APPENDIX 21-7

August 2008 Submittal

Additional and/or Revised
Intersection Analyses
Turning Movement Worksheets
Signal Timing
Existing Conditions
Future without Project
Future with Project

Appendix 21-7 - Intersection Analysis Summary

Intersection capacity and levels of service have been determined through the use of the latest version of the Highway Capacity Software (HCS+). Study area intersections located adjacent to significant roadway segments operating below the adopted LOS have been analyzed under existing traffic conditions, future without project and future with project to examine network operations during the PM peak hour. **Appendix 21-7** includes the following:

- A summary of the intersection analysis results provided in **Table 21-7**;
- Intersection turning movement worksheets - **Tables 21-7-A to 21-7-I**;
- Signal timing worksheets;
- Intersection Analysis Worksheets for Existing, Future without Project, Future with Project.

Table 21-7
Summary of the PM Peak Hour Study Intersection LOS

Ref. No.	Intersection	Existing Traffic Control	Future without Project Traffic Control	Future with Project Traffic Control	Existing [Based upon geometry existing when the counts were collected]	Future without Project	Future with Project
1	SW 216 St and SW 177 Ave	Signalized	Signalized	Signalized	C	C	C
2	SW 200 St and SW 177 Ave	Signalized	Signalized	Signalized	E	C	C
3	SW 184 St and SW 177 Ave	Signalized	Signalized	Signalized	D	C	C
4	SW 152 St and SW 177 Ave	N/A	N/A	Signalized	N/A	N/A	B
5	SW 136 St and SW 177 Ave	N/A	N/A	Signalized	N/A	N/A	B
6	SW 88 St and SW 177 Ave	Signalized	Signalized	Signalized	D	C	C
7	SW 136 St and SW 157 Ave	Unsignalized	Unsignalized	Signalized	NBR, WBL only – no analysis	D/B	C
8	SW 152 St and SW 157 Ave	Unsignalized	Signalized	Signalized	C	C	D
9	SW 152 St and SW 147 Ave	Unsignalized	Signalized	Signalized	E	B	C
10	SW 152 St and SW 137 Ave	Signalized	Signalized	Signalized	F	F	E
11	SW 152 St and SW 117 Ave	Signalized	Signalized	Signalized	E	F	E
12	SW 152 St and W. HEFT Ramp	Signalized	Signalized	Signalized	D	C	C
13	SW 184 St and SW 147 Ave	Unsignalized	Signalized	Signalized	E	B	C
14	SW 184 St and SW 157 Ave	Unsignalized	Signalized	Signalized	C/D	C	C

The Future without Project intersection analyses incorporate recently completed improvements or those funded in TIP 2009 as outlined below:

- SW 216 St and SW 177 Ave – Geometric improvements completed by FDOT;
- SW 200 St and SW 177 Ave – Geometric improvements completed by FDOT;
- SW 184 St and SW 177 Ave – Geometric improvements completed by FDOT;
- SW 88 St and SW 177 Ave – Geometric improvements per TIP No. DT2496143;
- SW 136 St and SW 157 Ave – Geometric improvements per TIP No. PW20040354;
- SW 152 St and SW 157 Ave – Signal and new lane geometry completed by developer;
- SW 152 St and SW 147 Ave – Signalization completed by County;
- SW 152 St and SW 117 Ave – Geometric improvements completed by County;
- SW 152 St and West HEFT Ramps – Geometric improvements per TIP No. TP4060961;
- SW 184 St and SW 147 Ave – Geometric and signal improvements completed; additional lane geometry per TIP No. PW671572B;
- SW 184 St and SW 157 Ave – Geometric and signal improvements per TIP No. PW20040372.

The Future with Project intersection analyses incorporate additional improvements proposed by the Parkland DRI for following intersections:

- SW 152 St and SW 177 Ave – Lane widening and signalization;
- SW 136 St and SW 177 Ave – Lane widening and signalization;
- SW 136 St and SW 157 Ave – Lane widening and signalization;
- SW 152 St and SW 157 Ave – Lane widening;
- SW 152 St and SW 147 Ave - Lane widening;
- SW 152 St and SW 137 Ave – Overlap phases, restriping, lane widening (if ROW is available), signal optimization;
- SW 152 St and SW 117 Ave – Turn lane improvements, restriping and lane widening;
- SW 152 St and West HEFT Ramps – Restriping and lane widening;
- SW 184 St and SW 157 Ave – Lane widening;
- SW 184 St and SW 147 Ave – Lane widening.

TABLE 21-7-A
PARKLAND DRI
SIGNALIZED INTERSECTION ANALYSIS
PROJECTED TURNING MOVEMENTS - PM PEAK HOUR

8/25/2008

		PM PEAK HOUR														
No.	INTERSECTION	MVNT	12-12-06 2006 VOLUMES	FDOT PSCF	PEAK SEASON 2006 VOLUMES	GROWTH RATE TO 2018	2018 BKGD VOLUMES	COMMITTED PROJECT VOLUMES	FUTURE WITHOUT PROJECT	In = 2,288 Out = 1,201 PROJECT PRODUCTIONS	*INBOUND* AND OUTBOUND DIST.%	In = 745 Out = 1,241 PROJECT ATTRACTIONS	*INBOUND* AND OUTBOUND DIST.%	2018 TOTAL VOLUMES	EXISTING AS OF 2006 LANE GEOMETRY	WO PROJ FUTURE LANE GEOMETRY	WITH PROJ FUTURE LANE GEOMETRY
1	SW 177 Avenue	**EB**														[Built as of 2008]	
	and SW 200 Street	LEFT	78	0.99	77	**0.63%**	83	0	83	0	0.00%	0	0.00%	83	1LTR	**1L**	**1L**
		THRU	103	0.99	102	**0.63%**	110	0	110	0	0.00%	0	0.00%	110			
	Signalized	RIGHT	24	0.99	24	**0.63%**	26	0	26	0	0.00%	0	0.00%	26		**1TR**	**1TR**
		WB															
		LEFT	83	0.99	82	**0.63%**	89	0	89	0	0.00%	0	0.00%	89	1L	**1L**	**1L**
		THRU	118	0.99	117	**0.63%**	126	0	126	0	0.00%	0	0.00%	126		**1T**	**1T**
		RIGHT	129	0.99	128	**0.63%**	138	0	138	23	*1.00%*	7	*1.00%*	168	1TR	**1R**	**1R**
		NB															
		LEFT	65	0.99	64	**0.63%**	69	0	69	0	0.00%	0	0.00%	69	1L	**1L**	**1L**
		THRU	581	0.99	575	**0.63%**	620	**55**	675	46	*2.00%*	7	*1.00%*	728			
		RIGHT	99	0.99	98	**0.63%**	106	0	106	0	0.00%	0	0.00%	106	1TR	**1TR**	**1TR**
		SB															
		LEFT	124	0.99	123	**0.63%**	132	0	132	12	1.00%	12	1.00%	156	1L	**1L**	**1L**
		THRU	643	0.99	637	**0.63%**	686	**82**	768	24	2.00%	12	1.00%	804			
		RIGHT	45	0.99	45	**0.63%**	48	0	48	0	0.00%	0	0.00%	48	1TR	**1TR**	**1TR**

		PM PEAK HOUR														
No.	INTERSECTION	MVNT	12-12-06 2006 VOLUMES	FDOT PSCF	PEAK SEASON 2006 VOLUMES	GROWTH RATE TO 2018	2018 BKGD VOLUMES	COMMITTED PROJECT VOLUMES	FUTURE WITHOUT PROJECT	In = 2,288 Out = 1,201 PROJECT PRODUCTIONS	*INBOUND* AND OUTBOUND DIST.%	In = 745 Out = 1,241 PROJECT ATTRACTIONS	*INBOUND* AND OUTBOUND DIST.%	2018 TOTAL VOLUMES	EXISTING AS OF 2006 LANE GEOMETRY	WO PROJ FUTURE LANE GEOMETRY	WITH PROJ FUTURE LANE GEOMETRY
2	SW 177 Avenue	**EB**														[Built as of 2008]	
	and SW 216 Street	LEFT	49	0.99	49	**0.63%**	52	0	52	0	0.00%	0	0.00%	52	1LTR	**1L**	**1L**
		THRU	87	0.99	86	**0.63%**	93	0	93	0	0.00%	0	0.00%	93			
	Signalized	RIGHT	76	0.99	75	**0.63%**	81	0	81	0	0.00%	0	0.00%	81		**1TR**	**1TR**
		WB															
		LEFT	45	0.99	45	**0.63%**	48	0	48	0	0.00%	0	0.00%	48	1LTR	**1L**	**1L**
		THRU	89	0.99	88	**0.63%**	95	0	95	0	0.00%	0	0.00%	95			
		RIGHT	59	0.99	58	**0.63%**	63	0	63	23	*1.00%*	0	0.00%	86		**1TR**	**1TR**
		NB															
		LEFT	29	0.99	29	**0.63%**	31	0	31	0	0.00%	0	0.00%	31	1L	**1L**	**1L**
		THRU	588	0.99	582	**0.63%**	628	**55**	683	23	*1.00%*	7	*1.00%*	713			
		RIGHT	48	0.99	48	**0.63%**	51	0	51	0	0.00%	0	0.00%	51	1TR	**1TR**	**1TR**
		SB															
		LEFT	73	0.99	72	**0.63%**	78	0	78	12	1.00%	0	0.00%	90	1L	**1L**	**1L**
		THRU	685	0.99	678	**0.63%**	731	**82**	813	12	1.00%	12	1.00%	837			
		RIGHT	57	0.99	56	**0.63%**	61	0	61	0	0.00%	0	0.00%	61	1TR	**1TR**	**1TR**

BKGD= BACKGROUND
MVNT= MOVEMENT

TABLE 21-7-B
PARKLAND DRI
SIGNALIZED INTERSECTION ANALYSIS
EXISTING AND PROJECTED TURNING MOVEMENTS - PM PEAK HOUR

8/25/2008

		PM PEAK HOUR															
No.	INTERSECTION	MVNT	03-11-05 2005 VOLUMES	FDOT PSCF	PEAK SEASON 2005 VOLUMES	GROWTH RATE TO 2018	2018 BKGD VOLUMES	COMMITTED PROJECT VOLUMES	FUTURE WITHOUT PROJECT	In = 2,288 Out = 1,201 PROJECT PRODUCTIONS	*INBOUND* AND OUTBOUND DIST.%	In = 745 Out = 1,241 PROJECT ATTRACTIONS	*INBOUND* AND OUTBOUND DIST.%	2018 TOTAL VOLUMES	EXISTING AS OF 2005 LANE GEOMETRY	WO PROJ FUTURE LANE GEOMETRY	WITH PROJ FUTURE LANE GEOMETRY
3	SW 184 Street	**EB**														[Built as of 2008]	
	and Krome Avenue	LEFT	62	1.00	62	**0.63%**	67	0	67	0	0.00%	0	0.00%	67	1LTR	**1L**	**1L**
		THRU	30	1.00	30	**0.63%**	33	0	33	0	0.00%	0	0.00%	33			
	Signalized	RIGHT	7	1.00	7	**0.63%**	8	0	8	0	0.00%	0	0.00%	8		**1TR**	**1TR**
		WB															
		LEFT	212	1.00	212	**0.63%**	230	0	230	0	0.00%	0	0.00%	230	1LT	**1L**	**1L**
		THRU	25	1.00	25	**0.63%**	27	0	27	0	0.00%	0	0.00%	27		**1T**	**1T**
		RIGHT	99	1.00	99	**0.63%**	107	**8**	115	23	*1.00%*	7	*1.00%*	145	1R	**1R**	**1R**
		NB															
		LEFT	3	1.00	3	**0.63%**	3	0	3	0	0.00%	0	0.00%	3	1L	**1L**	**1L**
		THRU	609	1.00	609	**0.63%**	661	**50**	711	69	*3.00%*	15	*2.00%*	795		**1T**	**1T**
		RIGHT	196	1.00	196	**0.63%**	213	**5**	218	0	0.00%	0	0.00%	218	1TR	**1R**	**1R**
		SB															
		LEFT	156	1.00	156	**0.63%**	169	**10**	179	12	1.00%	12	1.00%	203	1L	**1L**	**1L**
		THRU	688	1.00	688	**0.63%**	747	**82**	829	36	3.00%	25	2.00%	890			
		RIGHT	26	1.00	26	**0.63%**	28	0	28	0	0.00%	0	0.00%	28	1TR	**1TR**	**1TR**

