E	-	F	F	-	F	E	B	F	F	B
SW8 St / SW94 Ave	D	C	-	D	D	-	C	B	-	B	A	-
SW8 St / SW92 Ave	F	D	-	D	F	-	F	C	-	E	E	A
SW8 St / SW87 Ave	F	E	C	D	F	-	F	F	C	F	F	D
Flagler St / SW87 Ave	F	C	A	F	F	F	F	E	C	E	F	-
Flagler St / SW84 Ave	F	F	C	E	E	E	D	B	-	A	A	-
Flagler / SW82 Ave	F	F	-	F	D	C	F	A	-	B	E	-
SW8 St / SW82 Ave	F	-	C	-	-	-	-	B	-	E	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	C	A	-
SW16 St / SW87 Ave	F	B	-	A	B	-	E	D	-	E	F	-

Table F-11 Delay by Movement (Year 2020 PM) (No Build)

Intersection	Year 2020 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	122.8	46.3	-	40.1	111.9	-	157.2	33.3	9.5	105.2	38.3	2.5
SW8 St / SW94 Ave	36.6	25.6	-	39.4	18.2	-	7.7	12.5	-	3.9	2.9	-
SW8 St / SW92 Ave	49.6	34.9	-	22.9	67.2	-	85.3	21.3	-	35.6	15.0	1.3
SW8 St / SW87 Ave	137.4	40.3	16.1	53.4	110.6	-	136.7	82.3	6.1	111.9	61.1	13.7
Flagler St / SW87 Ave	102.1	20.9	2.5	39.3	87.7	38.3	120.0	38.7	17.3	49.2	67.6	-
Flagler St / SW84 Ave	78.6	80.2	22.9	37.7	37.7	25.5	22.0	13.1	-	7.2	14.0	-
Flagler / SW82 Ave	68.5	67.8	-	49.0	38.3	9.7	58.7	6.8	-	11.1	30.5	-
SW8 St / SW82 Ave	55.6	-	10.1	-	-	-	-	8.8	-	37.5	7.5	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	7.8	-	16.7	0.5	-
SW16 St / SW87 Ave	40.1	11.2	-	3.2	6.5	-	35.4	27.9	-	41.4	56.7	-

Table F-12 Delay by Movement (Year 2040 PM) (No Build)

Intersection	Year 2040 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	194.0	61.7	-	82.7	161.3	-	201.6	55.5	16.9	95.5	127.5	11.7
SW8 St / SW94 Ave	47.2	29.6	-	49.6	37.9	-	26.2	15.9	-	16.8	5.5	-
SW8 St / SW92 Ave	169.0	43.8	-	37.1	116.4	-	170.6	25.8	-	74.6	57.6	3.0
SW8 St / SW87 Ave	208.8	58.3	32.0	53.7	168.3	-	175.5	133.9	22.9	203.8	160.5	35.7
Flagler St / SW87 Ave	195.4	30.3	4.0	80.2	164.1	82.3	225.8	55.8	25.1	72.6	139.1	-
Flagler St / SW84 Ave	96.5	99.3	23.8	55.6	55.6	55.2	49.7	14.7	-	6.7	8.2	-
Flagler / SW82 Ave	99.1	128.3	-	114.4	53.9	34.7	116.1	7.7	-	15.0	55.0	-
SW8 St / SW82 Ave	90.6	-	20.1	-	-	-	-	11.8	-	63.5	9.7	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	9.7	-	22.0	0.8	-
SW16 St / SW87 Ave	83.6	13.0	-	2.6	11.5	-	64.0	39.7	-	68.3	91.2	-

Table F-13 Level of Service (LOS) by Movement Alternative 1A (2020 AM)

Intersection	Year 2020 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	C	E	-	F	C	-	D	D	A	F	B	A
SW8 St / SW94 Ave	D	B	-	D	B	-	C	A	-	A	A	-
SW8 St / SW92 Ave	C	D	-	C	C	-	D	B	-	C	A	A
SW8 St / SW87 Ave	D	D	-	F	D	A	D	B	-	D	D	C
Flagler St / SW87 Ave	C	F	C	F	D	A	E	E	B	F	D	-
Flagler St / SW84 Ave	E	E	C	C	C	A	C	A	-	B	B	-
Flagler / SW82 Ave	E	D	-	D	C	A	B	B	-	B	B	-
SW8 St / SW82 Ave	C	-	A	-	-	-	-	A	-	B	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	B	A	-
SW16 St / SW87 Ave	B	B	-	B	A	-	D	D	-	E	D	-

Table F-14 Level of Service (LOS) by Movement Alternative 1A (2040 AM)

Intersection	Year 2040 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	D	F	-	F	D	-	F	F	C	F	D	C
SW8 St / SW94 Ave	D	B	-	D	B	-	C	B	-	A	A	-
SW8 St / SW92 Ave	E	F	-	E	E	-	E	C	-	F	E	C
SW8 St / SW87 Ave	F	F	-	F	E	A	F	C	-	E	E	D
Flagler St / SW87 Ave	E	F	E	F	E	C	F	F	C	F	D	-
Flagler St / SW84 Ave	F	F	D	F	F	B	E	B	-	D	B	-
Flagler / SW82 Ave	F	F	-	F	E	B	D	C	-	E	C	-
SW8 St / SW82 Ave	D	-	A	-	-	-	-	B	-	C	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	C	A	-
SW16 St / SW87 Ave	B	B	-	F	C	-	C	C	-	E	D	-

Table F-15 Delay in Seconds per Vehicle by Movement Alternative 1A (2020 AM)

Intersection	Year 2020 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	26.4	79.4	-	82.6	30.2	-	53.1	41.7	8.5	96.8	17.8	3.2
SW8 St / SW94 Ave	37.8	18.9	-	36.9	15.6	-	20.6	3.7	-	1.5	3.4	-
SW8 St / SW92 Ave	28.0	44.5	-	25.4	31.0	-	47.5	16.2	-	26.7	8.9	0.7
SW8 St / SW87 Ave	39.6	47.7	-	96.8	43.1	5.1	47.2	10.5	-	35.4	47.6	29.6
Flagler St / SW87 Ave	31.0	90.5	21.4	101.5	37.6	7.7	67.3	70.4	13.2	125.6	44.7	-
Flagler St / SW84 Ave	64.2	59.1	20.8	33.4	33.4	8.3	33.4	7.4	-	11.0	19.4	-
Flagler / SW82 Ave	65.1	52.2	-	36.7	32.0	8.6	16.3	19.8	-	18.6	15.6	-
SW8 St / SW82 Ave	31.4	-	6.7	-	-	-	-	3.3	-	14.7	7.2	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	4.0	-	13.3	0.3	-
SW16 St / SW87 Ave	10.2	11.4	-	16.9	3.4	-	35.1	37.2	-	58.8	44.5	-

Table F-16 Delay in Seconds per Vehicle by Movement Alternative 1A (2040 AM)

Intersection	Year 2040 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	40.3	129.7	-	140.1	51.9	-	118.3	103.7	24.4	177.9	51.2	25.5
SW8 St / SW94 Ave	39.4	19.2	-	37.4	19.3	-	30.8	12.9	-	3.6	7.5	-
SW8 St / SW92 Ave	58.4	83.6	-	78.0	70.0	-	69.3	34.6	-	95.6	59.7	20.1
SW8 St / SW87 Ave	112.7	108.1	-	172.1	70.3	7.2	114.2	31.2	-	63.8	60.2	38.7
Flagler St / SW87 Ave	70.2	153.8	64.1	190.8	66.6	22.7	95.7	137.7	30.2	202.2	51.2	-
Flagler St / SW84 Ave	90.0	87.9	54.9	85.7	86.0	14.9	65.9	15.3	-	41.2	14.8	-
Flagler / SW82 Ave	98.4	122.3	-	97.3	68.6	12.3	38.2	25.3	-	74.6	22.7	-
SW8 St / SW82 Ave	37.5	-	8.2	-	-	-	-	18.6	-	21.2	5.7	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	2.1	-	24.9	0.3	-
SW16 St / SW87 Ave	14.0	16.0	-	209.6	22.4	-	30.9	30.4	-	60.0	41.7	-

Table F-17 Level of Service (LOS) by Movement Alternative 1A (2020 PM)

Intersection	Year 2020 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	F	D	-	D	F	-	F	C	A	F	D	A
SW8 St / SW94 Ave	D	C	-	D	B	-	C	A	-	A	A	-
SW8 St / SW92 Ave	D	C	-	C	E	-	F	C	-	D	C	A
SW8 St / SW87 Ave	E	C	-	D	C	A	D	C	-	E	D	B
Flagler St / SW87 Ave	F	D	A	D	F	D	F	D	B	D	E	-
Flagler St / SW84 Ave	E	F	C	D	D	C	C	B	-	A	B	-
Flagler / SW82 Ave	E	E	-	D	D	A	E	A	-	B	C	-
SW8 St / SW82 Ave	D	-	A	-	-	-	-	A	-	C	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	B	A	-
SW16 St / SW87 Ave	D	B	-	A	A	-	D	C	-	D	E	-

Table F-18 Level of Service (LOS) by Movement Alternative 1A (2040 PM)

Intersection	Year 2040 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	F	E	-	F	F	-	F	E	C	F	F	C
SW8 St / SW94 Ave	C	B	-	C	C	-	C	B	-	A	B	-
SW8 St / SW92 Ave	F	D	-	D	F	-	F	D	-	F	F	B
SW8 St / SW87 Ave	F	D	-	E	F	B	F	E	-	F	E	C
Flagler St / SW87 Ave	F	E	C	F	F	F	F	E	C	F	F	-
Flagler St / SW84 Ave	F	F	C	E	E	D	D	D	-	A	A	-
Flagler / SW82 Ave	F	F	-	F	E	D	F	A	-	B	E	-
SW8 St / SW82 Ave	C	-	A	-	-	-	-	C	-	C	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	C	A	-
SW16 St / SW87 Ave	F	B	-	C	D	-	D	C	-	D	F	-

Table F-19 Delay in Seconds per Vehicle by Movement Alternative 1A (2020 PM)

Intersection	Year 2020 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	122.8	46.3	-	40.1	111.9	-	157.2	33.3	9.5	94.0	48.7	6.3
SW8 St / SW94 Ave	36.6	25.6	-	39.4	18.2	-	22.7	4.9	-	3.9	3.0	-
SW8 St / SW92 Ave	49.6	34.9	-	22.9	67.2	-	86.3	20.5	-	46.0	21.4	0.4
SW8 St / SW87 Ave	67.6	29.6	-	51.6	29.5	2.8	54.1	34.8	-	68.0	41.8	16.9
Flagler St / SW87 Ave	112.6	36.1	8.4	39.3	87.7	38.3	120.0	38.7	17.3	49.3	67.5	-
Flagler St / SW84 Ave	78.6	80.2	22.9	37.7	37.7	25.5	21.8	13.6	-	7.6	14.7	-
Flagler / SW82 Ave	68.5	67.8	-	49.0	38.3	9.7	59.0	5.8	-	11.1	30.5	-
SW8 St / SW82 Ave	39.0	-	9.9	-	-	-	-	5.2	-	27.0	5.7	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	8.8	-	14.9	0.5	-
SW16 St / SW87 Ave	40.1	11.2	-	3.4	7.7	-	35.4	27.9	-	41.4	56.7	-

Table F-20 Delay in Seconds per Vehicle by Movement Alternative 1A (2040 PM)

Intersection	Year 2040 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	188.8	69.8	-	97.9	158.7	-	193.8	64.9	24.4	82.7	128.6	24.4
SW8 St / SW94 Ave	30.4	19.3	-	32.0	30.3	-	25.4	14.0	-	6.8	16.7	-
SW8 St / SW92 Ave	168.0	53.8	-	40.7	121.2	-	140.2	37.1	-	96.7	96.1	19.2
SW8 St / SW87 Ave	168.7	36.8	-	66.5	108.0	11.9	145.1	69.5	-	103.0	70.0	24.2
Flagler St / SW87 Ave	209.6	68.1	25.3	102.0	169.6	86.1	196.0	63.1	33.9	92.2	119.2	-
Flagler St / SW84 Ave	115.3	118.1	26.3	73.5	73.4	50.8	41.5	37.1	-	3.9	8.2	-
Flagler / SW82 Ave	118.0	156.5	-	115.5	67.8	40.3	120.7	5.6	-	15.3	56.0	-
SW8 St / SW82 Ave	31.4	-	7.9	-	-	-	-	26.0	-	32.8	7.9	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	0.7	-	30.2	0.8	-
SW16 St / SW87 Ave	84.9	11.9	-	20.5	44.0	-	46.9	32.7	-	53.6	80.8	-

Table F-21 Level of Service (LOS) by Movement Alternative 1B (2020 AM)

Intersection	Year 2020 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	C	E	-	F	C	-	D	D	A	F	B	A
SW8 St / SW94 Ave	D	B	-	D	B	-	C	A	-	A	A	-
SW8 St / SW92 Ave	C	D	-	C	C	-	D	B	-	C	A	A
SW8 St / SW87 Ave	D	F	A	F	C	A	F	B	-	D	D	C
Flagler St / SW87 Ave	C	F	B	F	D	A	E	E	B	F	D	-
Flagler St / SW84 Ave	E	E	C	C	C	A	C	A	-	B	B	-
Flagler / SW82 Ave	E	D	-	D	C	A	B	B	-	B	B	-
SW8 St / SW82 Ave	D	-	A	-	-	-	-	A	A	B	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	B	A	-
SW16 St / SW87 Ave	B	B	-	B	A	-	D	D	-	E	D	-

Table F-22 Level of Service (LOS) by Movement Alternative 1B (2040 AM)

Intersection	Year 2040 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	D	F	-	F	D	-	F	F	C	F	D	C
SW8 St / SW94 Ave	D	B	-	D	B	-	C	B	-	A	A	-
SW8 St / SW92 Ave	E	F	-	E	E	-	E	C	-	F	E	C
SW8 St / SW87 Ave	E	F	B	F	D	A	F	D	-	F	F	D
Flagler St / SW87 Ave	E	F	E	F	E	C	F	F	C	F	D	-
Flagler St / SW84 Ave	F	F	D	F	F	B	E	B	-	D	B	-
Flagler / SW82 Ave	F	F	-	F	E	B	D	C	-	E	C	-
SW8 St / SW82 Ave	D	-	B	-	-	-	-	C	A	C	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	C	A	-
SW16 St / SW87 Ave	B	B	-	F	C	-	C	C	-	E	D	-

Table F-23 Delay in Seconds per Vehicle by Movement Alternative 1B (2020 AM)

Intersection	Year 2020 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	26.4	79.4	-	82.6	30.2	-	53.1	41.7	8.5	96.9	17.9	3.2
SW8 St / SW94 Ave	37.8	18.9	-	36.9	15.6	-	20.6	3.7	-	1.5	3.4	-
SW8 St / SW92 Ave	28.0	44.5	-	25.4	31.0	-	47.5	16.2	-	26.6	8.7	0.7
SW8 St / SW87 Ave	38.2	96.3	3.3	151.0	29.1	4.8	93.0	10.8	-	50.5	49.3	31.8
Flagler St / SW87 Ave	25.1	89.3	19.5	101.5	37.6	7.7	67.3	70.4	13.2	125.7	44.7	-
Flagler St / SW84 Ave	64.2	59.1	20.8	33.4	33.4	8.3	33.4	7.4	-	10.9	19.4	-
Flagler / SW82 Ave	65.1	52.2	-	36.7	32.0	8.6	16.3	19.8	-	18.6	15.6	-
SW8 St / SW82 Ave	36.3	-	8.1	-	-	-	-	5.2	0.1	19.9	5.4	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	4.9	-	13.3	0.3	-
SW16 St / SW87 Ave	10.2	11.4	-	17.2	3.2	-	35.1	37.2	-	58.8	44.5	-

Table F-24 Delay in Seconds per Vehicle by Movement Alternative 1B (2040 AM)

Intersection	Year 2040 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	40.3	129.7	-	140.1	51.9	-	118.3	103.7	24.4	177.9	51.2	25.5
SW8 St / SW94 Ave	39.4	19.2	-	37.4	19.3	-	30.8	12.9	-	3.6	7.5	-
SW8 St / SW92 Ave	58.4	83.6	-	78.0	70.0	-	69.3	34.6	-	95.6	59.7	20.1
SW8 St / SW87 Ave	59.4	146.8	10.9	208.4	44.0	5.0	213.0	39.8	-	90.5	83.1	36.0
Flagler St / SW87 Ave	70.2	153.8	64.1	190.8	66.6	22.7	95.7	137.7	30.2	202.2	51.2	-
Flagler St / SW84 Ave	90.0	87.9	54.9	85.7	86.0	14.9	65.9	15.3	-	41.2	14.8	-
Flagler / SW82 Ave	98.4	122.3	-	97.3	68.6	12.3	38.2	25.3	-	74.6	22.7	-
SW8 St / SW82 Ave	37.5	-	11.1	-	-	-	-	23.0	3.2	31.8	5.7	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	1.5	-	24.9	0.3	-
SW16 St / SW87 Ave	14.0	16.0	-	209.6	22.4	-	30.9	30.4	-	60.0	41.7	-

Table F-25 Level of Service (LOS) by Movement Alternative 1B (2020 PM)

Intersection	Year 2020 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	F	D	-	D	F	-	F	C	A	F	D	A
SW8 St / SW94 Ave	D	C	-	D	B	-	C	A	-	A	A	-
SW8 St / SW92 Ave	D	C	-	C	E	-	F	C	-	D	C	A
SW8 St / SW87 Ave	E	D	A	E	C	A	D	C	-	E	D	B
Flagler St / SW87 Ave	F	D	A	D	F	D	F	D	B	D	E	-
Flagler St / SW84 Ave	E	F	C	D	D	C	C	B	-	A	B	-
Flagler / SW82 Ave	E	E	-	D	D	A	E	A	-	B	C	-
SW8 St / SW82 Ave	D	-	A	-	-	-	-	A	A	C	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	B	A	-
SW16 St / SW87 Ave	D	B	-	A	A	-	D	C	-	D	E	-

Table F-26 Level of Service (LOS) by Movement Alternative 1B (2040 PM)

Intersection	Year 2040 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	F	E	-	F	F	-	F	E	C	F	F	C
SW8 St / SW94 Ave	C	B	-	C	C	-	C	B	-	A	B	-
SW8 St / SW92 Ave	F	D	-	D	F	-	F	D	-	F	F	B
SW8 St / SW87 Ave	F	E	A	F	F	B	F	E	-	F	E	B
Flagler St / SW87 Ave	F	E	C	F	F	F	F	E	C	F	F	-
Flagler St / SW84 Ave	F	F	C	E	E	D	D	D	-	A	A	-
Flagler / SW82 Ave	F	F	-	F	E	D	F	A	-	B	E	-
SW8 St / SW82 Ave	F	-	B	-	-	-	-	C	A	E	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	C	A	-
SW16 St / SW87 Ave	F	B	-	C	D	-	D	C	-	D	F	-

Table F-27 Delay in Seconds per Vehicle by Movement Alternative 1B (2020 PM)

Intersection	Year 2020 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	122.8	46.3	-	40.1	111.9	-	157.2	33.3	9.5	94.0	48.7	6.3
SW8 St / SW94 Ave	36.6	25.6	-	39.4	18.2	-	22.7	4.9	-	3.9	3.0	-
SW8 St / SW92 Ave	49.6	34.9	-	22.9	67.2	-	86.3	20.5	-	45.9	21.2	0.4
SW8 St / SW87 Ave	71.7	36.3	7.7	58.9	29.9	2.6	54.1	34.8	-	68.0	42.2	18.6
Flagler St / SW87 Ave	109.2	37.4	9.4	39.3	87.7	38.3	120.0	38.7	17.3	49.3	67.5	-
Flagler St / SW84 Ave	78.6	80.2	22.9	37.7	37.7	25.5	21.8	13.7	-	7.6	14.7	-
Flagler / SW82 Ave	68.5	67.8	-	49.0	38.3	9.7	59.0	5.8	-	11.1	30.5	-
SW8 St / SW82 Ave	39.0	-	9.9	-	-	-	-	8.7	0.1	32.7	5.7	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	9.5	-	14.9	0.5	-
SW16 St / SW87 Ave	40.1	11.2	-	3.4	7.7	-	35.4	27.9	-	41.4	56.7	-

Table F-28 Delay in Seconds per Vehicle by Movement Alternative 1B (2040 PM)

Intersection	Year 2040 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	188.8	69.8	-	97.9	158.7	-	193.8	64.9	24.4	82.7	128.6	24.4
SW8 St / SW94 Ave	30.4	19.3	-	32.0	30.3	-	25.4	14.0	-	6.8	16.7	-
SW8 St / SW92 Ave	168.0	53.8	-	40.7	121.2	-	140.2	37.1	-	96.7	96.1	19.2
SW8 St / SW87 Ave	171.3	61.9	7.8	81.1	103.3	12.5	128.5	66.4	-	112.3	75.6	16.2
Flagler St / SW87 Ave	209.6	68.1	25.3	102.0	169.6	86.1	196.0	63.1	33.9	92.2	119.2	-
Flagler St / SW84 Ave	115.3	118.1	26.3	73.5	73.4	50.8	41.5	37.1	-	3.9	8.2	-
Flagler / SW82 Ave	118.0	156.5	-	115.5	67.8	40.3	120.7	5.6	-	15.3	56.0	-
SW8 St / SW82 Ave	82.7	-	15.1	-	-	-	-	29.8	7.6	59.1	4.5	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	9.0	-	30.2	0.8	-
SW16 St / SW87 Ave	84.9	11.9	-	20.5	44.0	-	46.9	32.7	-	53.6	80.8	-

Table F-29 Level of Service (LOS) by Movement Alternative 2A (2020 AM)

Intersection	Year 2020 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	C	E	-	F	C	-	D	D	A	F	B	A
SW8 St / SW94 Ave	D	B	-	D	B	-	C	A	-	A	A	-
SW8 St / SW92 Ave	C	D	-	C	C	-	D	B	-	C	C	B
SW8 St / SW87 Ave	C	D	A	F	C	A	E	B*	-	D	D*	F
Flagler St / SW87 Ave	D	F	D	F	E	B	F	E	C	F	D	-
Flagler St / SW84 Ave	E	E	C	C	C	A	D	B	-	C	D	-
Flagler / SW82 Ave	E	D	-	D	C	A	A	A	-	B	B	-
SW8 St / SW82 Ave	D	-	A	-	-	-	-	A	A	B	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	C	A	-
SW16 St / SW87 Ave	B	B	-	D	B	-	C	C	-	D	D	-

*Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.*

Table F-30 Level of Service (LOS) by Movement Alternative 2A (2040 AM)

Intersection	Year 2040 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	D	F	-	F	D	-	F	F	B	F	C	B
SW8 St / SW94 Ave	E	C	-	D	C	-	C	B	-	A	A	-
SW8 St / SW92 Ave	E	E	-	E	E	-	E	C	-	F	D	C
SW8 St / SW87 Ave	C	E	A	F	A	A	F	B*	-	E	E*	F
Flagler St / SW87 Ave	C	F	C	F	E	A	F	F	C	F	E	-
Flagler St / SW84 Ave	F	F	D	E	E	B	D	B	-	B	B	-
Flagler / SW82 Ave	F	F	-	F	D	B	D	B	-	D	B	-
SW8 St / SW82 Ave	E	-	B	-	-	-	-	A	A	D	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	B	A	-
SW16 St / SW87 Ave	B	B	-	F	C	-	C	C	-	E	D	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-31 Delay in Seconds per Vehicle by Movement Alternative 2A (2020 AM)

Intersection	Year 2020 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	26.4	79.4	-	82.6	30.2	-	53.1	41.7	8.5	97.3	18.9	3.3
SW8 St / SW94 Ave	37.8	18.9	-	36.9	15.6	-	20.6	3.7	-	1.6	3.6	-
SW8 St / SW92 Ave	28.0	44.5	-	25.4	31.0	-	47.5	16.2	-	26.3	33.7	15.6
SW8 St / SW87 Ave	23.9	41.4	7.1	96.7	30.3	4.0	71.1	19.8*	-	45.6	49.9*	103.4
Flagler St / SW87 Ave	42.9	90.0	43.6	121.2	59.9	16.1	82.9	70.6	28.1	112.0	46.4	-
Flagler St / SW84 Ave	64.2	59.1	20.8	33.4	33.4	8.3	35.9	19.2	-	20.1	42.8	-
Flagler / SW82 Ave	65.1	52.2	-	36.7	32.0	8.6	8.4	7.5	-	18.3	15.2	-
SW8 St / SW82 Ave	36.3	-	8.1	-	-	-	-	6.0	0.3	19.9	6.3	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	1.7	-	22.1	0.3	-
SW16 St / SW87 Ave	11.1	11.8	-	45.6	17.1	-	28.7	30.7	-	43.7	38.7	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-32 Delay in Seconds per Vehicle by Movement Alternative 2A (2040 AM)

Intersection	Year 2040 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	40.6	138.1	-	152.1	42.2	-	92.4	95.7	15.7	166.4	33.9	10.9
SW8 St / SW94 Ave	56.9	30.3	-	54.9	35.0	-	31.3	14.1	-	4.2	4.8	-
SW8 St / SW92 Ave	60.7	78.2	-	66.0	57.6	-	77.2	24.4	-	82.8	41.4	21.1
SW8 St / SW87 Ave	27.3	55.3	9.6	159.0	9.5	0.6	81.5	17.7*	-	64.7	57.4*	189.9
Flagler St / SW87 Ave	33.3	158.8	30.6	176.5	56.0	9.7	92.6	143.3	21.9	156.7	72.6	-
Flagler St / SW84 Ave	95.2	87.1	37.8	60.5	60.8	12.3	50.3	11.2	-	19.9	19.2	-
Flagler / SW82 Ave	84.6	119.5	-	86.9	51.3	11.2	35.5	14.1	-	52.4	19.5	-
SW8 St / SW82 Ave	60.8	-	10.7	-	-	-	-	7.4	1.1	41.3	5.9	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	9.8	-	19.5	0.3	-
SW16 St / SW87 Ave	14.0	16.0	-	209.6	22.4	-	30.9	30.4	-	60.0	41.7	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-33 Level of Service (LOS) by Movement Alternative 2A (2020 PM)

Intersection	Year 2020 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	F	D	-	D	F	-	F	D	B	E	E	A
SW8 St / SW94 Ave	D	C	-	D	B	-	C	A	-	A	A	-
SW8 St / SW92 Ave	E	D	-	C	E	-	F	B	-	D	D	B
SW8 St / SW87 Ave	D	C	A	C	C	A	D	C*	-	D	C*	C
Flagler St / SW87 Ave	F	D	A	D	F	D	F	D	B	D	E	-
Flagler St / SW84 Ave	E	E	C	D	D	C	C	B	-	A	A	-
Flagler / SW82 Ave	E	E	-	E	D	B	E	A	-	B	C	-
SW8 St / SW82 Ave	D	-	B	-	-	-	-	B	A	D	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	B	-	B	A	-
SW16 St / SW87 Ave	D	B	-	B	C	-	C	C	-	D	E	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-34 Level of Service (LOS) by Movement Alternative 2A (2040 PM)

Intersection	Year 2040 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	F	E	-	F	F	-	F	E	B	F	F	B
SW8 St / SW94 Ave	D	C	-	D	D	-	C	B	-	B	A	-
SW8 St / SW92 Ave	F	D	-	D	F	-	F	C	-	F	F	B
SW8 St / SW87 Ave	E	C	A	C	C	A	E	C*	-	D	D*	D
Flagler St / SW87 Ave	F	E	B	F	F	F	F	E	C	E	F	-
Flagler St / SW84 Ave	F	F	C	E	E	E	E	B	-	A	A	-
Flagler / SW82 Ave	F	F	-	F	D	C	F	A	-	B	E	-
SW8 St / SW82 Ave	E	-	B	-	-	-	-	B	A	D	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	B	-	C	A	-
SW16 St / SW87 Ave	F	B	-	C	D	-	D	C	-	D	F	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-35 Delay in Seconds per Vehicle by Movement Alternative 2A (2020 PM)