BKGD= BACKGROUND
MVNT= MOVEMENT

TABLE 21-7-C
PARKLAND DRI
SIGNALIZED INTERSECTION ANALYSIS
PROJECTED TURNING MOVEMENTS - PM PEAK HOUR

8/25/2008

		PM PEAK HOUR														
No.	INTERSECTION	MVNT	3-11-05 2005 VOLUMES	FDOT PSCF	PEAK SEASON 2005 VOLUMES	GROWTH RATE TO 2018	2018 BKGD VOLUMES	COMMITTED PROJECT VOLUMES	FUTURE WITHOUT PROJECT	In = 2,288 Out = 1,201 PROJECT PRODUCTIONS	*INBOUND* AND OUTBOUND DIST.%	In = 745 Out = 1,241 PROJECT ATTRACTIONS	*INBOUND* AND OUTBOUND DIST.%	2018 TOTAL VOLUMES	WITH PROJ FUTURE LANE GEOMETRY	WITH PROJ FUTURE LANE GEOMETRY
4	SW 177 Avenue	**EB**													Before Widening	With Widening
	and SW 136 Street	LEFT	0	1.00	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0	of SW 177 Ave	of SW 177 Ave
		THRU	0	1.00	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0		
	Does not exist	RIGHT	0	1.00	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0		
	To be built and	**WB**														
	signalized by	LEFT	0	1.00	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0	1L	1L
	Parkland	THRU	0	1.00	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0		
		RIGHT	0	1.00	0	**0.63%**	0	0	0	108	9.00%	62	5.00%	170	1R	1R
		NB														
		LEFT	0	1.00	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0		
		THRU	770	1.00	770	**0.63%**	836	**58**	894	60	5.00%	25	2.00%	979	1T	2T
		RIGHT	0	1.00	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0	1R	1R
		SB														
		LEFT	0	1.00	0	**0.63%**	0	0	0	206	*9.00%*	37	*5.00%*	243	1L	1L
		THRU	870	1.00	870	**0.63%**	944	**92**	1036	114	*5.00%*	15	*2.00%*	1165	1T	2T
		RIGHT	0	1.00	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0		

		PM PEAK HOUR														
No.	INTERSECTION	MVNT	03-11-05 2005 VOLUMES	FDOT PSCF	PEAK SEASON 2005 VOLUMES	GROWTH RATE TO 2018	2018 BKGD VOLUMES	COMMITTED PROJECT VOLUMES	FUTURE WITHOUT PROJECT	In = 2,288 Out = 1,201 PROJECT PRODUCTIONS	*INBOUND* AND OUTBOUND DIST.%	In = 745 Out = 1,241 PROJECT ATTRACTIONS	*INBOUND* AND OUTBOUND DIST.%	2018 TOTAL VOLUMES	WITH PROJ FUTURE LANE GEOMETRY	WITH PROJ FUTURE LANE GEOMETRY
5	SW 177 Avenue	**EB**													Before Widening	With Widening
	and SW 152 Street	LEFT	0	1.00	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0	of SW 177 Ave	of SW 177 Ave
		THRU	0	1.00	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0		
	Does not exist	RIGHT	0	1.00	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0		
	To be built and	**WB**														
	signalized by	LEFT	0	1.00	0	**0.63%**	0	0	0	48	4.00%	37	3.00%	85	1L	1L
	Parkland	THRU	0	1.00	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0		
		RIGHT	0	1.00	0	**0.63%**	0	0	0	60	5.00%	25	2.00%	85	1R	1R
		NB														
		LEFT	0	1.00	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0		
		THRU	770	1.00	770	**0.63%**	836	**58**	894	0	*0.00%*	0	*0.00%*	894	1T	2T
		RIGHT	0	1.00	0	**0.63%**	0	0	0	92	*4.00%*	22	*3.00%*	114	1R	1R
		SB														
		LEFT	0	1.00	0	**0.63%**	0	0	0	114	*5.00%*	15	*2.00%*	129	1L	1L
		THRU	870	1.00	870	**0.63%**	944	**92**	1036	0	0.00%	0	0.00%	1036	1T	2T
		RIGHT	0	1.00	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0		

BKGD= BACKGROUND
MVNT= MOVEMENT

TABLE 21-7-D
PARKLAND DRI
SIGNALIZED INTERSECTION ANALYSIS
EXISTING AND PROJECTED TURNING MOVEMENTS - PM PEAK HOUR

8/25/2008

		PM PEAK HOUR															
No.	INTERSECTION	MVNT	03-11-05 2005 VOLUMES	FDOT PSCF	PEAK SEASON 2005 VOLUMES	GROWTH RATE TO 2018	2018 BKGD VOLUMES	COMMITTED PROJECT VOLUMES	FUTURE WITHOUT PROJECT	In = 2,288 Out = 1,201 PROJECT PRODUCTIONS	*INBOUND* AND OUTBOUND DIST.%	In = 745 Out = 1,241 PROJECT ATTRACTIONS	*INBOUND* AND OUTBOUND DIST.%	2018 TOTAL VOLUMES	EXISTING AS OF 2005 LANE GEOMETRY	WO PROJ FUTURE LANE GEOMETRY	WITH PROJ FUTURE LANE GEOMETRY
6	SW 88 Street	**EB**														**[1]**	
	and SW 177 Avenue	LEFT	11	1.00	11	**0.63%**	12	0	12	0	0.00%	0	0.00%	12	1LTR	1LTR	1LTR
		THRU	12	1.00	12	**0.63%**	13	0	13	0	0.00%	0	0.00%	13			
	Signalized	RIGHT	5	1.00	5	**0.63%**	5	0	5	0	0.00%	0	0.00%	5			
		WB															
		LEFT	319	1.00	319	**0.63%**	346	**51**	397	46	*2.00%*	15	*2.00%*	458	1LT	**1L**	**1L**
		THRU	3	1.00	3	**0.63%**	3	0	3	0	0.00%	0	0.00%	3		**1T**	**1T**
		RIGHT	159	1.00	159	**0.63%**	173	**64**	237	0	0.00%	0	0.00%	237	1R	**1R**	**1R**
		NB															
		LEFT	3	1.00	3	**0.63%**	3	0	3	0	0.00%	0	0.00%	3	1L	**1L**	**1L**
		THRU	399	1.00	399	**0.63%**	433	**10**	443	144	12.00%	62	5.00%	649	1T	**2T**	**2T**
		RIGHT	392	1.00	392	**0.63%**	425	**48**	473	24	2.00%	25	2.00%	522	1R	**1R**	**1R**
		SB															
		LEFT	342	1.00	342	**0.63%**	371	**65**	436	0	0.00%	0	0.00%	436	1L	**1L**	**1L**
		THRU	472	1.00	472	**0.63%**	512	**41**	553	275	*12.00%*	37	*5.00%*	865	1T	**1T**	**1T**
		RIGHT	12	1.00	12	**0.63%**	13	0	13	0	0.00%	0	0.00%	13	1R	**1TR**	**1TR**

BKGD= BACKGROUND
MVNT= MOVEMENT
[1] Includes programmed improvements from TIP No. DT2496143.

TABLE 21-7-E
PARKLAND DRI
SIGNALIZED INTERSECTION ANALYSIS
EXISTING AND PROJECTED TURNING MOVEMENTS - PM PEAK HOUR

8/25/2008

		PM PEAK HOUR															
No.	INTERSECTION	MVNT	12-07-05 2005 VOLUMES	FDOT PSCF	PEAK SEASON 2005 VOLUMES	GROWTH RATE TO 2018	2018 BKGD VOLUMES	COMMITTED PROJECT VOLUMES	FUTURE WITHOUT PROJECT	In = 2,288 Out = 1,201 PROJECT PRODUCTIONS	*INBOUND* AND OUTBOUND DIST.%	In = 745 Out = 1,241 PROJECT ATTRACTIONS	*INBOUND* AND OUTBOUND DIST.%	2018 TOTAL VOLUMES	EXISTING AS OF 2005 LANE GEOMETRY	WO PROJ FUTURE LANE GEOMETRY	WITH PROJ FUTURE LANE GEOMETRY
7	SW 136 Street	**EB**														**[1]**	
	and SW 157 Avenue	LEFT	0	0.99	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0			
		THRU	0	0.99	0	**0.63%**	0	**50**	50	192	16.00%	248	20.00%	490		2T	2T
	Unsignalized	RIGHT	0	0.99	0	**0.63%**	0	**57**	57	0	0.00%	0	0.00%	57		1R	1R
	Signalized by Parkland	**WB**															
		LEFT	459	0.99	454	**0.63%**	493	**10**	503	0	0.00%	0	0.00%	503	1L	1L	1L
		THRU	0	0.99	0	**0.63%**	0	**44**	44	366	*16.00%*	149	*20.00%*	559		2T	2T
		RIGHT	0	0.99	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0			
		NB															
		LEFT	0	0.99	0	**0.63%**	0	**55**	55	114	*5.00%*	52	*7.00%*	222		1L	1L
		THRU	0	0.99	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0			
		RIGHT	189	0.99	187	**0.63%**	203	**16**	219	0	0.00%	0	0.00%	219	1R	2R	2R
		SB															
		LEFT	0	0.99	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0			
		THRU	0	0.99	0	**0.63%**	0	0	0	0	*0.00%*	0	*0.00%*	0			
		RIGHT	0	0.99	0	**0.63%**	0	0	0	0	*0.00%*	0	*0.00%*	0			

BKGD= BACKGROUND
MVNT= MOVEMENT
[1] Includes programmed improvements from TIP NO. PW20040346 and TIP NO. PW20040354.