Intersection	Year 2020 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	92.4	42.7	-	40.1	104.1	-	123.3	44.0	13.2	74.6	73.4	5.0
SW8 St / SW94 Ave	42.0	29.1	-	44.8	18.2	-	21.0	7.9	-	5.2	2.3	-
SW8 St / SW92 Ave	65.7	36.6	-	25.5	67.6	-	93.1	19.2	-	39.7	39.9	14.3
SW8 St / SW87 Ave	43.3	24.9	4.9	22.1	23.9	3.4	50.9	21.7*	-	45.9	33.7*	28.9
Flagler St / SW87 Ave	101.5	45.5	9.1	41.5	101.2	44.4	123.3	38.4	18.4	53.8	55.7	-
Flagler St / SW84 Ave	75.3	75.9	22.6	43.0	42.9	27.8	24.4	16.2	-	4.9	8.7	-
Flagler / SW82 Ave	68.6	67.9	-	60.0	43.8	11.4	55.8	5.2	-	11.5	28.9	-
SW8 St / SW82 Ave	44.8	-	10.9	-	-	-	-	10.1	0.4	35.9	6.8	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	12.0	-	15.9	0.5	-
SW16 St / SW87 Ave	41.0	10.0	-	16.1	28.4	-	25.4	22.2	-	39.1	65.6	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-36 Delay in Seconds per Vehicle by Movement Alternative 2A (2040 PM)

Intersection	Year 2040 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	194.0	61.7	-	82.7	161.3	-	201.6	55.5	16.9	95.3	127.6	11.7
SW8 St / SW94 Ave	47.2	29.6	-	49.6	37.9	-	26.2	15.9	-	16.8	5.5	-
SW8 St / SW92 Ave	169.0	43.8	-	37.1	116.4	-	170.6	25.8	-	96.7	84.6	17.5
SW8 St / SW87 Ave	58.6	28.9	5.0	30.0	31.3	3.3	69.2	26.9*	-	53.4	42.2*	39.4
Flagler St / SW87 Ave	202.2	57.4	15.6	80.2	164.1	82.3	225.8	55.8	25.1	70.7	140.8	-
Flagler St / SW84 Ave	96.5	99.3	23.8	55.6	55.6	55.2	56.0	12.1	-	6.7	8.2	-
Flagler / SW82 Ave	99.1	128.3	-	114.4	53.9	34.7	116.3	7.8	-	15.0	55.0	-
SW8 St / SW82 Ave	59.1	-	12.4	-	-	-	-	12.0	0.6	46.9	7.3	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	10.5	-	22.0	0.8	-
SW16 St / SW87 Ave	84.9	11.9	-	20.5	44.0	-	46.9	32.7	-	53.6	80.8	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-37 Level of Service (LOS) by Movement Alternative 2B (2020 AM)

Intersection	Year 2020 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	C	F	-	E	D	-	D	D	A	F	C	A
SW8 St / SW94 Ave	D	C	-	D	B	-	C	A	-	A	A	-
SW8 St / SW92 Ave	C	D	-	C	C	-	D	C	-	C	C	B
SW8 St / SW87 Ave	B	C	-	D	C	A	C	B*	-	D	D*	E
Flagler St / SW87 Ave	C	E	B	F	D	A	D	F	B	E	D	-
Flagler St / SW84 Ave	E	E	C	D	D	A	D	A	-	B	C	-
Flagler / SW82 Ave	E	D	-	D	D	A	B	A	-	C	B	-
SW8 St / SW82 Ave	D	-	A	-	-	-	-	B	-	B	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	B	A	-
SW16 St / SW87 Ave	B	B	-	C	A	-	C	D	-	D	D	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-38 Level of Service (LOS) by Movement Alternative 2B (2040 AM)

Intersection	Year 2040 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	D	F	-	F	D	-	F	F	B	F	D	C
SW8 St / SW94 Ave	E	C	-	D	C	-	D	A	-	A	A	-
SW8 St / SW92 Ave	E	E	-	E	E	-	F	C	-	E	D	C
SW8 St / SW87 Ave	C	C	-	E	C	A	E	C*	-	D	D*	F
Flagler St / SW87 Ave	E	F	E	F	E	A	F	F	C	F	E	-
Flagler St / SW84 Ave	F	F	D	E	E	B	D	B	-	B	B	-
Flagler / SW82 Ave	F	F	-	F	D	B	D	B	-	D	B	-
SW8 St / SW82 Ave	C	-	A	-	-	-	-	C	-	C	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	B	A	-
SW16 St / SW87 Ave	B	B	-	F	C	-	C	C	-	E	D	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-39 Delay in Seconds per Vehicle by Movement Alternative 2B (2020 AM)

Intersection	Year 2020 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	24.4	83.2	-	75.7	35.5	-	54.0	39.2	9.7	127.2	21.3	4.3
SW8 St / SW94 Ave	42.7	20.9	-	41.6	17.6	-	20.7	4.7	-	1.5	3.7	-
SW8 St / SW92 Ave	28.4	41.9	-	26.8	31.2	-	48.9	22.8	-	26.4	30.4	13.2
SW8 St / SW87 Ave	15.1	24.2	-	45.0	29.5	9.9	20.4	16.4*	-	48.3	39.7*	59.3
Flagler St / SW87 Ave	29.1	70.9	16.2	101.8	38.3	5.8	49.2	83.9	15.7	75.3	52.8	-
Flagler St / SW84 Ave	63.5	59.8	20.2	38.8	38.9	9.2	37.8	6.7	-	13.1	20.4	-
Flagler / SW82 Ave	64.2	53.4	-	43.5	37.2	9.6	10.3	7.6	-	24.0	15.2	-
SW8 St / SW82 Ave	36.1	-	7.3	-	-	-	-	15.6	-	18.5	8.1	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	8.0	-	13.9	0.3	-
SW16 St / SW87 Ave	11.0	12.5	-	29.9	6.9	-	34.9	37.6	-	52.0	42.0	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-40 Delay in Seconds per Vehicle by Movement Alternative 2B (2040 AM)

Intersection	Year 2040 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	40.6	138.1	-	152.1	42.2	-	92.4	95.7	15.7	135.6	50.6	27.5
SW8 St / SW94 Ave	56.9	30.3	-	54.9	35.0	-	53.0	2.3	-	5.0	6.4	-
SW8 St / SW92 Ave	60.7	78.2	-	66.0	57.6	-	84.8	22.2	-	75.0	39.8	20.1
SW8 St / SW87 Ave	24.6	31.9	-	60.7	27.0	3.5	64.5	22.6*	-	41.4	45.3*	100.7
Flagler St / SW87 Ave	57.8	166.9	57.7	176.5	56.0	9.7	92.6	143.3	21.9	156.7	72.6	-
Flagler St / SW84 Ave	95.2	87.1	37.8	60.5	60.8	12.3	50.3	11.2	-	19.9	19.2	-
Flagler / SW82 Ave	84.6	119.5	-	86.9	51.3	11.2	35.5	14.1	-	52.4	19.5	-
SW8 St / SW82 Ave	21.7	-	7.0	-	-	-	-	21.1	-	25.0	9.9	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	1.0	-	19.5	0.3	-
SW16 St / SW87 Ave	14.0	16.0	-	209.6	22.4	-	30.9	30.4	-	60.0	41.7	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-41 Level of Service (LOS) by Movement Alternative 2B (2020 PM)

Intersection	Year 2020 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	F	D	-	D	F	-	F	D	B	E	E	A
SW8 St / SW94 Ave	D	C	-	D	B	-	C	A	-	A	A	-
SW8 St / SW92 Ave	E	D	-	C	E	-	F	B	-	D	D	B
SW8 St / SW87 Ave	D	C	-	B	C	A	D	C*	-	D	C*	C
Flagler St / SW87 Ave	F	D	A	D	F	D	F	D	B	D	E	-
Flagler St / SW84 Ave	E	E	C	D	D	C	C	B	-	A	A	-
Flagler / SW82 Ave	E	E	-	E	D	B	E	A	-	B	C	-
SW8 St / SW82 Ave	D	-	B	-	-	-	-	A	-	C	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	B	A	-
SW16 St / SW87 Ave	D	B	-	B	C	-	C	C	-	D	E	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-42 Level of Service (LOS) by Movement Alternative 2B (2040 PM)

Intersection	Year 2040 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	F	E	-	F	F	-	F	E	B	F	F	B
SW8 St / SW94 Ave	D	C	-	D	D	-	C	B	-	B	A	-
SW8 St / SW92 Ave	F	D	-	D	F	-	F	C	-	F	F	B
SW8 St / SW87 Ave	E	C	-	C	C	A	D	C*	-	E	D*	D
Flagler St / SW87 Ave	F	E	B	F	F	F	F	E	C	E	F	-
Flagler St / SW84 Ave	F	F	C	E	E	E	E	B	-	A	A	-
Flagler / SW82 Ave	F	F	-	F	D	C	F	A	-	B	E	-
SW8 St / SW82 Ave	E	-	B	-	-	-	-	B	-	D	A	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	C	A	-
SW16 St / SW87 Ave	F	B	-	C	D	-	D	C	-	D	F	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

F-43 Delay in Seconds per Vehicle by Movement Alternative 2B (2020 PM)

Intersection	Year 2020 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	92.4	42.7	-	40.1	104.1	-	123.3	44.0	13.2	74.4	73.3	5.0
SW8 St / SW94 Ave	42.0	29.1	-	44.8	18.2	-	21.0	7.9	-	5.2	2.3	-
SW8 St / SW92 Ave	65.7	36.6	-	25.5	67.6	-	93.1	19.1	-	39.9	40.1	15.0
SW8 St / SW87 Ave	42.9	20.2	-	19.2	22.5	3.2	37.1	21.7*	-	54.4	33.7*	28.1
Flagler St / SW87 Ave	101.5	45.5	9.1	41.5	101.2	44.4	123.3	38.4	18.4	53.8	55.7	-
Flagler St / SW84 Ave	75.3	75.9	22.6	43.0	42.9	27.8	24.4	16.2	-	4.9	8.7	-
Flagler / SW82 Ave	68.6	67.9	-	60.0	43.8	11.4	55.8	5.2	-	11.5	28.9	-
SW8 St / SW82 Ave	43.6	-	10.5	-	-	-	-	9.3	-	30.1	7.3	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	9.1	-	18.4	0.5	-
SW16 St / SW87 Ave	41.0	10.0	-	16.1	28.4	-	25.4	22.2	-	39.1	65.6	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-44 Delay in Seconds per Vehicle by Movement Alternative 2B (2040 PM)

Intersection	Year 2040 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	194.0	61.7	-	82.7	161.3	-	201.6	55.5	16.9	94.8	127.5	11.7
SW8 St / SW94 Ave	47.2	29.6	-	49.6	37.9	-	26.2	15.9	-	16.8	5.5	-
SW8 St / SW92 Ave	169.0	43.8	-	37.1	116.4	-	170.6	25.8	-	100.3	84.0	17.5
SW8 St / SW87 Ave	57.0	23.2	-	25.8	28.8	3.2	42.6	26.9*	-	62.8	42.2*	38.5
Flagler St / SW87 Ave	202.2	57.4	15.6	80.2	164.1	82.3	225.8	55.8	25.1	70.7	140.8	-
Flagler St / SW84 Ave	96.5	99.3	23.8	55.6	55.6	55.2	56.0	12.1	-	6.7	8.2	-
Flagler / SW82 Ave	99.1	128.3	-	114.4	53.9	34.7	116.3	7.8	-	15.0	55.0	-
SW8 St / SW82 Ave	59.1	-	12.4	-	-	-	-	10.8	-	40.0	7.3	-
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	9.1	-	22.0	0.8	-
SW16 St / SW87 Ave	84.9	11.9	-	20.5	44.0	-	46.9	32.7	-	53.6	80.8	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-45 Level of Service (LOS) by Movement Alternative 3A (2020 AM)

Intersection	Year 2020 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	C	F	-	F	D	-	D	D	A	F	B	A
SW8 St / SW94 Ave	D	C	-	D	B	-	B	A	-	A	A	-
SW8 St / SW92 Ave	C	D	-	C	C	-	D	B	-	C	A	A
SW8 St / SW87 Ave	D	F	B	F	D	-	E	C	A	E	D	B
Flagler St / SW87 Ave	C	E	B	F	D	A	D	E	B	F	D	-
Flagler St / SW84 Ave	E	E	C	D	D	A	D	A	-	B	B	-
Flagler / SW82 Ave	E	C	-	F	D	A	B	C	-	D	B	-
SW8 St / SW82 Ave	D	C	-	C	C	-	D	B	-	E	C	A
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	B	A	-
SW16 St / SW87 Ave	B	B	-	C	A	-	C	D	-	D	D	-

Table F-46 Level of Service (LOS) by Movement Alternative 3A (2040 AM)

Intersection	Year 2040 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	D	F	-	F	D	-	F	F	B	F	C	A
SW8 St / SW94 Ave	D	C	-	D	C	-	C	B	-	A	A	-
SW8 St / SW92 Ave	E	F	-	E	D	-	E	C	-	D	A	A
SW8 St / SW87 Ave	F	F	C	F	F	-	F	D	A	F	E	C
Flagler St / SW87 Ave	D	F	B	F	D	A	E	F	C	F	E	-
Flagler St / SW84 Ave	E	E	C	D	D	B	D	A	-	B	C	-
Flagler / SW82 Ave	E	F	-	F	D	A	D	E	-	F	C	-
SW8 St / SW82 Ave	F	E	-	D	D	-	E	C	-	F	C	A
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	C	A	-
SW16 St / SW87 Ave	B	C	-	F	C	-	C	C	-	F	D	-

Table F-47 Delay in Seconds per Vehicle by Movement Alternative 3A (2020 AM)

Intersection	Year 2020 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	25.2	81.7	-	84.3	36.8	-	53.6	36.8	9.4	131.2	17.2	3.5
SW8 St / SW94 Ave	42.7	20.9	-	41.6	17.6	-	18.9	5.5	-	1.5	3.2	-
SW8 St / SW92 Ave	29.6	43.9	-	28.8	32.1	-	47.6	19.4	-	26.8	9.1	0.4
SW8 St / SW87 Ave	50.8	81.9	12.2	99.3	48.2	-	75.2	21.1	3.5	58.0	49.1	19.9
Flagler St / SW87 Ave	30.6	73.8	19.9	129.1	40.4	6.0	48.8	56.8	14.4	105.2	50.2	-
Flagler St / SW84 Ave	63.5	59.8	20.2	38.9	38.8	9.3	37.5	6.2	-	12.9	18.3	-
Flagler / SW82 Ave	62.7	22.2	-	81.1	35.5	8.8	18.0	22.3	-	52.7	19.1	-
SW8 St / SW82 Ave	36.2	31.3	-	23.4	21.1	-	46.3	15.4	-	61.0	32.8	4.6
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	9.1	-	17.8	0.3	-
SW16 St / SW87 Ave	12.3	14.0	-	29.1	3.8	-	31.5	35.3	-	47.2	39.6	-

Table F-48 Delay in Seconds per Vehicle by Movement Alternative 3A (2040 AM)

Intersection	Year 2040 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	40.3	124.1	-	140.7	38.9	-	94.4	103.8	14.2	205.8	29.9	8.7
SW8 St / SW94 Ave	53.0	27.0	-	50.7	31.2	-	28.1	11.3	-	3.2	4.4	-
SW8 St / SW92 Ave	57.9	84.1	-	56.0	53.5	-	60.4	31.0	-	47.7	9.3	0.4
SW8 St / SW87 Ave	132.4	112.1	26.6	165.6	83.2	-	87.0	35.1	8.7	95.1	69.6	32.4
Flagler St / SW87 Ave	40.5	131.7	10.1	183.4	47.2	6.7	74.5	124.8	20.1	121.0	68.1	-
Flagler St / SW84 Ave	72.8	68.9	23.1	54.0	53.9	11.3	46.1	8.1	-	16.3	20.5	-
Flagler / SW82 Ave	66.6	103.1	-	152.6	51.0	9.5	40.6	72.2	-	120.4	24.7	-
SW8 St / SW82 Ave	87.9	55.6	-	40.8	42.0	-	60.3	23.0	-	84.2	33.3	5.7
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	3.9	-	22.4	0.3	-
SW16 St / SW87 Ave	14.2	21.2	-	123.3	27.3	-	25.0	29.7	-	102.7	47.7	-

Table F-49 Level of Service (LOS) by Movement Alternative 3A (2020 PM)

Intersection	Year 2020 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	F	D	-	D	F	-	F	D	B	E	E	A
SW8 St / SW94 Ave	D	C	-	D	B	-	B	A	-	A	A	-
SW8 St / SW92 Ave	E	D	-	C	E	-	F	B	-	D	B	A
SW8 St / SW87 Ave	F	D	B	E	F	-	E	E	A	F	D	B
Flagler St / SW87 Ave	F	C	A	D	F	D	F	D	B	D	D	-
Flagler St / SW84 Ave	E	E	C	D	D	C	B	B	-	A	A	-
Flagler / SW82 Ave	E	C	-	F	D	A	F	B	-	C	D	-
SW8 St / SW82 Ave	D	C	-	C	D	-	E	D	-	F	D	A
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	B	A	-
SW16 St / SW87 Ave	D	B	-	A	A	-	D	C	-	D	E	-

Table F-50 Level of Service (LOS) by Movement Alternative 3A (2040 PM)

Intersection	Year 2040 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	F	E	-	E	F	-	F	E	C	F	F	C
SW8 St / SW94 Ave	C	C	-	C	C	-	C	B	-	A	B	-
SW8 St / SW92 Ave	F	E	-	D	F	-	F	D	-	F	F	C
SW8 St / SW87 Ave	F	D	C	D	F	-	F	F	B	F	F	B
Flagler St / SW87 Ave	F	E	C	F	F	E	F	E	C	E	F	-
Flagler St / SW84 Ave	E	F	C	C	C	C	F	C	-	A	D	-
Flagler / SW82 Ave	F	F	-	F	F	C	F	B	-	E	E	-
SW8 St / SW82 Ave	F	E	-	C	F	-	F	F	-	F	D	B
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	C	A	-
SW16 St / SW87 Ave	F	B	-	C	E	-	D	C	-	E	F	-

Table F-51 Delay in Seconds per Vehicle by Movement Alternative 3A (2020 PM)

Intersection	Year 2020 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	106.9	41.7	-	39.8	102.0	-	100.5	41.9	12.7	74.8	73.0	5.0
SW8 St / SW94 Ave	42.0	29.1	-	44.8	18.2	-	20.0	8.3	-	5.1	2.1	-
SW8 St / SW92 Ave	64.0	37.0	-	24.9	66.9	-	89.8	19.5	-	40.4	12.5	1.6
SW8 St / SW87 Ave	129.8	42.4	18.9	58.4	100.4	-	77.4	71.5	9.7	115.4	40.4	10.1
Flagler St / SW87 Ave	93.0	26.2	3.7	44.0	101.6	45.2	120.8	35.4	16.9	54.5	46.5	-
Flagler St / SW84 Ave	73.5	79.6	22.3	43.0	42.9	23.8	18.7	15.5	-	4.6	8.0	-
Flagler / SW82 Ave	61.1	20.3	-	80.9	42.7	9.7	80.8	10.3	-	23.0	36.9	-
SW8 St / SW82 Ave	40.5	20.9	-	30.8	47.4	-	61.8	54.7	-	98.1	43.2	5.1
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	7.6	-	18.4	0.5	-
SW16 St / SW87 Ave	47.7	12.2	-	3.1	7.6	-	41.7	30.8	-	46.1	59.8	-

Table F-52 Delay in Seconds per Vehicle by Movement Alternative 3A (2040 PM)

Intersection	Year 2040 (PM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	183.3	69.6	-	75.4	161.3	-	187.3	67.5	25.9	89.1	123.2	23.5
SW8 St / SW94 Ave	32.3	20.4	-	33.9	33.1	-	30.5	14.4	-	7.5	16.1	-
SW8 St / SW92 Ave	149.2	57.1	-	38.6	118.0	-	153.7	41.2	-	118.7	95.2	30.7
SW8 St / SW87 Ave	192.4	54.4	29.4	52.9	174.3	-	222.1	138.5	13.3	186.2	81.5	19.1
Flagler St / SW87 Ave	162.0	70.9	27.1	102.0	154.2	77.5	186.8	56.3	32.4	77.7	117.4	-
Flagler St / SW84 Ave	70.8	93.6	20.7	33.8	33.7	26.3	89.7	23.4	-	9.9	41.8	-
Flagler / SW82 Ave	125.6	94.3	-	119.5	109.8	28.7	128.8	18.4	-	70.1	56.3	-
SW8 St / SW82 Ave	127.8	56.6	-	31.2	94.3	-	122.8	91.2	-	126.2	53.6	10.3
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	7.9	-	32.4	0.7	-
SW16 St / SW87 Ave	108.1	14.5	-	25.1	58.9	-	45.7	31.3	-	64.6	96.6	-

Table F-53 Level of Service (LOS) by Movement Alternative 3B (2020 AM)

Intersection	Year 2020 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	C	E	-	E	C	-	D	D	A	F	C	A
SW8 St / SW94 Ave	C	B	-	C	B	-	A	A	-	A	B	-
SW8 St / SW92 Ave	C	D	-	C	C	-	C	C	-	C	C	B
SW8 St / SW87 Ave	C	D	A	E	C	A	E	B*	-	D	D*	E
Flagler St / SW87 Ave	D	E	C	F	D	A	D	E	B	F	D	-
Flagler St / SW84 Ave	D	D	B	C	C	A	C	C	-	B	C	-
Flagler / SW82 Ave	D	C	-	F	C	A	B	D	-	D	B	-
SW8 St / SW82 Ave	C	C	-	C	C	-	E	D	A	E	D	A
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	B	A	-
SW16 St / SW87 Ave	B	B	-	D	B	-	C	C	-	D	D	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-54 Level of Service (LOS) by Movement Alternative 3B (2040 AM)

Intersection	Year 2040 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	D	F	-	F	D	-	F	F	B	F	D	C
SW8 St / SW94 Ave	E	C	-	D	C	-	D	A	-	A	A	-
SW8 St / SW92 Ave	E	E	-	E	D	-	E	C	-	E	C	B
SW8 St / SW87 Ave	C	D	A	F	C	A	E	B*	-	D	D*	F
Flagler St / SW87 Ave	D	F	C	F	D	A	F	F	C	F	E	-
Flagler St / SW84 Ave	E	E	C	E	E	B	D	A	-	B	C	-
Flagler / SW82 Ave	E	F	-	F	D	A	D	F	-	F	C	-
SW8 St / SW82 Ave	E	D	-	E	D	-	E	C	A	E	D	A
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	C	A	-
SW16 St / SW87 Ave	B	C	-	F	C	-	C	C	-	F	D	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-55 Delay in Seconds per Vehicle by Movement Alternative 3B (2020 AM)

Intersection	Year 2020 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	26.2	77.9	-	77.6	30.1	-	52.6	43.8	8.7	89.8	34.3	10.0
SW8 St / SW94 Ave	21.9	12.1	-	21.7	10.2	-	8.7	7.2	-	5.7	12.4	-
SW8 St / SW92 Ave	26.9	42.2	-	25.7	30.0	-	35.0	30.5	-	28.6	31.9	12.3
SW8 St / SW87 Ave	26.5	37.4	5.9	72.9	28.4	4.3	70.9	16.7*	-	36.4	37.8*	59.0
Flagler St / SW87 Ave	43.0	76.0	26.8	126.9	39.8	5.7	53.9	60.1	16.5	121.2	41.2	-
Flagler St / SW84 Ave	51.0	47.9	18.1	28.0	28.0	7.5	26.6	30.3	-	11.3	23.7	-
Flagler / SW82 Ave	46.7	23.1	-	98.2	31.2	8.2	14.8	53.2	-	38.4	19.5	-
SW8 St / SW82 Ave	25.8	24.0	-	21.5	21.1	-	60.7	51.9	6.3	74.3	40.4	4.6
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	5.8	-	12.1	0.3	-
SW16 St / SW87 Ave	11.2	12.1	-	48.9	17.2	-	30.3	32.3	-	53.6	42.8	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-56 Delay in Seconds per Vehicle by Movement Alternative 3B (2040 AM)

Intersection	Year 2040 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	42.7	129.9	-	146.8	42.0	-	87.4	97.8	15.4	152.9	51.0	27.4
SW8 St / SW94 Ave	56.9	30.3	-	54.9	35.0	-	54.8	2.4	-	5.0	6.5	-
SW8 St / SW92 Ave	58.8	79.5	-	67.7	53.5	-	70.5	27.2	-	75.2	27.1	12.4
SW8 St / SW87 Ave	27.1	35.0	4.5	96.2	31.1	4.2	70.4	19.8*	-	40.7	45.6*	90.8
Flagler St / SW87 Ave	50.6	150.8	32.1	144.9	53.2	9.2	80.1	118.1	21.5	159.6	71.0	-
Flagler St / SW84 Ave	75.0	71.7	29.4	60.5	60.4	12.2	48.8	8.5	-	19.7	20.8	-
Flagler / SW82 Ave	60.7	93.7	-	93.9	52.9	9.6	46.8	89.6	-	125.8	27.9	-
SW8 St / SW82 Ave	78.2	51.3	-	59.6	37.2	-	55.1	34.3	8.7	78.8	35.1	6.7
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	3.7	-	24.6	0.3	-
SW16 St / SW87 Ave	14.2	21.2	-	123.3	27.3	-	25.0	29.7	-	102.7	47.7	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-57 Level of Service (LOS) by Movement Alternative 3B (2020 PM)

Intersection	Year 2020 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	F	D	-	D	F	-	F	C	A	F	E	B
SW8 St / SW94 Ave	B	B	-	B	B	-	A	A	-	A	B	-
SW8 St / SW92 Ave	D	C	-	C	E	-	E	C	-	D	D	B
SW8 St / SW87 Ave	C	C	A	B	C	A	D	C*	-	D	C*	C
Flagler St / SW87 Ave	F	D	A	D	F	D	F	C	B	D	E	-
Flagler St / SW84 Ave	E	E	C	C	C	C	D	B	-	A	C	-
Flagler / SW82 Ave	D	C	-	F	D	A	D	C	-	C	D	-
SW8 St / SW82 Ave	D	C	-	C	D	-	E	E	A	F	D	A
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	B	A	-
SW16 St / SW87 Ave	D	B	-	B	C	-	C	C	-	D	D	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-58 Level of Service (LOS) by Movement Alternative 3B (2040 PM)

Intersection	Year 2040 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	F	E	-	E	F	-	F	E	C	F	F	C
SW8 St / SW94 Ave	C	B	-	C	C	-	C	B	-	A	B	-
SW8 St / SW92 Ave	F	D	-	D	F	-	F	D	-	F	E	B
SW8 St / SW87 Ave	D	C	A	B	C	A	D	C*	-	D	D*	C
Flagler St / SW87 Ave	F	E	C	F	F	E	F	D	C	E	F	-
Flagler St / SW84 Ave	F	F	C	E	E	D	D	D	-	A	A	-
Flagler / SW82 Ave	F	F	-	F	F	C	F	B	-	E	E	-
SW8 St / SW82 Ave	F	D	-	C	F	-	F	D	A	F	D	A
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	A	-	C	A	-
SW16 St / SW87 Ave	F	B	-	C	E	-	D	C	-	E	F	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-59 Delay in Seconds per Vehicle by Movement Alternative 3B (2020 PM)