TABLE 21-7-F
PARKLAND DRI
SIGNALIZED INTERSECTION ANALYSIS
EXISTING AND PROJECTED TURNING MOVEMENTS - PM PEAK HOUR

8/25/2008

		PM PEAK HOUR															
No.	INTERSECTION	MVNT	12-08-05 2005 VOLUMES	FDOT PSCF	PEAK SEASON 2005 VOLUMES	GROWTH RATE TO 2018	2018 BKGD VOLUMES	COMMITTED PROJECT VOLUMES	FUTURE WITHOUT PROJECT	In = 2,288 Out = 1,201 PROJECT PRODUCTIONS	*INBOUND* AND OUTBOUND DIST.%	In = 745 Out = 1,241 PROJECT ATTRACTIONS	*INBOUND* AND OUTBOUND DIST.%	2018 TOTAL VOLUMES	EXISTING AS OF 2005 LANE GEOMETRY	WO PROJ FUTURE LANE GEOMETRY	WITH PROJ FUTURE LANE GEOMETRY
8	SW 152 Street	**EB**														[Built as of 2008]	**[1]**
	and SW 157 Avenue	LEFT	6	0.99	6	**0.63%**	6	**9**	15	60	5.00%	124	10.00%	199	1LTR	1L	1L
		THRU	77	0.99	76	**0.63%**	83	**7**	90	312	26.00%	434	35.00%	837			2T
	Unsignalized in 2005	RIGHT	23	0.99	23	**0.63%**	25	0	25	180	15.00%	62	5.00%	267		1TR	1TR
	Signalized in 2008	**WB**															
		LEFT	67	0.99	66	**0.63%**	72	**4**	76	0	0.00%	0	0.00%	76	1LTR	1L	1L
		THRU	121	0.99	120	**0.63%**	130	**7**	137	595	*26.00%*	238	*32.00%*	970		1T	1T
		RIGHT	119	0.99	118	**0.63%**	128	**55**	183	0	0.00%	0	0.00%	183		1R	1TR
		NB															
		LEFT	39	0.99	39	**0.63%**	42	0	42	343	*15.00%*	37	*5.00%*	422	1LT	1L	1L
		THRU	86	0.99	85	**0.63%**	92	**7**	99	0	0.00%	0	0.00%	99		1T	1T
		RIGHT	70	0.99	69	**0.63%**	75	**18**	93	0	0.00%	0	0.00%	93	1TR	1TR	1TR
		SB															
		LEFT	186	1.03	192	**0.63%**	208	**34**	242	0	0.00%	0	0.00%	242	1LT	1L	1L
		THRU	165	1.03	170	**0.63%**	184	**23**	207	0	0.00%	0	0.00%	207		1T	1T
		RIGHT	28	1.03	29	**0.63%**	31	**10**	41	114	*5.00%*	75	*10.00%*	230	1TR	1TR	1TR

BKGD= BACKGROUND
MVNT= MOVEMENT
[1] Proposed lane widening by Parkland on SW 152 Street which expands the EB and WB intersection approaches to SW 157 Avenue.

TABLE 21-7-G
PARKLAND DRI
SIGNALIZED INTERSECTION ANALYSIS
EXISTING AND PROJECTED TURNING MOVEMENTS - PM PEAK HOUR

8/25/2008

		PM PEAK HOUR														
No.	INTERSECTION	MVNT	12-09-05 2005 VOLUMES	FDOT PSCF	PEAK SEASON 2005 VOLUMES	GROWTH RATE TO 2018	2018 BKGD VOLUMES	COMMITTED PROJECT VOLUMES	FUTURE WITHOUT PROJECT	In = 2,288 Out = 1,201 PROJECT PRODUCTIONS	*INBOUND* AND OUTBOUND DIST.%	In = 745 Out = 1,241 PROJECT ATTRACTIONS	*INBOUND* AND OUTBOUND DIST.%	2018 TOTAL VOLUMES	EXISTING AS OF 2005 LANE GEOMETRY	WO PROJ FUTURE LANE GEOMETRY	WITH PROJ FUTURE LANE GEOMETRY
9	SW 152 Street	**EB**															
	and SW 147 Avenue	LEFT	0	0.99	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0			
		THRU	507	0.99	502	**0.63%**	545	**59**	604	312	26.00%	372	30.00%	1289	1T	1T	2T
	Unsignalized in 2005	RIGHT	25	0.99	25	**0.63%**	27	0	27	0	0.00%	25	2.00%	52	1TR	1TR	1TR
	Signalized in 2008	**WB**															
		LEFT	427	0.99	423	**0.63%**	459	**17**	476	0	0.00%	0	0.00%	476	1L	1L	1L
		THRU	723	0.99	716	**0.63%**	777	**66**	843	595	*26.00%*	209	*28.00%*	1646	2T	2T	2T
		RIGHT	0	0.99	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0			
		NB															
		LEFT	25	0.99	25	**0.63%**	27	0	27	0	*0.00%*	15	*2.00%*	42	1L	1L	1L
		THRU	0	0.99	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0			
		RIGHT	303	0.99	300	**0.63%**	325	**20**	345	0	0.00%	0	0.00%	345	1R	1R	1R
		SB															
		LEFT	0	0.99	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0			
		THRU	0	0.99	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0			
		RIGHT	0	0.99	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0			

		PM PEAK HOUR															
No.	INTERSECTION	MVNT	03-11-05 2005 VOLUMES	FDOT PSCF	PEAK SEASON 2005 VOLUMES	GROWTH RATE TO 2018	2018 BKGD VOLUMES	COMMITTED PROJECT VOLUMES	FUTURE WITHOUT PROJECT	In = 2,288 Out = 1,201 PROJECT PRODUCTIONS	*INBOUND* AND OUTBOUND DIST.%	In = 745 Out = 1,241 PROJECT ATTRACTIONS	*INBOUND* AND OUTBOUND DIST.%	2018 TOTAL VOLUMES	EXISTING AS OF 2005 LANE GEOMETRY	WO PROJ FUTURE LANE GEOMETRY	WITH PROJ FUTURE LANE GEOMETRY
10	SW 152 Street	**EB**														[Built as of 2008]	**[1]**
	and SW 137 Avenue	LEFT	289	1.00	289	**0.63%**	314	0	314	0	0.00%	25	2.00%	339	2L	2L	2L
		THRU	606	1.00	606	**0.63%**	658	**79**	737	276	23.00%	236	19.00%	1249	2T	2T	3T
	Signalized	RIGHT	114	1.00	114	**0.63%**	124	0	124	36	3.00%	87	7.00%	247	1R	1TR	1R
		WB															
		LEFT	582	1.00	582	**0.63%**	632	**37**	669	0	0.00%	0	0.00%	669	2L	2L	2L
		THRU	1086	1.00	1,086	**0.63%**	1178	**63**	1241	526	*23.00%*	142	*19.00%*	1909	2T	2T	3T
		RIGHT	555	1.00	555	**0.63%**	602	**183**	785	0	0.00%	0	0.00%	785	1R	1R	1R
		NB															
		LEFT	294	1.00	294	**0.63%**	319	0	319	69	*3.00%*	52	*7.00%*	440	2L	2L	2L
		THRU	732	1.00	732	**0.63%**	794	**138**	932	0	0.00%	0	0.00%	932	2T	2T	2T
		RIGHT	269	1.00	269	**0.63%**	292	**153**	445	0	0.00%	0	0.00%	445	1R	1R	1R
		SB															
		LEFT	532	1.00	532	**0.63%**	577	**20**	597	0	0.00%	0	0.00%	597	2L	2L	2L
		THRU	1022	1.00	1,022	**0.63%**	1109	**136**	1245	0	*0.00%*	0	*0.00%*	1245	2T	2T	3T
		RIGHT	349	1.00	349	**0.63%**	379	**130**	509	0	*0.00%*	15	*2.00%*	524	1R	1R	1R

BKGD= BACKGROUND
MVNT= MOVEMENT

[1] Proposed improvements include restriping the existing SB, EB and WB right turn lane into the third through lane (the alignment to the third receiving lane is already in place). Further improvements include the addition of an exclusive SB, EB and WB right turn lane if ROW is available.

TABLE 21-7-H
PARKLAND DRI
SIGNALIZED INTERSECTION ANALYSIS
EXISTING AND PROJECTED TURNING MOVEMENTS - PM PEAK HOUR

8/27/2008

		PM PEAK HOUR															
No.	INTERSECTION	MVNT	12-09-05 2005 VOLUMES	FDOT PSCF	PEAK SEASON 2005 VOLUMES	GROWTH RATE TO 2018	2018 BKGD VOLUMES	COMMITTED PROJECT VOLUMES	FUTURE WITHOUT PROJECT	In = 2,288 Out = 1,201 PROJECT PRODUCTIONS	*INBOUND* AND OUTBOUND DIST.%	In = 745 Out = 1,241 PROJECT ATTRACTIONS	*INBOUND* AND OUTBOUND DIST.%	2018 TOTAL VOLUMES	EXISTING AS OF 2005 LANE GEOMETRY	WO PROJ FUTURE LANE GEOMETRY	WITH PROJ FUTURE LANE GEOMETRY
11	SW 152 Street	**EB**														**[1]**	**[2]**
	and SW 117 Avenue	LEFT	318	0.99	315	**0.63%**	342	**45**	387	96	8.00%	37	3.00%	520	1L	2L	2L
		THRU	1277	0.99	1,264	**0.63%**	1372	**266**	1638	144	12.00%	161	13.00%	1943	2T	**1T**	2T
	Signalized	RIGHT	210	0.99	208	**0.63%**	226	**45**	271	24	2.00%	25	2.00%	320	1TR	1TR	1TR
		WB															
		LEFT	37	0.99	37	**0.63%**	40	**0**	40	0	0.00%	0	0.00%	40	1L	1L	1L
		THRU	1090	0.99	1,079	**0.63%**	1171	**355**	1526	275	*12.00%*	97	*13.00%*	1897	2T	2T	3T
		RIGHT	18	0.99	18	**0.63%**	19	**0**	19	0	0.00%	0	0.00%	19	1R	1R	1R
		NB															
		LEFT	223	0.99	221	**0.63%**	240	**45**	285	46	*2.00%*	15	*2.00%*	346	1L	1L	1L
		THRU	314	0.99	311	**0.63%**	337	0	337	0	0.00%	0	0.00%	337	1T	2T	2T
		RIGHT	76	0.99	75	**0.63%**	82	0	82	0	0.00%	0	0.00%	82	1R	1R	1R
		SB														1L	1L
		LEFT	81	0.99	80	**0.63%**	87	0	87	0	0.00%	0	0.00%	87	1L	1T	1T
		THRU	450	0.99	446	**0.63%**	483	0	483	0	0.00%	0	0.00%	483	1T	1TR	1TR
		RIGHT	936	0.99	927	**0.63%**	1005	**50**	1055	183	*8.00%*	22	*3.00%*	1260	1R	1R	1R

		PM PEAK HOUR															
No.	INTERSECTION	MVNT	12-09-05 2005 VOLUMES	FDOT PSCF	PEAK SEASON 2005 VOLUMES	GROWTH RATE TO 2018	2018 BKGD VOLUMES	COMMITTED PROJECT VOLUMES	FUTURE WITHOUT PROJECT	In = 2,288 Out = 1,201 PROJECT PRODUCTIONS	*INBOUND* AND OUTBOUND DIST.%	In = 745 Out = 1,241 PROJECT ATTRACTIONS	*INBOUND* AND OUTBOUND DIST.%	2018 TOTAL VOLUMES	EXISTING AS OF 2005 LANE GEOMETRY	WO PROJ FUTURE LANE GEOMETRY	WITH PROJ FUTURE LANE GEOMETRY
12	SW 152 Street and	**EB**															
	SR 821 West Ramps	LEFT	0	0.99	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0			
	SB Off and SB On	THRU	1156	0.99	1,144	**0.63%**	1242	**211**	1453	0	0.00%	74	6.00%	1527	2T	2T	3T
		RIGHT	310	0.99	307	**0.63%**	333	**55**	388	36	3.00%	50	4.00%	474	1R	1R	1R
	Signalized	**WB**															
		LEFT	195	0.99	193	**0.63%**	209	0	209	0	0.00%	0	0.00%	209	1L	1L	1L
		THRU	1026	0.99	1,016	**0.63%**	1102	**240**	1342	69	*3.00%*	75	*10.00%*	1485	2T	2T	3T
		RIGHT	0	0.99	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0			
		NB															
		LEFT	0	0.99	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0			
		THRU	0	0.99	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0			
		RIGHT	0	0.99	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0			
		SB															
		LEFT	392	0.99	388	**0.63%**	421	0	421	0	0.00%	0	0.00%	421	1L	1L	1L
		THRU	100	0.99	99	**0.63%**	107	0	107	0	0.00%	0	0.00%	107	1LT	1LT	1LT
		RIGHT	124	0.99	123	**0.63%**	133	**115**	248	206	*9.00%*	22	*3.00%*	476	1R	1R	1R

BKGD= BACKGROUND
MVNT= MOVEMENT
[1] Built as of 2008 plus programmed from TIP No. TP4060961.
[2] Proposed restriping and lane widening in coordination with Miami-Dade County and Florida's Turnpike to create the third WB and EB through lane.