Intersection	Year 2020 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	120.5	43.5	-	40.9	110.3	-	120.3	33.7	9.6	92.6	68.6	13.9
SW8 St / SW94 Ave	17.3	13.0	-	18.8	10.4	-	7.5	9.3	-	5.7	13.1	-
SW8 St / SW92 Ave	37.7	28.7	-	22.8	75.3	-	66.3	32.9	-	51.7	49.9	12.9
SW8 St / SW87 Ave	32.7	21.4	4.5	16.6	22.6	3.3	53.9	22.1*	-	54.7	33.9*	24.2
Flagler St / SW87 Ave	107.3	45.0	7.6	38.1	88.1	39.3	117.4	34.8	15.8	54.4	71.5	-
Flagler St / SW84 Ave	64.0	69.2	20.6	32.6	32.6	22.5	37.7	13.7	-	9.7	28.1	-
Flagler / SW82 Ave	51.3	23.1	-	91.7	38.3	9.1	51.0	24.5	-	23.9	48.9	-
SW8 St / SW82 Ave	40.6	20.9	-	30.1	48.0	-	71.1	63.2	7.3	87.4	44.5	5.2
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	8.3	-	15.4	0.5	-
SW16 St / SW87 Ave	46.8	11.5	-	18.5	30.7	-	29.3	23.9	-	38.5	54.7	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-60 Delay in Seconds per Vehicle by Movement Alternative 3B (2040 PM)

Intersection	Year 2040 (AM)											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
SW8 St / SW97 Ave	171.8	61.8	-	62.3	159.3	-	193.3	62.4	20.3	96.3	134.5	25.9
SW8 St / SW94 Ave	26.5	17.0	-	28.3	25.3	-	24.7	11.9	-	5.3	14.5	-
SW8 St / SW92 Ave	179.1	47.5	-	37.0	113.3	-	139.6	39.2	-	105.7	74.4	15.7
SW8 St / SW87 Ave	43.9	22.2	4.2	17.3	26.8	3.4	48.7	30.8*	-	54.8	42.6*	25.7
Flagler St / SW87 Ave	173.8	65.1	20.7	94.3	156.0	74.1	178.0	47.9	25.9	79.3	108.5	-
Flagler St / SW84 Ave	84.2	95.2	22.1	64.4	64.4	43.4	41.7	38.0	-	4.3	8.2	-
Flagler / SW82 Ave	115.2	80.0	-	107.7	109.6	27.7	108.9	11.9	-	60.7	55.6	-
SW8 St / SW82 Ave	115.0	48.0	-	26.7	89.5	-	107.5	48.9	2.1	105.5	51.7	7.5
SW8 St / SR826 Ramp	-	-	-	-	-	-	-	8.3	-	26.2	0.7	-
SW16 St / SW87 Ave	108.1	14.5	-	25.1	58.9	-	45.7	31.3	-	64.6	96.6	-

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-61 Delay in Seconds per Vehicle by Intersection by Alternative (2020 AM)

2020 AM	Delay (in seconds/vehicle)						
Intersection	No-Build	Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B	Alternative 3A	Alternative 3B
	SYNCHRO						
SW8 St / SW92 Ave	26.0	19.3	19.2	26.5	28.3	20.6	31.1
SW8 St / SW87 Ave	72.6	37.2	50.8	48.0*	27.7*	50.0	41.7*
Flagler St / SW87 Ave	68.6	62.7	62.3	68.6	59.7	54.8	56.6
SW8 St / SW82 Ave	18.7	7.6	8.3	9.0	13.7	27.0	41.3
SW8 St / SR826 Ramp	2.5	2.5	2.8	2.1	4.1	4.8	3.1

Note: * The reported delay for the SW 8th Street and SW 87th Avenue intersection only considers at-grade traffic. When considering traffic using overpass the following are the results. Alt 2A (29 seconds); Alt 2B (16 seconds); Alt 3B (24 seconds)

Table F-62 Delay in Seconds per Vehicle by Intersection by Alternative (2020 PM)

2020 PM	Delay (in seconds/vehicle)						
Intersection	No-Build	Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B	Alternative 3A	Alternative 3B
	SYNCHRO						
SW8 St / SW92 Ave	26.9	29.2	29.1	36.6	36.7	26.0	44.0
SW8 St / SW87 Ave	77.9	37.4	38.3	28.0*	26.4*	65.1	27.2*
Flagler St / SW87 Ave	56.6	59.3	59.3	60.0	60.0	53.9	60.9
SW8 St / SW82 Ave	11.8	8.2	9.8	11.3	11.0	48.6	50.8
SW8 St / SR826 Ramp	4.7	4.8	5.0	5.9	5.3	4.8	4.7

Note: * The reported delay for the SW 8th Street and SW 87th Avenue intersection only considers at-grade traffic. When considering traffic using the overpass the following are the results. Alt 2A (15 seconds); Alt 2B (14 seconds); Alt 3B (14 seconds)

Table F-63 Delay in Seconds per Vehicle by Intersection by Alternative (2040 AM)

2040 AM	Delay (in seconds/vehicle)						
Intersection	No-Build	Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B	Alternative 3A	Alternative 3B
	SYNCHRO						
SW8 St / SW92 Ave	51.8	51.0	51.0	40.6	39.5	32.0	36.4
SW8 St / SW87 Ave	116.0	70.6	91.2	58.1*	41.2*	71.5	44.0*
Flagler St / SW87 Ave	109.5	109.5	109.5	108.3	112.0	93.0	98.6
SW8 St / SW82 Ave	23.8	14.4	16.8	12.0	16.2	37.6	40.8
SW8 St / SR826 Ramp	2.5	2.5	2.3	5.3	1.7	3.1	3.2

Note: * The reported delay for the SW 8th Street and SW 87th Avenue intersection only considers at-grade traffic. When considering traffic using overpass the following are the results. Alt 2A (34 seconds); Alt 2B (24 seconds); Alt 3B (24 seconds)

Table F-64 Delay in Seconds per Vehicle by Intersection by Alternative (2040 PM)

2040 PM	Delay (in seconds/vehicle)						
Intersection	No-Build	Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B	Alternative 3A	Alternative 3B
	SYNCHRO						
SW8 St / SW92 Ave	56.6	76.0	76.0	67.7	67.6	77.3	67.2
SW8 St / SW87 Ave	138.2	75.4	77.1	35.6*	32.3*	118.8	29.6*
Flagler St / SW87 Ave	105.2	109.1	109.1	109.8	109.8	102.2	97.1
SW8 St / SW82 Ave	17.2	17.6	20.8	13.5	12.8	76.1	57.3
SW8 St / SR826 Ramp	5.9	3.9	6.6	6.2	5.7	6.4	5.9

Note: * The reported delay for the SW 8th Street and SW 87th Avenue intersection only considers at-grade traffic. When considering traffic using overpass the following are the results. Alt 2A (19 seconds); Alt 2B (17 seconds); Alt 3B (14 seconds)

Table F-65 Delay in Seconds per Vehicle by Movement by Alternative (2020 AM)

Delay (2020 AM)								
Intersection	Movement	No-Build	Alt 1A	Alt 1B	Alt 2A	Alt 2B	Alt 3A	Alt 3B
SW8 St / SW87 Ave	NBL	85.1	39.6	38.2	23.9	15.1	50.8	26.5
	NBT	107.4	47.7	96.3	41.4	24.2	81.9	37.4
	NBR	23.1	-	3.3	7.1	-	12.2	5.9
	SBL	161.5	96.8	151.0	96.7	45.0	99.3	72.9
	SBT	71.8	43.1	29.1	30.3	29.5	48.2	28.4
	SBR	-	5.1	4.8	4.0	9.9	-	4.3
	EBL	107.2	47.2	93.0	71.1	20.4	75.2	70.9
	EBT	33.8	10.5	10.8	19.8*	16.4*	21.1	16.7*
	EBR	4.7	-	-	-	-	3.5	-
	WBL	63.4	35.4	50.5	45.6	48.3	58.0	36.4
	WBT	69.9	47.6	49.3	49.9*	39.7*	49.1	37.8*
WBR	35.8	29.6	31.8	103.4	59.3	19.9	59.0	

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-66 Delay in Seconds per Vehicle by Movement by Alternative (2020 PM)

Delay (2020 PM)								
Intersection	Movement	No-Build	Alt 1A	Alt 1B	Alt 2A	Alt 2B	Alt 3A	Alt 3B
SW8 St / SW87 Ave	NBL	137.4	67.6	71.7	43.3	42.9	129.8	32.7
	NBT	40.3	29.6	36.3	24.9	20.2	42.4	21.4
	NBR	16.1	-	7.7	4.9	-	18.9	4.5
	SBL	53.4	51.6	58.9	22.1	19.2	58.4	16.6
	SBT	110.6	29.5	29.9	23.9	22.5	100.4	22.6
	SBR	-	2.8	2.6	3.4	3.2	-	3.3
	EBL	136.7	54.1	54.1	50.9	37.1	77.4	53.9
	EBT	82.3	34.8	34.8	21.7*	21.7*	71.5	22.1*
	EBR	6.1	-	-	-	-	9.7	-
	WBL	111.9	68.0	68.0	45.9	54.4	115.4	54.7
	WBT	61.1	41.8	42.2	33.7*	33.7*	40.4	33.9*
WBR	13.7	16.9	18.6	28.9	28.1	10.1	24.2	

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-67 Delay in Seconds per Vehicle by Movement by Alternative (2040 AM)

Delay (2040 AM)								
Intersection	Movement	No-Build	Alt 1A	Alt 1B	Alt 2A	Alt 2B	Alt 3A	Alt 3B
SW8 St / SW87 Ave	NBL	140.9	112.7	59.4	27.3	24.6	132.4	27.1
	NBT	166.4	108.1	146.8	55.3	31.9	112.1	35.0
	NBR	26.3	-	10.9	9.6	-	26.6	4.5
	SBL	213.0	172.1	208.4	159.0	60.7	165.6	96.2
	SBT	92.0	70.3	44.0	9.5	27.0	83.2	31.1
	SBR	-	7.2	5.0	0.6	3.5	-	4.2
	EBL	219.0	114.2	213.0	81.5	64.5	87.0	70.4
	EBT	55.2	31.2	39.8	17.7*	22.6*	35.1	19.8*
	EBR	8.6	-	-	-	-	8.7	-
	WBL	116.8	63.8	90.5	64.7	41.4	95.1	40.7
	WBT	116.3	60.2	83.1	57.4*	45.3*	69.6	45.6*
	WBR	41.9	38.7	36.0	189.9	100.7	32.4	90.8

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Table F-68 Delay in Seconds per Vehicle by Movement by Alternative (2040 PM)

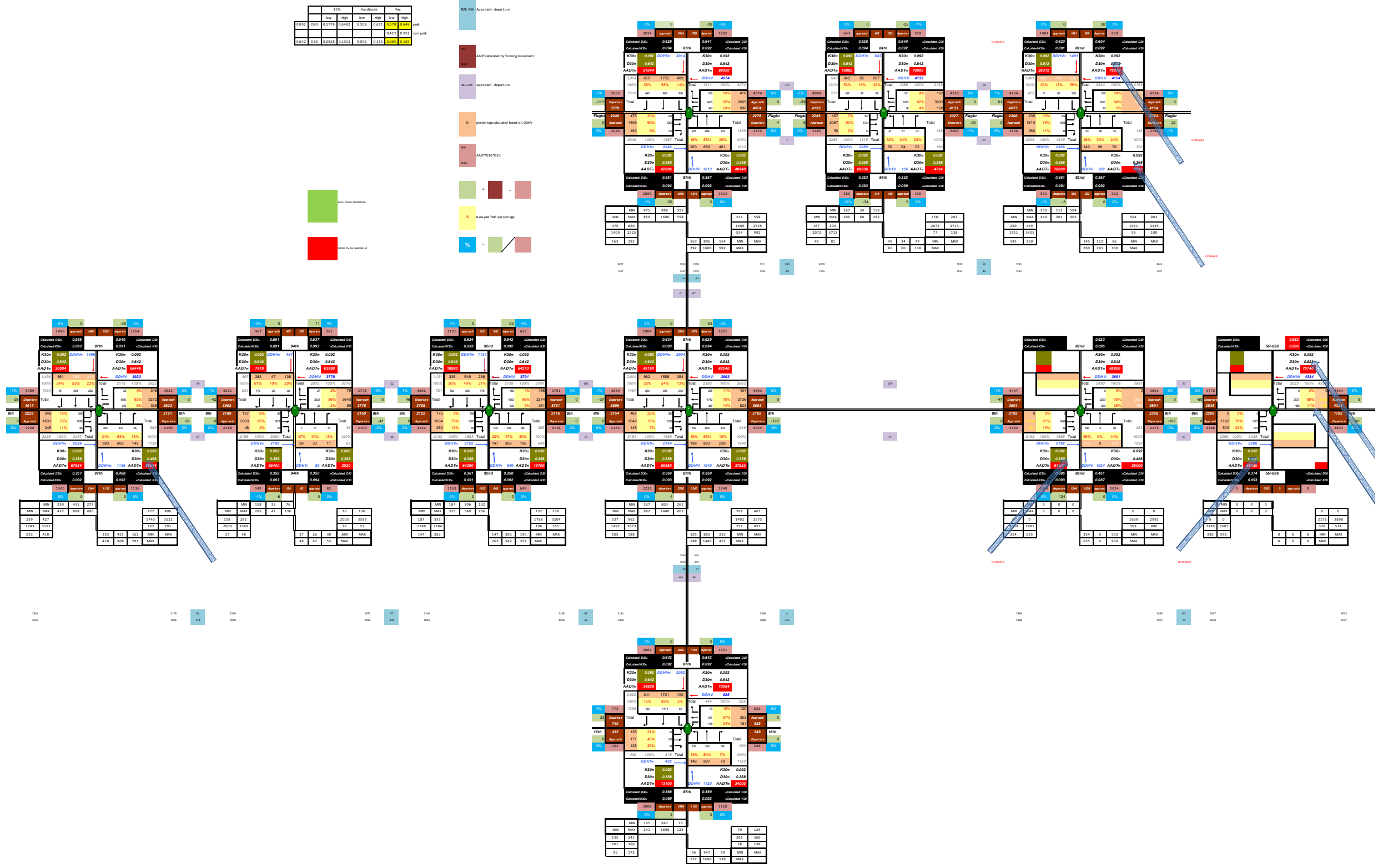
Delay (2040 PM)								
Intersection	Movement	No-Build	Alt 1A	Alt 1B	Alt 2A	Alt 2B	Alt 3A	Alt 3B
SW8 St / SW87 Ave	NBL	208.8	168.7	171.3	58.6	57.0	192.4	43.9
	NBT	58.3	36.8	61.9	28.9	23.2	54.4	22.2
	NBR	32.0	-	7.8	5.0	-	29.4	4.2
	SBL	53.7	66.5	81.1	30.0	25.8	52.9	17.3
	SBT	168.3	108.0	103.3	31.3	28.8	174.3	26.8
	SBR	-	11.9	12.5	3.3	3.2	-	3.4
	EBL	175.5	145.1	128.5	69.2	42.6	222.1	48.7
	EBT	133.9	69.5	66.4	26.9*	26.9*	138.5	30.8*
	EBR	22.9	-	-	-	-	13.3	-
	WBL	203.8	103.0	112.3	53.4	62.8	186.2	54.8
	WBT	160.5	70.0	75.6	42.2*	42.2*	81.5	42.6*
	WBR	35.7	24.2	16.2	39.4	38.5	19.1	25.7

Note: * This delay refers to local through movement at-grade. The majority of the traffic is free flowing at overpass with no delay experienced.