TABLE 21-7-I
PARKLAND DRI
SIGNALIZED INTERSECTION ANALYSIS
EXISTING AND PROJECTED TURNING MOVEMENTS - PM PEAK HOUR

8/27/2008

		PM PEAK HOUR														
No.	INTERSECTION	MVNT	12-08-05 2005 VOLUMES	FDOT PSCF	PEAK SEASON 2005 VOLUMES	GROWTH RATE TO 2018	2018 BKGD VOLUMES	COMMITTED PROJECT VOLUMES	FUTURE WITHOUT PROJECT	In = 2,288 Out = 1,201 PROJECT PRODUCTIONS	*INBOUND* AND OUTBOUND DIST.%	In = 745 Out = 1,241 PROJECT ATTRACTIONS	*INBOUND* AND OUTBOUND DIST.%	2018 TOTAL VOLUMES	EXISTING AS OF 2005 LANE GEOMETRY	WO PROJ FUTURE LANE GEOMETRY	WITH PROJ FUTURE LANE GEOMETRY
13	SW 184 Street	**EB**														[1]	
	and SW 147 Avenue	LEFT	43	0.99	43	**0.63%**	46	0	46	12	1.00%	0	0.00%	58		**1L**	**1L**
		THRU	288	0.99	285	**0.63%**	309	**17**	326	156	13.00%	50	4.00%	532	1LTR	**1T**	**1T**
	Unsignalized in 2005	RIGHT	81	0.99	80	**0.63%**	87	0	87	12	1.00%	12	1.00%	111		**1TR**	**1TR**
	Signalized in 2008	**WB**														[1]	
		LEFT	19	0.99	19	**0.63%**	20	0	20	0	0.00%	0	0.00%	20		**1L**	**1L**
		THRU	112	0.99	111	**0.63%**	120	**18**	138	275	*12.00%*	30	*4.00%*	442	1LTR	**1T**	**1T**
		RIGHT	66	0.99	65	**0.63%**	71	**17**	88	0	0.00%	0	*0.00%*	88		**1R**	**1TR**
		NB														[Built as of 2008]	
		LEFT	80	0.99	79	**0.63%**	86	0	86	23	*1.00%*	7	*1.00%*	116		**1L**	**1L**
		THRU	246	0.99	244	**0.63%**	264	0	264	0	0.00%	0	0.00%	264	1LTR		
		RIGHT	49	0.99	49	**0.63%**	53	**18**	71	0	0.00%	0	0.00%	71		**1TR**	**1TR**
		SB														[Built as of 2008]	
		LEFT	78	0.99	77	**0.63%**	84	0	84	0	0.00%	0	0.00%	84		**1L**	**1L**
		THRU	201	0.99	199	**0.63%**	216	**58**	274	0	0.00%	0	0.00%	274	1LTR		
		RIGHT	27	0.99	27	**0.63%**	29	0	29	23	*1.00%*	0	0.00%	52		**1TR**	**1TR**

		PM PEAK HOUR														
No.	INTERSECTION	MVNT	12-08-05 2005 VOLUMES	FDOT PSCF	PEAK SEASON 2005 VOLUMES	GROWTH RATE TO 2018	2018 BKGD VOLUMES	COMMITTED PROJECT VOLUMES	FUTURE WITHOUT PROJECT	In = 2,288 Out = 1,201 PROJECT PRODUCTIONS	*INBOUND* AND OUTBOUND DIST.%	In = 745 Out = 1,241 PROJECT ATTRACTIONS	*INBOUND* AND OUTBOUND DIST.%	2018 TOTAL VOLUMES	EXISTING AS OF 2005 LANE GEOMETRY	WO PROJ FUTURE LANE GEOMETRY	WITH PROJ FUTURE LANE GEOMETRY
14	SW 184 Street	**EB**														**[2]**	**[3]**
	and SW 157 Avenue	LEFT	112	0.99	111	**0.63%**	120	0	120	0	0.00%	0	0.00%	120			1L
		THRU	335	0.99	332	**0.63%**	360	0	360	12	1.00%	12	1.00%	384	1LTR	1LTR	1T
	Unsignalized	RIGHT	0	0.99	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0			1TR
		WB															
		LEFT	0	0.99	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0			1L
		THRU	159	0.99	157	**0.63%**	171	0	171	23	*1.00%*	7	*1.00%*	201	1LTR	1LTR	1T
		RIGHT	75	0.99	74	**0.63%**	81	**26**	107	343	*15.00%*	37	*5.00%*	487			1R
		NB															
		LEFT	0	0.99	0	**0.63%**	0	0	0	0	0.00%	0	0.00%	0			
		THRU	1	0.99	1	**0.63%**	1	0	1	0	0.00%	0	0.00%	1	1LTR	1LTR	1LTR
		RIGHT	1	0.99	1	**0.63%**	1	**3**	4	0	0.00%	0	0.00%	4			
		SB															
		LEFT	86	0.99	85	**0.63%**	92	**14**	106	180	15.00%	62	5.00%	348		1L	1L
		THRU	0	0.99	0	**0.63%**	0	**2**	2	0	0.00%	0	0.00%	2	1LTR	1T	1T
		RIGHT	156	0.99	154	**0.63%**	168	**10**	178	0	0.00%	0	0.00%	178		1R	1R

BKGD= BACKGROUND
MVNT= MOVEMENT

[1] Include signalization and geometric improvements built as of 2008 and includes programmed improvements from TIP NO. PW671572B.

[2] Includes programmed improvements from TIP NO. PW20040372.

[3] Includes the proposed lane widening on SW 184 Street by Parkland which expands the EB and WB intersection approaches at SW 157 Avenue.

Signal Timing

4784

TIMING DATA FOR 4784 KROME AVE & SW 200 ST (SEC: 238 TYPE: SA)

PAT	OF	NSG	G	Y	R	EWG	Y	R	NSL	Y		S	Y	M	CYC	
1	T	0	40	1	4	1	18	4	1	7	3	7			79	DAY 0/8
2	T	0	40	1	4	1	15	4	1	7	3	6			76	NITE 8/0
3	T	0	45	1	4	1	15	4	1	7	3	7			81	EARLY AM PEA
4	T	0	45	1	4	1	15	4	1	7	3	7			81	EARLY AFT. 0
5	T	0	40	1	4	1	18	4	1	7	3	7			79	LATE PM / EV
6	T	0	45	1	4	1	15	4	1	7	3	7			81	SCHOOL IN 0/
7	T	0	40	1	4	1	18	4	1	7	3	7			79	SCH. OUT 0/8
8	T	0	45	1	4	1	15	4	1	7	3	7			81	SCHOOL OUT 0
10	T	0	40	1	4	1	18	4	1	7	3	7			79	PRE-AM PEAK
14	T	0	45	1	4	1	15	4	1	7	3	7			81	AFTERNOON 0
24	T	0	44	1	4	1	15	4	1	7	3	7			80	RECALL TEST
MIN:			40				10				6					

4787

TIMING DATA FOR 4787 KROME AVE & SW 216 ST (SEC: 238 TYPE: SA)

PAT	OF	NSG	G	Y	R	EWG	Y	R	NSL	Y		S	Y	M	CYC	
1	T	0	40	1	4	1	15	4	1	7	3	7			76	DAY 0/8
2	T	0	40	1	4	1	15	4	1	7	3	6			76	NITE 8/0
3	T	0	45	1	4	1	15	4	1	7	3	7			81	EARLY AM PEA
4	T	0	45	1	4	1	15	4	1	7	3	7			81	EARLY AFT. 0
5	T	0	40	1	4	1	15	4	1	7	3	7			76	LATE PM / EV
6	T	0	45	1	4	1	15	4	1	7	3	7			81	SCHOOL IN 0/
7	T	0	40	1	4	1	15	4	1	7	3	7			76	SCH. OUT 0/8
8	T	0	45	1	4	1	15	4	1	7	3	7			81	SCHOOL OUT 0
10	T	0	40	1	4	1	15	4	1	7	3	7			76	PRE-AM PEAK
14	T	0	45	1	4	1	15	4	1	7	3	7			81	AFTERNOON 0
24	T	0	44	1	4	1	15	4	1	7	3	7			80	RE

4783

TIMING DATA FOR 4783 KROME AVE & SW 184 ST (SEC: 238 TYPE: SA)

PAT	OF	NSG	G	Y	R	EWG	Y	R	NSL	Y			S	Y	M	CYC	
1	T	0	45	1	4	1	28	4	1	7	3		7	94			DAY 0/8
2	T	0	40	1	4	1	15	4	1	7	3		6	76			NITE 8/0
3	T	0	50	1	4	1	35	4	1	7	3		7	106			EARLY AM PEA
4	T	0	50	1	4	1	35	4	1	7	3		7	106			EARLY AFT. 0
5	T	0	45	1	4	1	28	4	1	7	3		7	94			LATE PM / EV
6	T	0	50	1	4	1	35	4	1	7	3		7	106			SCHOOL IN 0/
7	T	0	45	1	4	1	28	4	1	7	3		7	94			SCH. OUT 0/8
8	T	0	50	1	4	1	35	4	1	7	3		7	106			SCHOOL OUT 0
10	T	0	45	1	4	1	28	4	1	7	3		7	94			PRE-AM PEAK
14	T	0	50	1	4	1	35	4	1	7	3		7	106			AFTERNOON 0
24	T	0	44	1	4	1	15	4	1	7	3		7	80			RECALL TEST
MIN:		40		10		6											

4637

TIMING DATA FOR 4637 CORAL REEF & SW 137 AV (SEC: 281 TYPE: SA)

PAT	OF	NSW	F	Y	R	EWM	Y	EWW	F	G	Y	R	NSM	Y	S	Y	M	CYC	
1	T	0	20	18	4	2	15	4	7	18	10	4	2	18	4	7	126		Off Peak
2	M	0	18	18	4	2	27	4	7	18	30	4	2	22	4		160		PM Peak
3	T	0	10	18	4	2	18	4	7	18	10	4	2	19	4		120		EVENING
5	T	0	32	18	4	2	45	4	7	18	15	4	2	20	4	7	175		PRE-AM PEAK
6	T	155	30	18	4	2	30	4	7	18	17	4	2	30	4	11	170		AM Peak
9	T	0	10	18	4	2	15	4	7	18	1	4	2	15	4	7	104		Nite
10	T	0	10	18	4	2	25	4	7	18	10	4	2	22	4		130		Midday
11	T	0	14	18	4	2	22	4	7	18	12	4	2	19	4		130		Weekend
16	M	0	16	18	4	2	55	4	7	18	16	4	2	20	4	11	170		PRE-AM PEAK
19	T	0	10	18	4	2	14	4	7	18	1	4	2	12	4		100		EVENING
20	T	0	22	18	4	2	30	4	7	18	25	4	2	20	4		160		PM Peak
24	T	0	20	18	4	2	10	4	7	18	1	4	2	10	4	7	104		Recall Test
MIN:		10	18		7		18	1		5									

4764 0
TIMING DATA FOR 4764 CORAL REEF & SW 117 AV (SEC: 171 TYPE: SA)IDNIT
PAT OF EWW F Y R NSL Y NSW F G Y R EWL Y S Y M CYC (SEC
7 M 5
1 T 59 11 12 4 1 8 3 5 17 1 4 1 15 3 85EARLY AM M2
3 T 67 18 12 4 1 6 3 5 17 1 4 1 15 3 90OFF PEAK M2
4 T 67 18 12 4 1 6 3 5 17 1 4 1 15 3 90EARLY NITE
5 T 69 11 12 4 1 12 3 5 17 1 4 1 26 3 100OFF PEAK M2
6 T 74 18 12 4 1 6 3 5 17 4 4 1 62 3 11 140AM PEAK M1 1
7 M 51 12 12 4 1 6 3 5 27 2 4 1 10 3 90PM PEAK M2 0
8 T 75 13 12 4 1 11 3 5 17 1 4 1 15 3 90OFF PEAK M1
9 T 32 12 12 4 1 6 3 5 17 1 4 1 6 3 7 75NITE 3/6
10 T 83 9 12 4 1 6 3 5 17 1 4 1 24 3 90EARLY & LATE
11 T 3 10 12 4 1 8 3 5 17 1 4 1 21 3 90WEEKEND
12 T 74 18 12 4 1 6 3 5 17 4 4 1 62 3 11 140AM PEAK M1 S
13 M 34 18 12 4 1 6 3 5 17 1 4 1 15 3 90ZOO OUT
14 M 77 14 12 4 1 6 3 5 17 3 4 1 27 3 11 100AM PEAK M1 1
15 T 75 13 12 4 1 11 3 5 17 1 4 1 15 3 90EARLY OFF PE
16 T 88 20 12 4 1 10 3 5 17 1 4 1 59 3 11 140PRE-AM PEAK
17 T 75 13 12 4 1 11 3 5 17 1 4 1 15 3 90LATE OFF PEA
18 T 75 13 12 4 1 11 3 5 17 1 4 1 15 3 90OFF PEAK SCH
20 T 78 27 12 4 1 12 3 5 22 1 4 1 15 3 110PM PEAK M2 0
23 T 52 17 12 4 1 6 3 5 17 1 4 1 6 3 7 80LATE NITE 11
24 T 0 20 12 4 1 6 3 5 17 1 4 1 15 3 7 92RECALL TEST
MIN: 7 12 6 27 1 5

4396
TIMING DATA FOR 4396 CORAL REEF & SR 821 W (SEC: 171 TYPE: SA)
15 M 35 99 31 4
3972 4
 3 T 54 52 1 4 1 14 1 4 2 8 3 90OFF PEAK M2
 4 T 54 52 1 4 1 14 1 4 2 8 3 90EARLY NITE
 5 T 54 62 1 4 1 12 1 4 2 10 3 100OFF PEAK M2
 6 T 25 95 1 4 1 15 3 4 2 12 3 140AM PEAK M1 1
 7 M 53 35 1 4 1 20 10 4 2 10 3 90PM PEAK M2 0
 8 T 37 53 1 4 1 14 1 4 2 7 3 90OFF PEAK M1
 9 T 33 30 1 4 1 9 1 4 2 5 3 60NITE 3/6
10 T 73 53 1 4 1 13 1 4 2 8 3 90EARLY & LATE
11 T 6 45 1 4 1 21 1 4 2 8 3 90WEEKEND
12 T 25 95 1 4 1 15 3 4 2 12 3 140AM PEAK M1 S
13 M 51 55 1 4 1 11 1 4 2 8 3 90ZOO OUT
14 M 49 61 1 4 1 13 1 4 2 10 3 100AM PEAK M1 1
15 T 37 53 1 4 1 14 1 4 2 7 3 90EARLY OFF PE
16 T 41 95 1 4 1 15 3 4 2 12 3 140PRE-AM PEAK
17 T 45 53 1 4 1 14 1 4 2 7 3 90LATE OFF PEA
18 T 37 53 1 4 1 14 1 4 2 7 3 90OFF PEAK SCH
20 T 42 66 1 4 1 18 1 4 2 10 3 110PM PEAK M2 0
23 T 52 42 1 4 1 12 1 4 2 5 3 75LATE NITE 11
24 T 0 30 1 4 1 24 1 4 2 7 3 7 77RECALL TEST
 MIN: 17 1 5

(F+COL+ROW)	1	2	3	4	5	6	7	8
		SB	EB	WB	SL	NB		
0 WALK								
1 FLH D/W								
2 MIN INIT		10	1	7	5	10		
3 TYPE 3								
4 ADD/VEH								
5 VEH EXT		1	1	2.5	2	1		
6 MAX GAP		1	1	2.5	2	1		
7 MIN GAP		1	1	2.5	2	1		
8 MAX		50	15	20	7	50		
9 MAX2								
A A/D WLK								
B SEQ TO								
C COND MIN								
D REDUCE EV								
E YELLOW		4.3	4	4	3	4.3		
F RED CLR		1	1	1		1		

(C+0+F)=1

(C+PLAN#+ROW)	PLAN NUMBER 1	2	3	4	5	6	7	8	9
CYCLE									
1 FORCE 1									
2 FORCE 2									
3 FORCE 3									
4 FORCE 4									
5 FORCE 5									
6 FORCE 6									
7 FORCE 7									
8 FORCE 8									
9 RING OFFSET									
A OFFSET A									
B OFFSET B									
C OFFSET C									
D END PERM 1									
E HOLD RELEASE									
F ZONE OFFSET									

(C+0+C)=1

(F+F+ROW)	PHASE FUNCTIONS 1	2	3	4	5	6	7	8
0 PERMIT		2	3	4	5	6		
1 RED LOCK			3	4				
2 YELLOW LOCK								
3 VEH MIN RECALL		2				6		
4 PED RECALL								
5 PEDESTRIANS								
6 REST IN WALK								
7 RED REST								
8 DOUBLE ENTRY								
9 VEH MAX RECALL		2				6		
A SOFT RECALL								
B MAXIMUM 2								
C COND SERVICE								
D MAN CONT CALLS								
E YELLOW START								
F FIRST PHASES		2				6		

(C+0+F)=1

(C+E+ROW)	SYNCH PHASES 1	2	3	4	5	6	7	8
0								
1 SYNC 1		2				6		
2 SYNC 2		2				6		
3 SYNC 3		2				6		
4 SYNC 4		2				6		
5 SYNC 5		2				6		
6 SYNC 6		2				6		
7 SYNC 7		2				6		
8 SYNC 8		2				6		
9 SYNC 9		2				6		
A NEMA SYNC		2				6		
B NEMA HOLD		2				6		
C								
D								
E COOR EXTRA								
F								

(C+0+C)=1

(C+F+ROW)	LAG PHASES 1	2	3	4	5	6	7	8
0 LAG FREE		2		4		6		8
1 LAG PLAN 1		2		4		6		8
2 LAG PLAN 2		2		4		6		8
3 LAG PLAN 3		2		4		6		8
4 LAG PLAN 4		2		4		6		8
5 LAG PLAN 5		2		4		6		8
6 LAG PLAN 6		2		4		6		8
7 LAG PLAN 7		2		4		6		8
8 LAG PLAN 8		2		4		6		8
9 LAG PLAN 9		2		4		6		8
A EXTERNAL LAG								
B								
C								
D								
E								
F								

(C+0+C)=1

(E+E+ROW)	1	2	3	4	5	6	7	8
0 EXCLUSIVE								
1 RR1 CLEAR								
2 RR2 CLEAR								
3 RR3 TK CLR								
4 PROT/PERM					5			
5 FLH TO PREMT								
6 FLASH ENTRY								
7 NO YELO CK								
8 NO OL YELO CK								
9 OL FLH YELO								
A EM VEH A								
B EM VEH B								
C EM VEH C								
D EM VEH D								
E EXTRA 1	1	2	3				7	
F IC SELECT								

(C+0+E)=125

(E+F+ROW)	CONFIGURATION 1	2	3	4	5	6	7	8
0 EXT PERMIT 0		2	3	4		6		
1 EXT PERMIT 1	1	2	3	4	5	6	7	8
2 EXT PERMIT 2	1	2	3	4	5	6	7	8
3 EXCLUSIVE PED								
4								
5 PED 2P OUTPUT								
6 PED 6P OUTPUT								
7 PED 4P OUTPUT								
8 PED 8P OUTPUT								
9 FLH YELLOW		2			5	6		
A								
B								
C								
D								
E RESTRICTED								
F EXTRA 2		2						

(C+0+E)=125

COORDINATION MINIMUMS (C+2+ROW)	(F+F+ROW)	PHASE FUNCTIONS 1	2	3	4	5	6	7	8
1	0 PAST G FLASH								
2 10	1 GREEN FLASH								
3 7	2 FLASH WALK								
4 7	3 GUAR. PASSAGE								
5 5	4 SIMULT. GAP	1	2	3	4	5	6	7	8
6 10	5 SEQ TIMING	1	2	3	4	5	6	7	8
7	6 ADV WALK								
8	7 DELAY WALK								
(C+0+C)=5	8 EXT RECALL								
XPED OP.	9								
(F+0+0)	A MAX EXTEN								
WALK	B YNH PED RSRV								
(F+0+1)	C SEMI ACTUATED		2				6		
ONT W	D								
(F+0+2)	E START VEH CALL		2	3	4	5	6		
RED CL	F START PED CALL								
(C+0+F)=1	(C+0+F)=2								

DADE COUNTY PUBLIC WORKS DEPARTMENT - Model 170 controller timing sheet

Location: KENDALL DR & KROME AV Asset # 5726

AREA 5 — 1 2 3 4 5 6 7 8 (phases) SB EB WB SL NB

Designed by: F.BADRAMPOUR Date: 11/27/01

SubA 2

Checked by: H.HERNANDEZ Date: 1/8/01

ADDR 23

In service: F.BADRAMPOUR Date: 2/22/02

Timing # 2 Phasing # 1 Section: 164 S.O.P.

Comments: (REV. 5/03)

ASSIGNABLE INPUTS — C1 ATTRIBUTES — PHASES(8) — ASSIGNMENTS

	A	B	C	D	E	F	PIN#	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8
0	NOT3	MAX 2	PRETIM	X PERM 0	DIAL 2	DIMMING	0 39	4 5 7	1	1 2 3
1	NOT4	SY DET 1	PLAN 1	X PERM 1	DIAL 3	EV A	1 40	4 5 7	1	1 2 3
2	OR 4	SY DET 2	PLAN 2	X PERM 2	OFF 1	EV B	2 41	4 5 7	2	1 2 3
3	OR 4	SY DET 3	PLAN 3	WK DAY	OFF 2	EV C	3 42	4 5 7	2	1 2 3
4	OR 5	SY DET 4	PLAN 4	X CLOCK 54	OFF 3	EV D	4 43	4 5 7	3	1 2 3
5	OR 5	SY DET 5	PLAN 5	ST TIME 82	FREE	RR 1	5 44	4 5 7	3	1 2 3
6	OR 6	SY DET 6	PLAN 6	FL SENS 81	FLASH 70	RR 2	6 45	4 5 7	4	1 2 3
7	OR 6	SY DET 7	PLAN 7	ENABLE 67	XPD OMT	SP 1	7 46	4 5 7	4	1 2 3
8		SY DET 8	PLAN 8	ADVANC 69	NOT 1	SP 2	8 47	4 5 7	5	1 2 3
9		MX INBT 79	PLAN 9	ALARM 65	NOT 2	EXT LAG	9 48	4 5 7	5	1 2 3
A	AND 4	FORCE A 69	DELAY A	PH BNK 2	OR 1	AND 1	A 56	4 5 7	6	1 2 3
B	AND 4	FORCE B 69	DELAY B	PH BNK 3	OR 1	AND 1	B 57	4 5 7	6	1 2 3
C	NAND 1	CNA 68	DELAY C	OL SET 2	OR 2	AND 2	C 58	4 5 7		1 2 3
D	NAND 1	HOLD 4.9	DELAY D	OL SET 3	OR 2	AND 2	D 59	4 5 7		1 2 3
E	NAND 2	VE CALL	DELAY E	DET ST 2	OR 3	AND 3	E 60	4 5 7		1 2 3
F	NAND 2	RECALL	DELAY F	DET ST 3	OR 3	AND 3	F 61	4 5 7		1 2 3