Appendix G
Design Hour Volumes (Development Tables)

ID	10%			Handbook			Pct
	Low	High	Mid	Low	High	Mid	
0002	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0003	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0004	0.00	0.00	0.00	0.00	0.00	0.00	0.00

- TC AM Approach-departure
- AADT calculated by turning movement
- Approach-departure
- percentage calculated based on DDM
- AADT/10000
- 10% from handbook
- Handbook percentage
- 10% from handbook



Appendix H
Transportation Costs Report

**PRELIMINARY COST ESTIMATE - SW 8TH STREET, SW 87TH AVENUE, & 82ND STREET
ALTERNATIVE - 3B**

Cost Estimate is based on the per mile models from FDOT
at the following link: <http://www2.dot.state.fl.us/SpecificationsEstimates/costpermile.aspx>

Cost estimates based on 2010
values

Cost per Mile of Widening 6 lane to 8 lane:	\$4,231,522.74
Widening on one side (per mile):	\$2,115,761.37
Cost per Mile of Widening 4 lane to 6 lane:	\$3,938,157.45
Widening on one side (per mile):	\$1,969,078.73
Cost per Mile of New Construction 4 lane:	\$5,608,897.45
Cost per Mile of New Construction 5 lane:	\$5,401,368.24

	Length (Feet)		Length (miles)
New 4 lanes of roadway provided for the bridge COST	1352 ft		0.26 miles \$1,436,217.68
Widening of SW 87th Ave SB at intersection	209 ft		0.04 miles \$77,942.70
Widening of SW 8th Street east of SW 87th Ave WB	1800 ft		0.34 miles \$721,282.29
Widening of SW 8th Street between 86th Ct and SW 82nd Ave	2357 ft		0.45 miles \$944,479.08
Widening of SW 82nd Avenue from SW 16th St. to Flagler Street			1.00 Mile \$5,401,368.24
Signal Reconstruction at Flagler St., SW 8th St., and SW 16th St. COST	3 PI	\$	120,000.00
			\$360,000.00
ROADWAY TOTAL			\$8,941,289.99

ADDITIONAL COSTS

WALLS

WALL by canal	2557 ft	\$	2,228,161.67
---------------	---------	----	---------------------

BRIDGES

Bridge over SW 87th Ave		\$7,393,750.00
Widening Bridge over C-4 Canal		\$215,600.00
Embankment		\$ 310,622.82
MSE Walls & Railing		\$ 3,731,757.67
SW 82nd Avenue Bridge		\$890,850.00
Bridges Total		\$12,542,580.48
Subtotal		\$14,770,742.16

MOBILIZATION		\$1,477,074.22
MAINTENANCE OF TRAFFIC		\$1,477,074.22

R/W TAKES

Total R/W Takes		\$	1,706,267.92
-----------------	--	----	---------------------

GRAND TOTAL			\$28,372,448.49
--------------------	--	--	------------------------

Appendix I
Truck Factor Calculations and Florida Traffic
Information DVD – PTMS

Truck Factor Calculation

Year	Site				
	870044	870589	870092	871074	Average
2008	6.70	6.20	5.80	2.70	5.35
2007	6.00	6.80	5.20	2.90	5.23
2006	5.00	5.80	4.20	2.20	4.30
2005	2.40	5.50	17.11*	3.60	2.88

* Value not included. Considered an outlier

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2010 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0589 - SR 90/US-41/SW 8 ST, 200' W SW 87 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	K FACTOR	D FACTOR	T FACTOR
2010	63500 C	E 31500	W 32000	7.87	58.27	6.60
2009	54500 C	E 27500	W 27000	7.98	59.96	7.20
2008	62000 C	E 33000	W 29000	8.07	66.31	6.20
2007	55500 C	E 27000	W 28500	7.90	63.12	6.80
2006	56500 C	E 31000	W 25500	7.39	58.66	5.80
2005	52000 C	E 27500	W 24500	7.70	65.70	5.50
2004	63000 C	E 32500	W 30500	8.20	67.10	11.40
2003	58000 C	E 29500	W 28500	8.10	72.30	9.10
2002	67500 C	E 34000	W 33500	9.20	68.00	7.10
2001	61000 C	E 31500	W 29500	8.20	53.50	7.60
2000	58000 C	E 30500	W 27500	8.20	53.10	7.60
1999	50500 C	E 26500	W 24000	9.10	52.70	5.30
1998	64500 C	E 31000	W 33500	9.30	52.70	5.20
1997	53500 C	E 28500	W 25000	9.10	64.50	7.60
1996	52500 C	E 27500	W 25000	8.50	53.10	8.40
1995	56000 C	E 30500	W 25500	7.90	62.60	8.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2010 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0092 - SR 90/US-41/SW 8 ST, 200' E GALLOWAY RD/SW 87 AV

YEAR	AADT		DIRECTION 1		DIRECTION 2	K FACTOR	D FACTOR	T FACTOR
2010	57000	C	E 28000		W 29000	7.87	58.27	6.10
2009	50500	C	E 25000		W 25500	7.98	59.96	5.90
2008	53000	C	E 26000		W 27000	8.07	66.31	5.80
2007	55000	C	E 29000		W 26000	7.90	63.12	5.20
2006	54500	C	E 28500		W 26000	7.39	58.66	4.20
2005	58000	C	E 30000		W 28000	7.70	65.70	17.10
2004	55500	C	E 28000		W 27500	8.20	67.10	17.10
2003	50500	C	E 25000		W 25500	8.10	72.30	4.70
2002	54500	C	E 27000		W 27500	9.20	68.00	3.10
2001	52000	C	E 26500		W 25500	8.20	53.50	2.80
2000	54000	C	E 26500		W 27500	8.20	53.10	3.20
1999	52500	C	E 26500		W 26000	9.10	52.70	3.30
1998	64500	C	E 31000		W 33500	9.30	52.70	5.20
1997	55000	C	E 27500		W 27500	9.10	64.50	7.60
1996	55500	C	E 27500		W 28000	8.50	53.10	8.40
1995	57500	C	E 28000		W 29500	7.90	62.60	8.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2010 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1074 - SR 973/GALLOWAY RD, 200' N SW 12 ST

YEAR	AADT		DIRECTION 1	DIRECTION 2	K FACTOR	D FACTOR	T FACTOR
2010	35000	C	N 18500	S 16500	7.87	58.27	1.90
2009	31500	C	N 15500	S 16000	7.98	59.96	2.40
2008	33000	C	N 16500	S 16500	8.07	66.31	2.70
2007	32500	C	N 16000	S 16500	7.90	63.12	2.90
2006	30000	C	N 15000	S 15000	7.39	58.66	2.20
2005	51000	F	N 25500	S 25500	7.70	65.70	3.60
2004	44000	C	N 22000	S 22000	8.20	67.10	3.60
2003	37500	C	N 18500	S 19000	8.10	72.30	3.80
2002	32500	C	N 16500	S 16000	9.20	68.00	4.40
2001	36000	C	N 17000	S 19000	8.20	53.50	9.60
2000	38000	C	N 19000	S 19000	8.20	53.10	3.70
1999	37000	C	N 18500	S 18500	9.10	52.70	5.00
1998	33000	C	N 17000	S 16000	9.30	52.70	2.20
1997	34500	C	N 17500	S 17000	9.10	64.50	3.40
1996	31500	C	N 15500	S 16000	8.50	53.10	3.50
1995	38000	C	N 21500	S 16500	7.90	62.60	10.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2010 HISTORICAL AADT REPORT

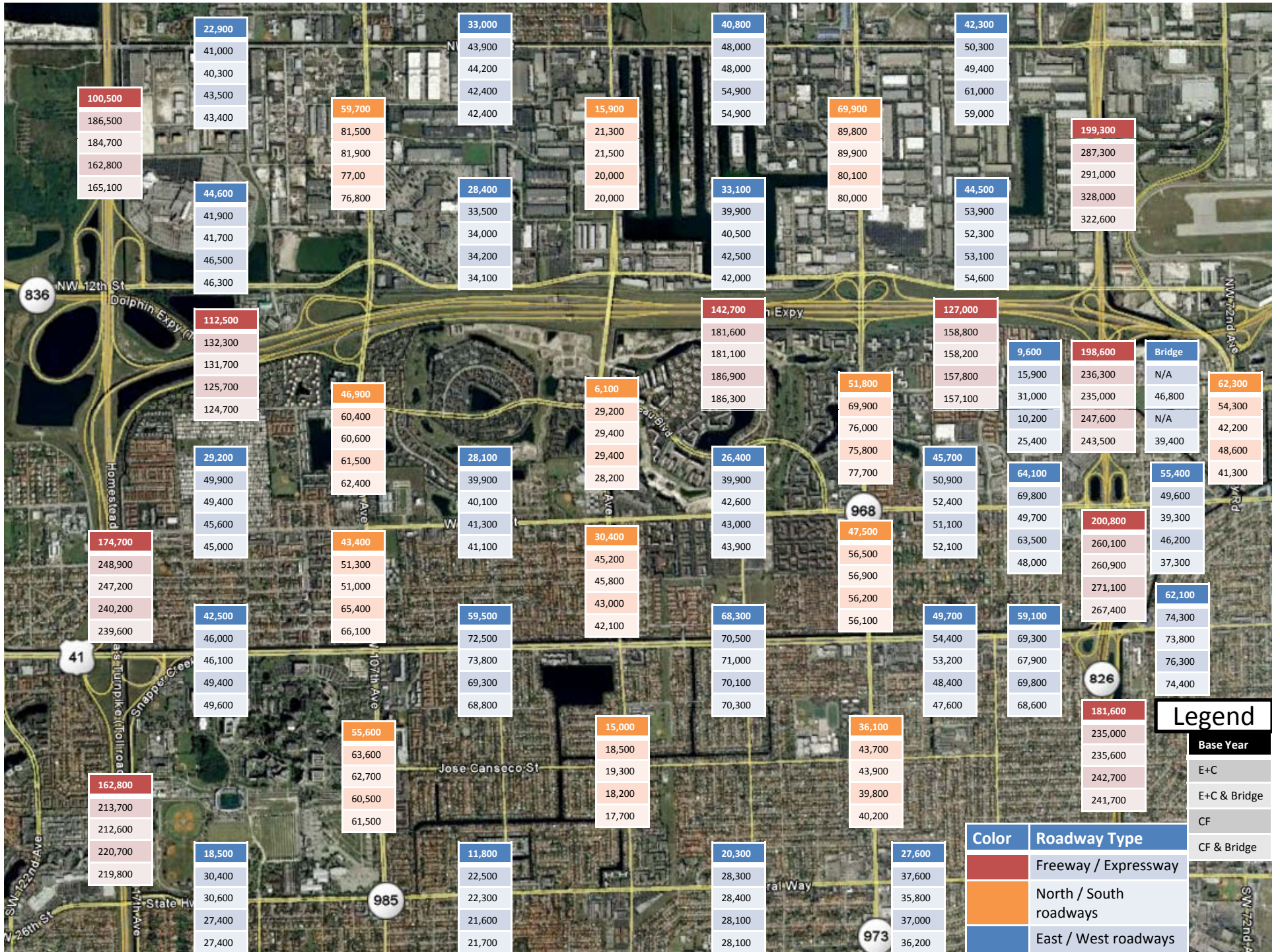
COUNTY: 87 - MIAMI-DADE

SITE: 0044 - SR 973/GALLOWAY RD, 200' S FLAGLER ST/SR 968

YEAR	AADT		DIRECTION 1	DIRECTION 2	K FACTOR	D FACTOR	T FACTOR
2010	41500 C	N	21000	S 20500	7.87	58.27	3.30
2009	38000 C	N	19000	S 19000	7.98	59.96	4.20
2008	39000 C	N	20000	S 19000	8.07	66.31	6.70
2007	36000 C	N	20500	S 15500	7.90	63.12	6.00
2006	37500 C	N	19000	S 18500	7.39	58.66	5.00
2005	45500 F	N	25000	S 20500	7.70	65.70	2.40
2004	39000 C	N	21500	S 17500	8.20	67.10	10.30
2003	41500 C	N	23000	S 18500	8.10	72.30	4.40
2002	40500 C	N	22500	S 18000	9.20	68.00	3.00
2001	39000 C	N	21000	S 18000	8.20	53.50	6.80
2000	43500 C	N	21000	S 22500	8.20	53.10	2.60
1999	51500 C	N	26500	S 25000	9.10	52.70	3.70
1998	42000 C	N	23000	S 19000	9.30	52.70	2.20
1997	34500 C	N	19500	S 15000	9.10	64.50	3.40
1996	36000 C	N	20500	S 15500	8.50	53.10	3.50
1995	36500 C	N	20500	S 16000	7.90	62.60	8.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN

Appendix J
SERPM 6.5 Model Outputs



Legend

Base Year

E+C

E+C & Bridge

CF

CF & Bridge

Color	Roadway Type
Red	Freeway / Expressway
Orange	North / South roadways
Blue	East / West roadways

100,500
186,500
184,700
162,800
165,100

22,900
41,000
40,300
43,500
43,400

59,700
81,500
81,900
77,000
76,800

33,000
43,900
44,200
42,400
42,400

15,900
21,300
21,500
20,000
20,000

40,800
48,000
48,000
54,900
54,900

69,900
89,800
89,900
80,100
80,000

42,300
50,300
49,400
61,000
59,000

199,300
287,300
291,000
328,000
322,600

44,600
41,900
41,700
46,500
46,300

28,400
33,500
34,000
34,200
34,100

33,100
39,900
40,500
42,500
42,000

44,500
53,900
52,300
53,100
54,600

112,500
132,300
131,700
125,700
124,700

46,900
60,400
60,600
61,500
62,400

28,100
39,900
40,100
41,300
41,100

6,100
29,200
29,400
29,400
28,200

142,700
181,600
181,100
186,900
186,300

51,800
69,900
76,000
75,800
77,700

127,000
158,800
158,200
157,800
157,100

9,600
15,900
31,000
10,200
25,400

198,600
236,300
247,600
243,500

Bridge
N/A
46,800
N/A
39,400

62,300
54,300
42,200
48,600
41,300

29,200
49,900
49,400
45,600
45,000

43,400
51,300
51,000
65,400
66,100

59,500
72,500
73,800
69,300
68,800

30,400
45,200
45,800
43,000
42,100

26,400
39,900
42,600
43,000
43,900

47,500
56,500
56,900
56,200
56,100

45,700
50,900
52,400
51,100
52,100

64,100
69,800
49,700
63,500
48,000

200,800
260,100
260,900
271,100
267,400

55,400
49,600
39,300
46,200
37,300

174,700
248,900
247,200
240,200
239,600

42,500
46,000
46,100
49,400
49,600

55,600
63,600
62,700
60,500
61,500

59,500
72,500
73,800
69,300
68,800

15,000
18,500
19,300
18,200
17,700

68,300
70,500
71,000
70,100
70,300

36,100
43,700
43,900
39,800
40,200

49,700
54,400
53,200
48,400
47,600

59,100
69,300
67,900
69,800
68,600

181,600
235,000
235,600
242,700
241,700

62,100
74,300
73,800
76,300
74,400

162,800
213,700
212,600
220,700
219,800

18,500
30,400
30,600
27,400
27,400

11,800
22,500
22,300
21,600
21,700

11,800
22,500
22,300
21,600
21,700

20,300
28,300
28,400
28,100
28,100

20,300
28,300
28,400
28,100
28,100

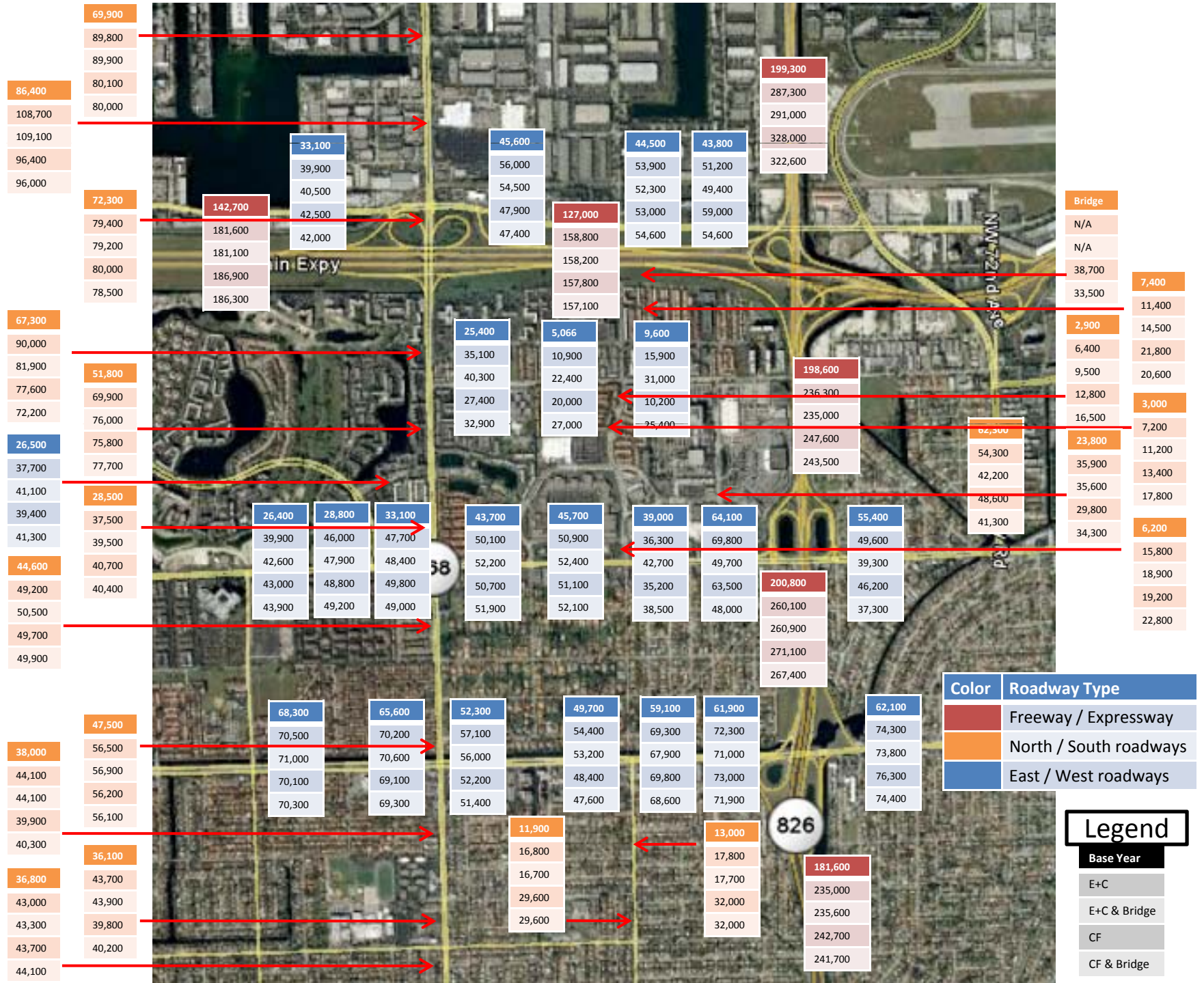
27,600
37,600
35,800
37,000
36,200

27,600
37,600
35,800
37,000
36,200

27,600
37,600
35,800
37,000
36,200

27,600
37,600
35,800
37,000
36,200

Model Results in the Study Area



Appendix K
Travel Times (Field Data)

TRAVEL TIME AND SPEED (2010 AM SB)

	Travel Time in Seconds					
	Trial	Flagler to 8	8 to 16	Total		
Observed	107.6	79.4	187.0			
Max Obs	147.0	138.0	271.0			
Min Obs	56.0	47.0	95.0			
Test 0	101.1	75.1	176.2	30102.3	94%	0.003
Test 1	110.7	77.2	187.9	26179.2	100%	0.000
Test 2	112.8	74.6	187.4	26341.3	100%	0.000
Test 3	113.6	80.2	193.8	24304.8	104%	0.001
Test 4	115.8	104.5	220.3	16744.4	118%	0.032
Test 5	114.2	79.6	193.8	24304.8	104%	0.001
Test 6	110.3	77.8	188.1	26114.6	101%	0.000
Test 7	104.5	75.3	179.8	28866.0	96%	0.001
Test 8	128.1	110.2	238.3	12410.0	127%	0.075
Test 9	111.3	111.2	222.5	16179.8	119%	0.036
Test 10	326.7	97.0	423.7	5476.0	227%	1.602
Test 11						
Test 12						
Test 13						
Test 14						
Test 15						
Test 16						
Test 17						
Test 18						

	Travel Speed (mph)					
	Trial	Flagler to 8	8 to 16	Total		
Observed	16.7	22.7	19.3			
Max Obs	32.1	38.3	37.9			
Min Obs	12.2	13.0	13.3			
Test 0	23.3	23.2	20.4	1.4	106%	0.004
Test 1	22.5	23.0	19.2	0.0	100%	0.000
Test 2	22.4	23.5	19.2	0.0	100%	0.000
Test 3	22.4	21.8	18.6	0.5	96%	0.001
Test 4	22.2	22.3	16.3	8.5	85%	0.023
Test 5	22.3	22.2	18.6	0.5	96%	0.001
Test 6	22.5	22.7	19.1	0.0	99%	0.000
Test 7	22.9	23.3	20.0	0.6	104%	0.002
Test 8	21.6	22.1	15.1	17.2	78%	0.046
Test 9	22.6	22.2	16.2	9.4	84%	0.025
Test 10	17.3	23.3	8.5	115.7	44%	0.312
Test 11						
Test 12						
Test 13						
Test 14						
Test 15						
Test 16						
Test 17						
Test 18						

TRAVEL TIME AND SPEED (2010 AM NB)

	Travel Time in Seconds					Variance
	Trial	16 to 8	8 to Flagler	Total		
Observed	210.6	139.1	349.7			
Max Obs	400.0	184.0	788.0			
Min Obs	84.0	88.0	175.0			
Test 0	97.4	90.4	187.8	0.6	100%	0.000
Test 1	234.7	103.0	337.7	22710.5	181%	0.649
Test 2	243.3	100.4	343.7	24554.9	184%	0.702
Test 3	307.2	96.1	403.3	46785.7	216%	1.338
Test 4	416.2	90.5	506.7	102208.1	271%	2.923
Test 5	278.6	98.2	376.8	36024.0	201%	1.030
Test 6	280.4	99.8	380.2	37326.2	203%	1.067
Test 7	157.1	107.3	264.4	5990.8	141%	0.171
Test 8	420.0	92.3	512.3	105820.1	274%	3.026
Test 9	420.4	93.5	513.9	106863.6	275%	3.056
Test 10	573.7	92.3	666.0	229441.0	356%	6.561
Test 11						
Test 12						
Test 13						
Test 14						
Test 15						
Test 16						
Test 17						
Test 18						

	Travel Speed (mph)					
	Trial	16 to 8	8 to Flagler	Total		
Observed	8.5	12.9	10.3			
Max Obs	21.4	20.5	20.6			
Min Obs	4.5	9.8	4.6			
Test 0	17.7	18.8	19.2	78.8	186%	0.743
Test 1	7.3	16.8	10.7	0.1	104%	0.001
Test 2	7.0	17.1	10.5	0.0	102%	0.000
Test 3	5.5	17.7	8.9	1.9	87%	0.018
Test 4	4.0	18.9	7.1	10.2	69%	0.096
Test 5	6.1	17.6	9.6	0.5	93%	0.005
Test 6	6.1	17.4	9.5	0.7	92%	0.006
Test 7	10.9	16.0	13.6	11.0	132%	0.104
Test 8	4.0	18.8	7.0	10.7	68%	0.101
Test 9	4.0	18.7	7.0	10.8	68%	0.102
Test 10	2.9	19.9	5.4	23.9	53%	0.226
Test 11						
Test 12						
Test 13						
Test 14						
Test 15						
Test 16						
Test 17						
Test 18						

TRAVEL TIME AND SPEED (2010 PM NB)

	Travel Time in Seconds					Variance
	Trial	SW 8TH ST	FLAGLER ST			
Observed	150.2	112.0	262.2			
Max Obs	213.0	156.0	350.0			
Min Obs	52.0	53.0	105.0			
Test 0	136.6	73.5	210.1	2712.5	80%	0.039
Test 1	192.4	74.1	266.5	18.6	102%	0.000
Test 2	176.1	75.4	251.5	114.1	96%	0.002
Test 3	163.4	73.4	236.8	644.2	90%	0.009
Test 4	180.2	76.1	256.3	34.6	98%	0.001
Test 5	166.7	75.2	241.9	411.4	92%	0.006
Test 6	153.8	76.3	230.1	1029.2	88%	0.015
Test 7	169.4	76.7	246.1	258.6	94%	0.004
Test 8	226.3	76.7	303.0	1666.1	116%	0.024
Test 9	231.6	76.8	308.4	2136.1	118%	0.031
Test 10	401.1	76.2	477.3	46275.8	182%	0.673
Test 11						
Test 12						
Test 13						
Test 14						
Test 15						
Test 16						
Test 17						
Test 18						

	Travel Speed (mph)					Variance
	Trial	16 to 8	8 to Flagler			
Observed	12.0	16.1	13.7			
Max Obs	34.6	34.0	34.3			
Min Obs	8.8	11.5	10.3			
Test 0	20.8	23.6	17.1	11.6	125%	0.061
Test 1	19.0	23.4	13.5	0.0	98%	0.000
Test 2	19.4	23.0	14.3	0.3	104%	0.002
Test 3	19.8	23.6	15.2	2.2	111%	0.011
Test 4	19.5	22.8	14.0	0.1	102%	0.001
Test 5	19.9	23.1	14.9	1.3	108%	0.007
Test 6	20.4	22.7	15.6	3.7	114%	0.019
Test 7	19.6	22.6	14.6	0.8	107%	0.004
Test 8	18.4	22.5	11.9	3.4	87%	0.018
Test 9	18.4	22.5	11.7	4.2	85%	0.022
Test 10	16.8	22.8	7.5	38.3	55%	0.203
Test 11						
Test 12						
Test 13						
Test 14						
Test 15						
Test 16						
Test 17						
Test 18						

TRAVEL TIME AND SPEED (2010 PM SB)