(C+0+E)-126, (E+COLUMN+ROW) ENTER C1 (OR PSEUDO) PIN # DETECTOR ASSIGNMENTS (C+0+E)-126, (E+COL+ROW)

ASSIGNABLE OUTPUTS — COLUMN 4 C1 PIN# — COLUMN 5 ATTRIBUTES — COLUMN 6 PHASES(8) — COLUMN 7 ASSIGNMENTS

	A	B	C	D	E	F	PIN#	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8
0		FLHR 0	FREE	NOT 1	TOD 1	DIAL 2	0			
1	SP EV 1	FLHR 1	PLAN 1	OR 1	TOD 2	DIAL 3	1			
2	SP EV 2	F FLHR	PLAN 2	OR 2	TOD 3	OFF 1	2			
3	SP EV 3	BUS G	PLAN 3	OR 3	TOD 4	OFF 2	3			
4	SP EV 4	BUS Y	PLAN 4	AND 1	TOD 5	OFF 3	4			
5	SP EV 5	BUS R	PLAN 5	AND 2	TOD 6	FREE	5			
6	SP EV 6	BUS W	PLAN 6	AND 3	TOD 7	FLASH	6			
7	SP EV 7	BUS F	PLAN 7	NOT 2	TOD 8	PREMPT	7			
8	SP EV 8	NOT 3	PLAN 8	EV A	WARN 1		8	75 2	2	1 2 3
9		NOT 4	PLAN 9	EV B	WARN 2		9	76 2	6	1 2 3
A	DET FAIL 83	OR 4		EV C	DELAY A		A	77 2	4	1 2 3
B		OR 5		EV D	DELAY B		B	78 2	8	1 2 3
C		OR 6		RR 1	DELAY C		C			
D	CNT CTL	AND 4		RR 2	DELAY D		D			
E	X DWALK	NAND 1		SP 1	DELAY E		E			
F	X WALK	NAND 2		SP 2	DELAY F		F			

(C+0+E)=127, (E+COLUMN+ROW) ENTER C1 (OR PSEUDO) PIN # DETECTOR ASSIGNMENTS (C+0+E)-126, (E+COL+ROW)

(9+EVENT#) DAY OF WEEK — OFF S M T W T F S — TIME PLAN SET 1 2 3 4 5 6 7

0	
1	
2	
3	
4	
5	
6	
7	
8	
9	
A	
B	
C	
D	
E	
F	

(C+0+9)=0.1

(9+EVENT#) DAY OF WEEK — OFF S M T W T F S — TIME PLAN SET 1 2 3 4 5 6 7

0	
1	
2	
3	
4	
5	
6	
7	
8	
9	
A	
B	
C	
D	
E	
F	

(C+0+9)=0.2

Page 2 of 2

Location: KENDALL DR & KROME AV Asset # 5726

(F+COL+ROW) RR BRIG FIRE (C+E+ROW)

PREEMPT MIN. A B C PREEMPT

A WALK

B DON'T WALK

C INITIAL

(F+C+0)
RED START

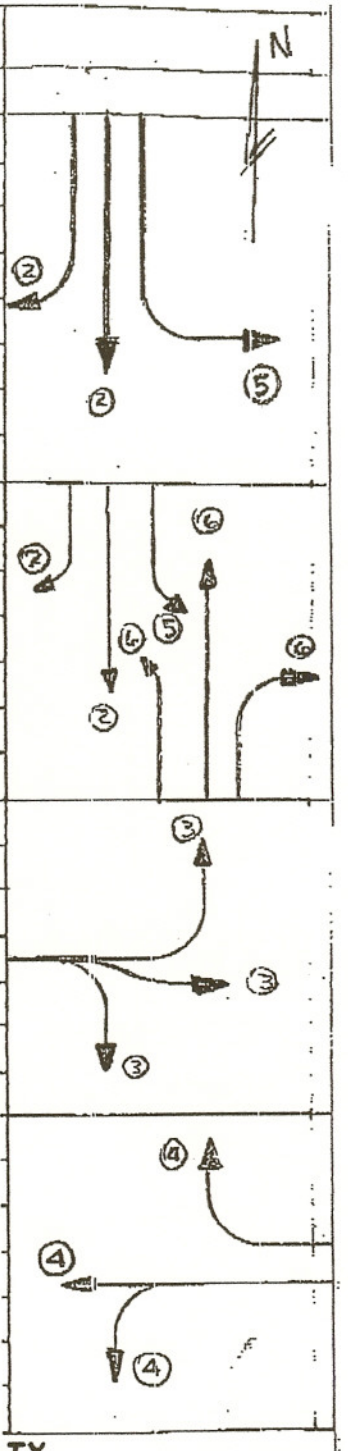
(F+0+F)
RED REVERT 2
(C+0+F)=1

0	RR1 DLY
1	RR1 CLR
2	EVA DLY
3	EVA CLR
4	EVB DLY
5	EVB CLR
6	EVC DLY
7	EVC CLR
8	EVD DLY
9	EVD CLR
A	RR2 DLY
B	RR2 CLR

(C+0+F)=1

SIGNAL OPERATING PLAN

PHASE		SIGNAL HEAD NUMBER	2	4	2/5	4/7	3/8	6	8
ϕ_{2+5} S/B OVERLAP KROME AV (ACTUATED)	INT								
	R/W		G	R	←G	R	R	R	R
	TO ϕ_{2+6}		G	R	←Y G	R	R	R	R
	CLEAR								
ϕ_{2+6} N/S KROME AV. (RECALL)	R/W		G	R	G	R	R	G	R
	TO ϕ_3		Y	R	Y	R	R	Y	R
	TO ϕ_4		Y	R	Y	R	R	Y	R
	CLEAR								
ϕ_3 E/B KENDALL DR (ACTUATED)	R/W		R	R	R	R	←G	R	G
	TO ϕ_4		R	R	R	R	Y	R	Y
	TO ϕ_{2+5}		R	R	R	R	Y	R	Y
	TO ϕ_{2+6}		R	R	R	R	Y	R	Y
	CLEAR								
ϕ_4 W/B KENDALL DR (ATUATED)	R/W		R	G	R	←G	R	R	R
	TO ϕ_{2+5}		R	Y	R	Y	R	R	R
	TO ϕ_{2+6}		R	Y	R	Y	R	R	R
	CLEAR								
FLASH O.P.			Y	R	Y	R	R	Y	R



Drawn	Date
F. BADRAMPOUR	3/20/97
Check	Date
	3/21/97
Division Engineer	Date

METROPOLITAN DADE COUNTY
DEPARTMENT OF PUBLIC WORKS

REVISED 5/1/03 F.B

ASSET NO: 5726

KENDALL DR & KROME AV

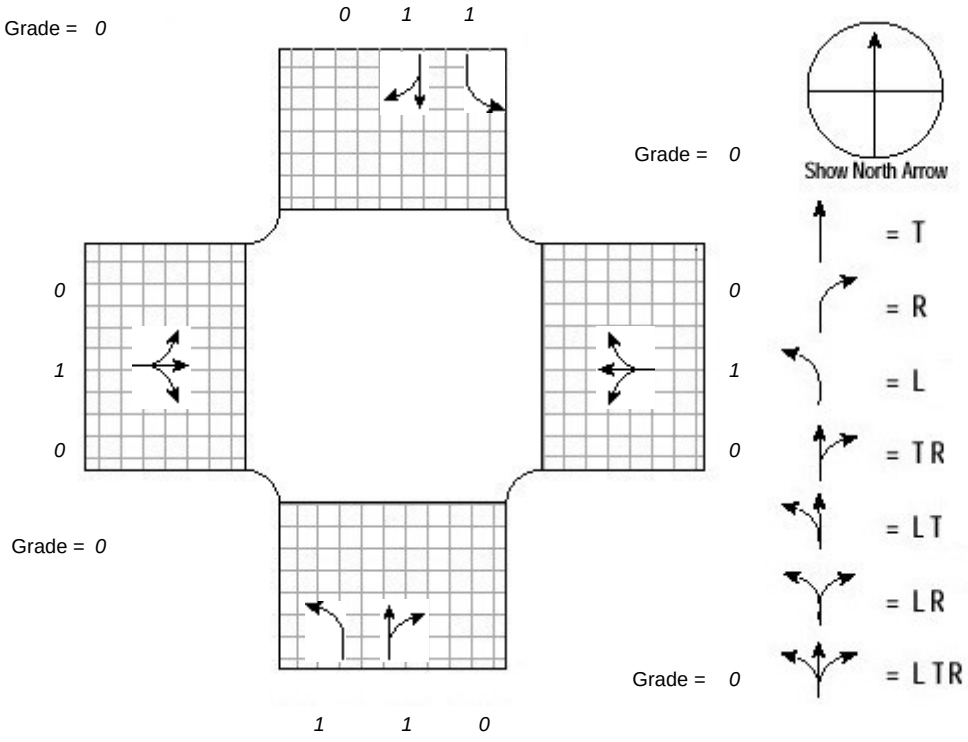
Placed in Service		Phasing Number
Date: 4/4/97	By: C-TSC	1

Existing Conditions

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 216 Street/SW 177 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/16/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Existing*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*49*	*86*	*75*	*45*	*88*	*58*	*29*	*582*	*48*	*72*	*678*	*56*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*8*	*2*	*2*	*8*	*2*
PHF	*0.88*	*0.88*	*0.88*	*0.91*	*0.91*	*0.91*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*P*	*P*	*A*	*P*	*P*
Startup Lost Time		*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green		*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type		*3*			*3*		*3*	*3*		*3*	*3*	
Unit Extension		*3.0*			*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*12.0*			*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour		*0*			*0*		*0*	*0*		*0*	*0*	

Pedestrian Timing		3.2		3.2		3.2		3.2
	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = *15.0*	G =	G =	G =	G = *7.0*	G = *41.0*	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *3*	Y = *5*	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *76.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*49*	*86*	*75*	*45*	*88*	*58*	*29*	*582*	*48*	*72*	*678*	*56*
PHF	*0.88*	*0.88*	*0.88*	*0.91*	*0.91*	*0.91*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*	*0.89*
Adjusted Flow Rate	*56*	*98*	*85*	*49*	*97*	*64*	*33*	*654*	*54*	*81*	*762*	*63*
Lane Group		*LTR*			*LTR*		*L*	*TR*		*L*	*TR*	
Adjusted Flow Rate		*239*			*210*		*33*	*708*		*81*	*825*	
Proportion of LT or RT	*0.234*	*--*	*0.356*	*0.233*	*--*	*0.305*	*0.000*	*--*	*0.076*	*0.000*	*--*	*0.076*

Saturation Flow Rate

Base Satflow		*1900*			*1900*		*1900*	*1900*		*1900*	*1900*	
Number of Lanes	*0*	*1*	*0*	*0*	*1*	*0*	*1*	*1*	*0*	*1*	*1*	*0*
f_W		*1.000*			*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{HV}		*0.980*			*0.980*		*0.980*	*0.930*		*0.980*	*0.930*	
f_g		*1.000*			*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_p		*1.000*			*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{bb}		*1.000*			*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_a		*1.000*			*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{LU}		*1.000*			*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{LT}		*0.816*	*--*		*0.801*	*--*	*0.950*	*1.000*	*--*	*0.950*	*1.000*	*--*
Secondary f_{LT}			*--*			*--*	*0.116*		*--*	*0.192*		*--*

f_{RT}	--	0.952		--	0.959		--	0.989		--	0.989	
f_{Lpb}		1.000	--		1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000		--	1.000		--	1.000	
Adjusted Satflow		1448			1430		1770	1747		1770	1747	
Secondary Adjusted Satflow			--			--	216		--	357		--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group		LTR			LTR		L	TR		L	TR	
Adjusted Flow Rate		239			210		33	708		81	825	
Satflow Rate		1448			1430		1770	1747		1770	1747	
Lost Time		2.0			2.0		2.0	2.0		2.0	2.0	
Green Ratio		0.20			0.20		0.67	0.54		0.67	0.54	
Lane Group Capacity		286			282		288	942		370	942	
v/c Ratio		0.84			0.74		0.11	0.75		0.22	0.88	
Flow Ratio		0.17			0.15		0.02	0.41		0.05	0.47	
Critical Lane Group		Y			N		N	N		Y	Y	
Sum Flow Ratios	0.68											
Lost Time/Cycle	15.00											
Critical v/c Ratio	0.85											