	Travel Time in Seconds					Variance
	Trial	SW 8TH ST	SW 16TH ST			
Observed	204.5	71.7	276.2			
Max Obs	380.0	115.0	450.0			
Min Obs	90.0	49.0	186.0			
Test 0	101.9	110.9	212.8	4015.3	77%	0.053
Test 1	106.4	173.4	279.8	13.2	101%	0.000
Test 2	107.0	172.4	279.4	10.5	101%	0.000
Test 3	107.8	170.1	277.9	3.0	101%	0.000
Test 4	114.4	190.0	304.4	797.1	110%	0.010
Test 5	104.9	213.7	318.6	1800.6	115%	0.024
Test 6	105.2	161.1	266.3	97.4	96%	0.001
Test 7	102.0	143.8	245.8	922.1	89%	0.012
Test 8	113.7	272.8	386.5	12173.4	140%	0.160
Test 9	116.4	280.3	396.7	14528.3	144%	0.190
Test 10	147.4	306.7	454.1	31660.3	164%	0.415
Test 11						
Test 12						
Test 13						
Test 14						
Test 15						
Test 16						
Test 17						
Test 18						

	Travel Speed (mph)					Variance
	Trial	Flagler to 8	8 to 16			
Observed	8.8	25.1	13.0			
Max Obs	20.0	36.7	19.4			
Min Obs	4.7	15.7	8.0			
Test 0	17.0	18.3	16.9	15.1	130%	0.089
Test 1	16.4	11.0	12.9	0.0	99%	0.000
Test 2	16.2	11.5	12.9	0.0	99%	0.000
Test 3	16.0	12.5	13.0	0.0	99%	0.000
Test 4	15.2	10.7	11.8	1.5	91%	0.009
Test 5	16.5	8.6	11.3	3.0	87%	0.018
Test 6	16.5	12.4	13.5	0.2	104%	0.001
Test 7	17.0	14.2	14.6	2.6	112%	0.015
Test 8	15.5	6.4	9.3	13.8	71%	0.081
Test 9	15.1	6.0	9.1	15.7	70%	0.092
Test 10	12.5	5.9	7.9	26.1	61%	0.154
Test 11						
Test 12						
Test 13						
Test 14						
Test 15						
Test 16						
Test 17						
Test 18						

APPENDIX L
MODELING METHODOLOGY

SERPM Future Year Network Improvements

Network modification is aiming at presenting the detail information within the study area for better roadway accuracy, and thus both base year and future year will be changed simultaneously. The following table show the errors fixed from original networks.

Road	From	To	Description
SW 92 nd Ave	Flagler Street	SW 72 nd St	Added into network
SR-836	SR826	NW57	EB should be 4 lanes instead of 3 and WB should be 3 lanes instead of 4
SR-836	NW 57 th Ave	NW 45 th Ave	WB should be 4 lanes instead of 3
SR-836	NW 37 th Ave	NW 27 th Ave	EB and WB should be 4 lanes
SR-826	Study Area	Study Area	Number of lanes of ramps and configurations were examined

The future year networks were also examined for correctness and improvements.

Road	From	To	Description
SR-836	SR-826	NW 57 th Ave	EB should be 5 lanes instead of 4 and WB should be 4 lanes instead of 5
SR-836	NW 57 th Ave	NW 45 th Ave	WB should be 4 lanes instead of 3
SR-826	Study Area	Study Area	Number of lanes and configuration of the ramps were examined

Statistics	Acceptable Range of			National Level		Other States Range		Florida State Level		FL Local Level		FLSWM_v502		SERPM		SERPM		SERPM		SERPM		SERPM		SERPM		SERPM		SERPM		SERPM						
	Low	High	Range of Values		Other States Model		FL State Level		Local MPO Model		BY	FY	Version 0		Version 1		Version 2		Version 3		Version 4		Version 5		Version 6		Version 7		Version 8		Version 9		Version 10		Version 11	
			Low	High	Low	High	Low	High	Low	High			Low	High	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future
HBW	12.05	42.50	15.00	28.00	12.05	42.50	15.42	27.98	12.78	28.16	19.86	20.77	39.47	25.43	39.38	25.37	39.40	25.30	39.40	25.35	39.22	25.39	39.37	25.31	39.37	25.38	39.09	25.32	39.31	25.39	39.31	25.38	39.41			
HBSH	10.00	18.09	10.00	18.00	10.40	16.60	12.58	18.09	11.88	18.08	15.75	16.49	20.12	16.96	20.18	16.93	20.09	16.85	20.19	16.86	20.17	16.94	20.28	16.85	20.28	16.93	20.13	16.86	20.22	16.86	20.22	16.93	20.20			
HBSR	11.00	19.03	11.00	19.00	11.36	11.36	12.37	19.03	11.58	19.33	14.97	15.51	21.92	18.48	22.08	18.46	21.83	18.45	21.99	18.47	21.85	18.47	21.92	18.46	21.92	18.47	21.90	18.46	21.90	18.47	21.93	18.46	21.93			
HBSCH													19.69	16.35	19.74	16.33	19.53	16.35	19.84	16.35	19.46	16.34	19.53	16.34	19.53	16.34	19.63	16.34	19.66	16.34	19.66	16.34	19.67			
HBUNV													27.90	21.92	28.00	21.89	27.80	21.96	27.73	21.93	27.97	21.94	27.91	21.94	27.91	21.93	27.95	21.97	27.95	21.94	27.98	21.94	27.98			
HBO	7.98	20.25	10.00	20.00	7.98	19.20	12.54	20.25	11.04	20.53	16.93	17.47	27.10	19.37	27.21	19.31	27.16	19.24	27.14	19.30	27.11	19.33	27.17	19.25	27.17	19.31	27.05	19.26	27.05	19.32	27.14	19.26	27.14			
NHBW	6.40	18.75	10.00	18.00	6.40	18.30	10.15	18.75	8.54	19.03	14.11	14.37	18.12	16.92	18.15	16.91	18.11	16.91	18.13	16.91	18.15	16.91	18.16	16.91	18.16	16.91	18.10	16.91	18.10	16.91	18.12	16.91	18.12			
NHBO	6.40	18.75	10.00	18.00	6.40	18.30	10.15	18.75	8.54	19.03	14.11	14.37	16.68	15.94	16.69	15.94	16.68	15.93	16.68	15.94	16.70	15.94	16.70	15.93	16.70	15.94	16.67	15.94	16.67	15.94	16.68	15.94	16.68			
AIRP													31.81	26.37	31.71	26.37	31.50	26.33	31.54	26.40	31.71	26.37	31.47	26.35	31.47	26.37	31.46	26.29	31.46	26.38	31.46	26.38	31.39			
4Tire													19.83	19.68	19.85	19.68	19.82	19.67	19.83	19.68	19.85	19.67	19.86	19.67	19.86	19.81	19.67	19.83	19.67	19.83	19.67	19.83				
SU													21.85	21.60	21.86	21.60	21.84	21.60	21.85	21.60	21.88	21.60	21.88	21.60	21.88	21.60	21.84	21.60	21.84	21.60	21.84	21.60				
COMB													27.73	26.13	27.75	26.11	27.70	26.12	27.72	26.12	27.75	26.11	27.76	26.12	27.76	26.12	27.69	26.12	27.69	26.12	27.70	26.12	27.75			

Intrazona I %	Acceptable Range of			National Level		Other States Range		Florida State Level		FL Local Level		FLSWM_v502		SERPM		SERPM		SERPM		SERPM		SERPM		SERPM		SERPM		SERPM		SERPM		SERPM				
	Low	High	Range of Values		Other States Model		FL State Level		Local MPO Model		BY	FY	Version 0		Version 1		Version 2		Version 3		Version 4		Version 5		Version 6		Version 7		Version 8		Version 9		Version 10		Version 11	
			Low	High	Low	High	Low	High	Low	High			Low	High	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future
HBW	0.50%	16.73%	1.00%	4.00%	2.40%	16.73%	1.09%	3.16%	0.50%	8.18%	5.73%	6.72%	0.74%	0.57%	0.75%	0.57%	0.74%	0.57%	0.75%	0.57%	0.74%	0.57%	0.74%	0.57%	0.74%	0.57%	0.76%	0.57%	0.76%	0.57%	0.75%	0.57%	0.74%			
HBSH	0.93%	11.09%	3.00%	9.00%	9.96%	9.96%	3.63%	11.09%	0.93%	10.87%	6.84%	8.83%	4.58%	3.37%	4.55%	3.37%	4.57%	3.37%	4.56%	3.37%	4.57%	3.37%	4.51%	3.37%	4.51%	3.37%	4.57%	3.37%	4.57%	3.37%	4.56%	3.37%	4.55%			
HBSR	1.45%	21.07%	4.00%	10.00%	21.07%	21.07%	4.14%	11.22%	1.45%	13.02%	9.19%	11.41%	5.14%	4.05%	5.10%	4.05%	5.11%	4.04%	5.12%	4.05%	5.11%	4.05%	5.09%	4.05%	5.09%	4.05%	5.13%	4.05%	5.13%	4.05%	5.12%	4.05%	5.09%			
HBO	1.15%	11.20%	3.00%	7.00%	6.50%	11.20%	2.95%	5.20%	1.15%	12.39%	5.66%	7.21%	5.12%	4.54%	5.08%	4.54%	5.07%	4.54%	5.10%	4.54%	5.09%	4.54%	5.06%	4.54%	5.06%	4.54%	5.14%	4.54%	5.14%	4.54%	5.12%	4.54%	5.07%			
NHBW*	1.53%	9.00%	5.00%	9.00%	7.20%	8.04%	4.69%	8.90%	1.53%	26.01%	6.44%	8.14%	8.04%	5.23%	8.00%	5.22%	7.98%	5.21%	8.00%	5.23%	7.97%	5.23%	7.96%	5.22%	7.96%	5.22%	8.04%	5.22%	8.04%	5.22%	7.97%	5.21%	7.97%			
NHBO**	1.53%	9.00%	5.00%	9.00%	7.20%	8.04%	4.69%	8.90%	1.53%	26.01%	6.44%	8.14%	8.33%	5.69%	8.30%	5.68%	8.27%	5.67%	8.30%	5.69%	8.27%	5.69%	8.26%	5.68%	8.26%	5.69%	8.33%	5.68%	8.33%	5.68%	8.28%	5.67%	8.28%			

NHBW and NHBO are treated the same as NHB trips

0.57%
3.37%
4.05%

Statistics	Acceptable Range of			National Level		Other States Range		Florida State Level		FL Local Level		FLSWM_v502		SERPM		SERPM		SERPM		SERPM		SERPM		SERPM		SERPM		SERPM		SERPM		SERPM		SERPM				
	Low	High	Range of Values		Other States Model		FL State Level		Local MPO Model		BY	FY	Version 12		Version 13		Version 14		Version 15		Version 16		Version 17		Version 18		Version 19		Version 20		Version 21		Version 22		Version 23		Version 24	
			Low	High	Low	High	Low	High	Low	High			Low	High	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future	Base	Future
HBW	12.05	42.50	15.00	28.00	12.05	42.50	15.42	27.98	12.78	28.16	19.86	20.77	25.37	25.38	39.40	25.42	39.42	25.39	39.36	25.40	39.39	25.38	39.26	25.38	39.26	25.39	39.26	25.39	39.26	25.39	39.26	25.39	39.26	25.39	39.26			
HBSH	10.00	18.09	10.00	18.00	10.40	16.60	12.58	18.09	11.88	18.08	15.75	16.49	16.94	16.94	20.19	16.96	20.17	16.94	20.22	16.95	20.22	16.94	20.23	16.93	20.23	16.94	20.23	16.94	20.23	16.94	20.23	16.94	20.23	16.94	20.23			
HBSR	11.00	19.03	11.00	19.00	11.36	11.36	12.37	19.03	11.58	19.33	14.97	15.51	18.47	18.47	21.92	18.48	21.95	18.46	21.87	18.47	21.98	18.46	21.99	18.46	21.99	18.47	21.98	18.46	21.98	18.46	21.98	18.46	21.98	18.46	21.98			
HBSCH													16.35	16.33	19.62	16.35	19.65	16.34	19.66	16.34	19.62	16.34	19.68	16.33	19.68	16.33	19.68	16.35	19.68	16.35	19.68	16.35	19.68	16.35	19.68			
HBUNV													21.93	21.90	28.10	21.93	28.04	21.90	27.89	21.90	28.06	21.88	28.04	21.90	27.89	21.90	28.12	21.88	22.48	21.92	22.18	21.92	22.48	21.92	22.65	21.92		
HBO	7.98	20.25	10.00	20.00	7.98	19.20	12.54	20.25	11.04	20.53	16.93	17.47	19.32	19.32	27.17	19.35	27.15	19.33	27.08	19.33	27.12	19.31	27.14	19.31	27.13	19.34	19.33	19.33	19.33	19.33	19.33	19.33	19.33	19.33				
NHBW	6.40	18.75	10.00	18.00	6.40	18.30	10.15	18.75	8.54	19.03	14.11	14.37	16.91	16.91	18.14	16.91	18.11	16.91	18.13	16.92	18.12	16.91	18.11	16.91	18.11	16.91	18.11	16.91	18.11	16.91	18.11	16.91	18.11	16.91	18.11			
NHBO	6.40	18.75	10.00	18.00	6.40	18.30	10.15	18.75	8.54	19.03	14.11	14.37	15.94	15.93	16.68	15.93	16.68	15.93	16.69	15.94	16.68	15.93	16.71	15.95	16.69	16.01	16.09	15.92	16.09	15.92	16.09	15.88	16.42	15.79				
AIRP													26.36	26.36	31.50	26.42	31.38	26.36	31.40	26.37	31.51	26.35	31.55	26.36	31.55	26.37	31.55	26.37	31.55	26.37	31.55	26.37	31.55	26.37	31.55			
4Tire													19.68	19.67	19.83	19.67	19.82	19.67	19.84	19.68	19.83	19.67	19.82	19.67	19.82	19.67	19.82	19.67	19.82	19.67	19.82	19.67	19.82	19.67	19.82			
SU													21.60	21.59	21.85	21.60	21.84	21.59	21.86	21.60	21.85	21.59	21.8															