Lane Group Capacity, Control Delay, and LOS Determination

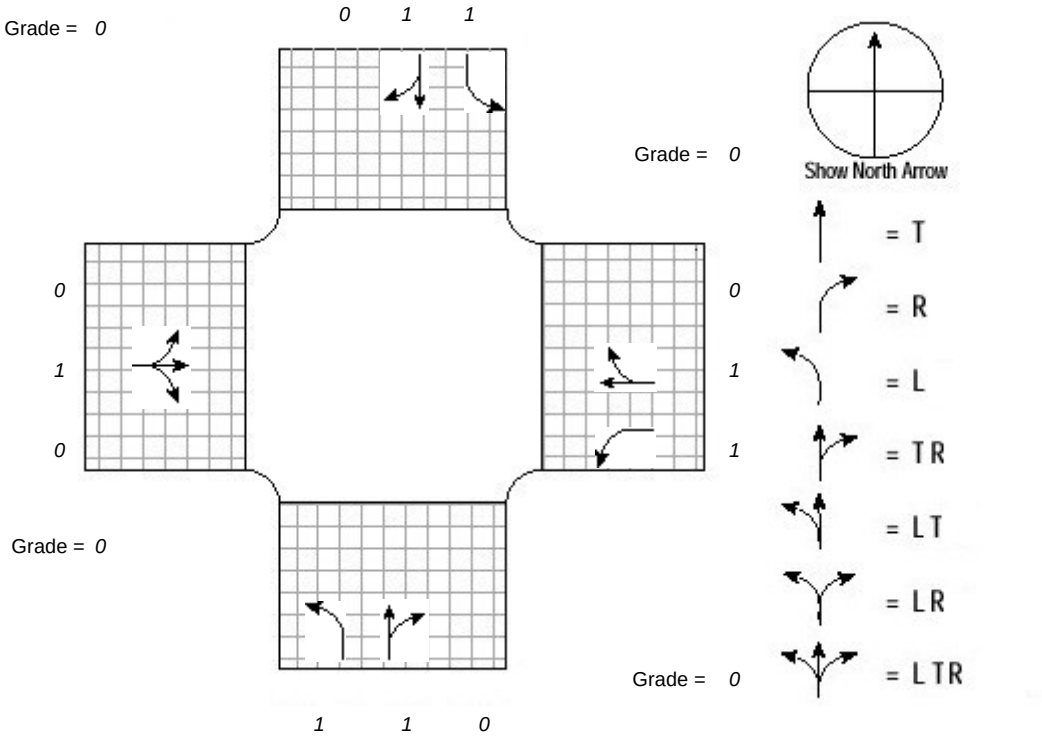
	EB			WB			NB			SB		
Lane Group		LTR			LTR		L	TR		L	TR	
Adjusted Flow Rate		239			210		33	708		81	825	
Lane Group Capacity		286			282		288	942		370	942	
v/c Ratio		0.84			0.74		0.11	0.75		0.22	0.88	
Green Ratio		0.20			0.20		0.67	0.54		0.67	0.54	
Uniform Delay d_1		29.3			28.7		10.3	13.6		8.1	15.3	
Delay Factor k		0.37			0.30		0.11	0.50		0.11	0.50	
Incremental Delay d_2		18.9			10.3		0.2	5.5		0.3	11.2	
PF Factor		1.000			1.000		1.000	1.000		1.000	1.000	

Control Delay		*48.3*			*39.0*		*10.4*	*19.1*		*8.4*	*26.5*	
Lane Group LOS		*D*			*D*		*B*	*B*		*A*	*C*	
Approach Delay	*48.3*			*39.0*			*18.7*			*24.9*		
Approach LOS	*D*			*D*			*B*			*C*		
Intersection Delay	*26.8*			Intersection LOS						*C*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 200 Street/SW 177 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/16/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Existing*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*77*	*102*	*24*	*82*	*117*	*128*	*64*	*575*	*98*	*123*	*637*	*45*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*8*	*2*	*2*	*8*	*2*
PHF	*0.83*	*0.83*	*0.83*	*0.91*	*0.91*	*0.91*	*0.93*	*0.93*	*0.93*	*0.93*	*0.93*	*0.93*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*P*	*P*	*A*	*P*	*P*
Startup Lost Time		*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green		*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type		*3*		*3*	*3*		*3*	*3*		*3*	*3*	
Unit Extension		*3.0*		*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*12.0*		*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour		*0*		*0*	*0*		*0*	*0*		*0*	*0*	

Pedestrian Timing		3.2		3.2		3.2		3.2
	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = *18.0*	G =	G =	G =	G = *7.0*	G = *41.0*	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *3*	Y = *5*	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *79.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*77*	*102*	*24*	*82*	*117*	*128*	*64*	*575*	*98*	*123*	*637*	*45*
PHF	*0.83*	*0.83*	*0.83*	*0.91*	*0.91*	*0.91*	*0.93*	*0.93*	*0.93*	*0.93*	*0.93*	*0.93*
Adjusted Flow Rate	*93*	*123*	*29*	*90*	*129*	*141*	*69*	*618*	*105*	*132*	*685*	*48*
Lane Group		*LTR*		*L*	*TR*		*L*	*TR*		*L*	*TR*	
Adjusted Flow Rate		*245*		*90*	*270*		*69*	*723*		*132*	*733*	
Proportion of LT or RT	*0.380*	--	*0.118*	*0.000*	--	*0.522*	*0.000*	--	*0.145*	*0.000*	--	*0.065*

Saturation Flow Rate

Base Satflow		*1900*		*1900*	*1900*		*1900*	*1900*		*1900*	*1900*	
Number of Lanes	*0*	*1*	*0*	*1*	*1*	*0*	*1*	*1*	*0*	*1*	*1*	*0*
f_W		*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{HV}		*0.980*		*0.980*	*0.980*		*0.980*	*0.933*		*0.980*	*0.929*	
f_g		*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_p		*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{bb}		*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_a		*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{LU}		*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{LT}		*0.356*	--	*0.526*	*1.000*	--	*0.950*	*1.000*	--	*0.950*	*1.000*	--
Secondary f_{LT}			--			--	*0.157*		--	*0.164*		--

f_{RT}	--	0.984		--	0.922		--	0.978		--	0.990	
f_{Lpb}		1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000		--	1.000		--	1.000	
Adjusted Satflow		653		980	1717		1770	1735		1770	1748	
Secondary Adjusted Satflow			--			--	293		--	306		--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group		LTR		L	TR		L	TR		L	TR	
Adjusted Flow Rate		245		90	270		69	723		132	733	
Satflow Rate		653		980	1717		1770	1735		1770	1748	
Lost Time		2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Green Ratio		0.23		0.23	0.23		0.65	0.52		0.65	0.52	
Lane Group Capacity		149		223	391		320	900		327	907	
v/c Ratio		1.64		0.40	0.69		0.22	0.80		0.40	0.81	
Flow Ratio		0.38		0.09	0.16		0.04	0.42		0.07	0.42	
Critical Lane Group		Y		N	N		N	N		Y	Y	
Sum Flow Ratios	0.87											
Lost Time/Cycle	15.00											
Critical v/c Ratio	1.07											

Lane Group Capacity, Control Delay, and LOS Determination

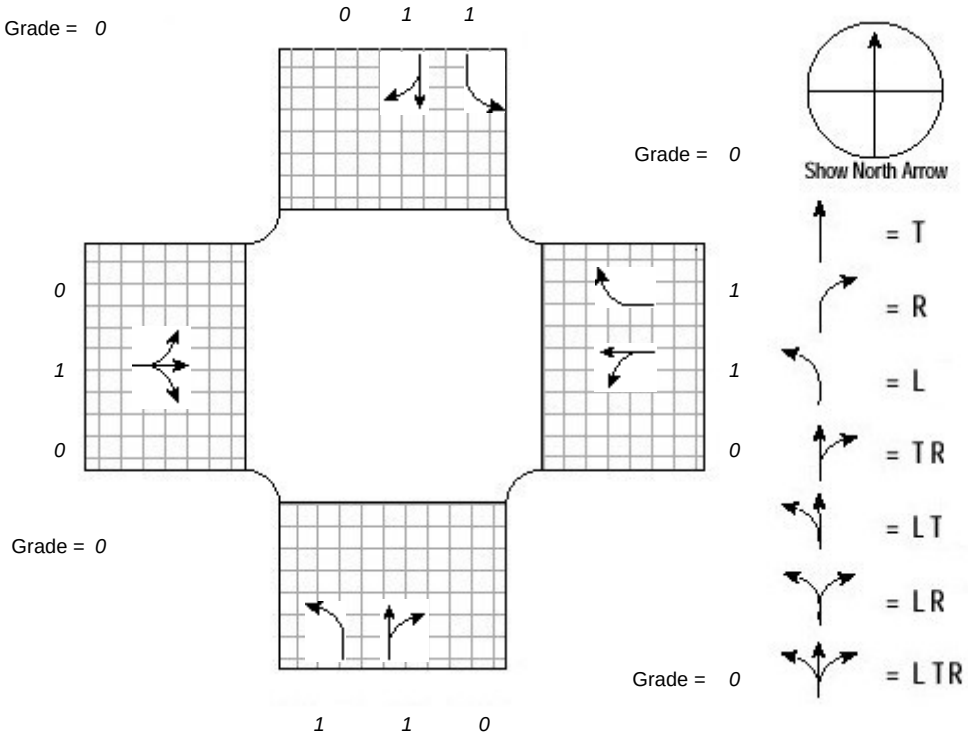
	EB			WB			NB			SB		
Lane Group		LTR		L	TR		L	TR		L	TR	
Adjusted Flow Rate		245		90	270		69	723		132	733	
Lane Group Capacity		149		223	391		320	900		327	907	
v/c Ratio		1.64		0.40	0.69		0.22	0.80		0.40	0.81	
Green Ratio		0.23		0.23	0.23		0.65	0.52		0.65	0.52	
Uniform Delay d_1		30.5		25.9	27.9		9.9	15.7		10.4	15.7	
Delay Factor k		0.50		0.11	0.26		0.11	0.50		0.11	0.50	
Incremental Delay d_2		318.0		1.2	5.1		0.3	7.5		0.8	7.7	
PF Factor		1.000		1.000	1.000		1.000	1.000		1.000	1.000	

Control Delay		*348.5*		*27.1*	*33.1*		*10.3*	*23.2*		*11.2*	*23.4*	
Lane Group LOS		*F*		*C*	*C*		*B*	*C*		*B*	*C*	
Approach Delay	*348.5*			*31.6*			*22.1*			*21.6*		
Approach LOS	*F*			*C*			*C*			*C*		
Intersection Delay	*58.8*			Intersection LOS						*E*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 184 Street/Krome Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/16/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Existing*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*62*	*30*	*7*	*212*	*25*	*99*	*3*	*609*	*196*	*156*	*688*	*26*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*8*	*2*	*2*	*8*	*2*
PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*P*	*P*	*A*	*P*	*P*
Startup Lost Time		*2.0*			*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green		*2.0*			*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type		*3*			*3*	*3*	*3*	*3*		*3*	*3*	
Unit Extension		*3.0*			*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*12.0*			*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour		*0*			*0*	*0*	*0*	*0*		*0*	*0*	

Pedestrian Timing		3.2		3.2		3.2		3.2
	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = *28.0*	G =	G =	G =	G = *7.0*	G = *46.0*	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *3*	Y = *5*	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *94.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*62*	*30*	*7*	*212*	*25*	*99*	*3*	*609*	*196*	*156*	*688*	*26*
PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Adjusted Flow Rate	*69*	*33*	*8*	*236*	*28*	*110*	*3*	*677*	*218*	*173*	*764*	*29*
Lane Group		*LTR*			*LT*	*R*	*L*	*TR*		*L*	*TR*	
Adjusted Flow Rate		*110*			*264*	*110*	*3*	*895*		*173*	*793*	
Proportion of LT or RT	*0.627*	*--*	*0.073*	*0.894*	*--*	*0.000*	*0.000*	*--*	*0.244*	*0.000*	*--*	*0.037*

Saturation Flow Rate

Base Satflow		*1900*			*1900*	*1900*	*1900*	*1900*		*1900*	*1900*	
Number of Lanes	*0*	*1*	*0*	*0*	*1*	*1*	*1*	*1*	*0*	*1*	*1*	*0*
f_W		*1.000*			*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_{HV}		*0.980*			*0.980*	*0.980*	*0.980*	*0.939*		*0.980*	*0.928*	
f_g		*1.000*			*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_p		*1.000*			*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_{bb}		*1.000*			*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_a		*1.000*			*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_{LU}		*1.000*			*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_{LT}		*0.513*	*--*		*0.691*	*--*	*0.950*	*1.000*	*--*	*0.950*	*1.000*	*--*
Secondary f_{LT}			*--*			*--*	*0.084*		*--*	*0.082*		*--*

f_{RT}	--	*0.990*		--	*1.000*	*0.850*	--	*0.963*		--	*0.995*	
f_{Lpb}		*1.000*	--		*1.000*	--	*1.000*	*1.000*	--	*1.000*	*1.000*	--
f_{Rpb}	--	*1.000*		--	*1.000*	*1.000*	--	*1.000*		--	*1.000*	
Adjusted Satflow		*945*			*1288*	*1583*	*1770*	*1718*		*1770*	*1753*	
Secondary Adjusted Satflow			--			--	*156*		--	*152*		--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB		NB			SB		
Lane Group		*LTR*			*LT*	*R*	*L*	*TR*		*L*	*TR*	
Adjusted Flow Rate		*110*			*264*	*110*	*3*	*895*		*173*	*793*	
Satflow Rate		*945*			*1288*	*1583*	*1770*	*1718*		*1770*	*1753*	
Lost Time		*2.0*			*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Green Ratio		*0.30*			*0.30*	*0.30*	*0.60*	*0.49*		*0.60*	*0.49*	
Lane Group Capacity		*281*			*384*	*472*	*213*	*841*		*211*	*858*	
v/c Ratio		*0.39*			*0.69*	*0.23*	*0.01*	*1.06*		*0.82*	*0.92*	
Flow Ratio		*0.12*			*0.20*	*0.07*	*0.00*	*0.52*		*0.07*	*0.45*	
Critical Lane Group		*N*			*Y*	*N*	*N*	*Y*		*Y*	*N*	
Sum Flow Ratios	*0.80*											
Lost Time/Cycle	*15.00*											
Critical v/c Ratio	*0.95*											

Lane Group Capacity, Control Delay, and LOS Determination

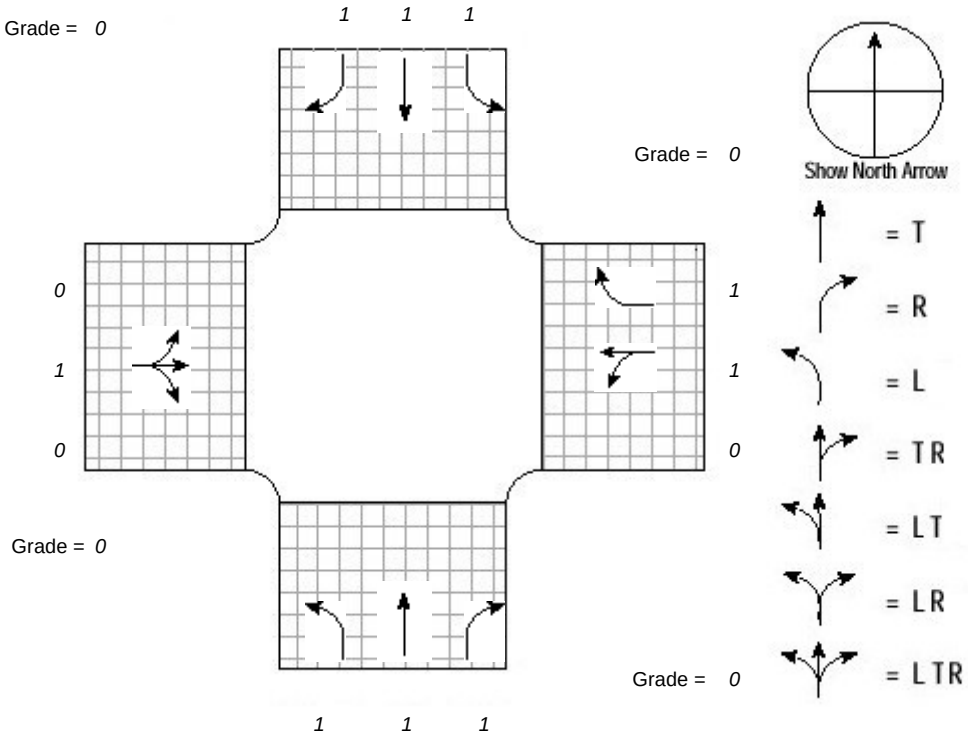
	EB			WB		NB			SB		
Lane Group		*LTR*			*LT*	*R*	*L*	*TR*		*L*	*TR*	
Adjusted Flow Rate		*110*			*264*	*110*	*3*	*895*		*173*	*793*	
Lane Group Capacity		*281*			*384*	*472*	*213*	*841*		*211*	*858*	
v/c Ratio		*0.39*			*0.69*	*0.23*	*0.01*	*1.06*		*0.82*	*0.92*	
Green Ratio		*0.30*			*0.30*	*0.30*	*0.60*	*0.49*		*0.60*	*0.49*	
Uniform Delay d_1		*26.2*			*29.1*	*24.9*	*15.3*	*24.0*		*19.7*	*22.4*	
Delay Factor k		*0.11*			*0.26*	*0.11*	*0.11*	*0.50*		*0.36*	*0.50*	
Incremental Delay d_2		*0.9*			*5.1*	*0.3*	*0.0*	*49.6*		*22.0*	*17.1*	
PF Factor		*1.000*			*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	

Control Delay		*27.1*			*34.2*	*25.2*	*15.4*	*73.6*		*41.6*	*39.4*	
Lane Group LOS		*C*			*C*	*C*	*B*	*E*		*D*	*D*	
Approach Delay	*27.1*			*31.6*			*73.4*			*39.8*		
Approach LOS	*C*			*C*			*E*			*D*		
Intersection Delay	*50.7*			Intersection LOS						*D*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 88 Street/SW 177 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/16/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Existing*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*11*	*12*	*5*	*319*	*3*	*159*	*3*	*399*	*392*	*342*	*472*	*12*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*8*	*2*	*2*	*8*	*2*
PHF	*0.78*	*0.78*	*0.78*	*0.84*	*0.84*	*0.84*	*0.86*	*0.86*	*0.86*	*0.94*	*0.94*	*0.94*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time		*2.0*			*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green		*2.0*			*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type		*3*			*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension		*3.0*			*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*12.0*			*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour		*0*			*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

Pedestrian Timing	3.2	3.2	3.2	3.2

	EB Only	WB Only	03	04	SB Only	NS Perm	07	08
Timing	G = *15.0*	G = *20.0*	G =	G =	G = *7.0*	G = *50.0*	G =	G =
	Y = *5*	Y = *5*	Y =	Y =	Y = *3*	Y = *5*	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *110.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*11*	*12*	*5*	*319*	*3*	*159*	*3*	*399*	*392*	*342*	*472*	*12*
PHF	*0.78*	*0.78*	*0.78*	*0.84*	*0.84*	*0.84*	*0.86*	*0.86*	*0.86*	*0.94*	*0.94*	*0.94*
Adjusted Flow Rate	*14*	*15*	*6*	*380*	*4*	*189*	*3*	*464*	*456*	*364*	*502*	*13*
Lane Group		*LTR*			*LT*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Adjusted Flow Rate		*35*			*384*	*189*	*3*	*464*	*456*	*364*	*502*	*13*
Proportion of LT or RT	*0.400*	*--*	*0.171*	*0.990*	*--*	*0.000*	*0.000*	*--*	*0.000*	*0.000*	*--*	*0.000*

Saturation Flow Rate

Base Satflow		*1900*			*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*
Number of Lanes	*0*	*1*	*0*	*0*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*
f_W		*1.000*			*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_{HV}		*0.980*			*0.980*	*0.980*	*0.980*	*0.926*	*0.980*	*0.980*	*0.926*	*0.980*
f_g		*1.000*			*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_p		*1.000*			*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_{bb}		*1.000*			*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_a		*1.000*			*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_{LU}		*1.000*			*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_{LT}		*0.980*	*--*		*0.953*	*--*	*0.438*	*1.000*	*--*	*0.950*	*1.000*	*--*
Secondary f_{LT}			*--*			*--*			*--*	*0.301*		*--*

f_{RT}	--	0.977		--	1.000	0.850	--	1.000	0.850	--	1.000	0.850
f_{Lpb}		1.000	--		1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000	1.000	--	1.000	1.000	--	1.000	1.000
Adjusted Satflow		1784			1775	1583	815	1759	1583	1770	1759	1583
Secondary Adjusted Satflow			--			--			--	561		--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB		NB			SB		
Lane Group		LTR			LT	R	L	T	R	L	T	R
Adjusted Flow Rate		35			384	189	3	464	456	364	502	13
Satflow Rate		1784			1775	1583	815	1759	1583	1770	1759	1583
Lost Time		2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Green Ratio		0.14			0.18	0.18	0.45	0.45	0.45	0.55	0.55	0.55
Lane Group Capacity		243			323	288	370	800	720	383	959	863
v/c Ratio		0.14			1.19	0.66	0.01	0.58	0.63	0.95	0.52	0.02
Flow Ratio		0.02			0.22	0.12	0.00	0.26	0.29	0.06	0.29	0.01
Critical Lane Group		Y			Y	N	N	N	N	Y	N	N
Sum Flow Ratios	0.75											
Lost Time/Cycle	15.00											
Critical v/c Ratio	0.87											

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB		NB			SB		
Lane Group		LTR			LT	R	L	T	R	L	T	R
Adjusted Flow Rate		35			384	189	3	464	456	364	502	13
Lane Group Capacity		243			323	288	370	800	720	383	959	863
v/c Ratio		0.14			1.19	0.66	0.01	0.58	0.63	0.95	0.52	0.02
Green Ratio		0.14			0.18	0.18	0.45	0.45	0.45	0.55	0.55	0.55
Uniform Delay d_1		41.8			45.0	41.8	16.4	22.2	23.0	32.2	15.9	11.5
Delay Factor k		0.11			0.50	0.23	0.11	0.17	0.21	0.46	0.13	0.11
Incremental Delay d_2		0.3			111.7	5.3	0.0	1.1	1.8	33.3	0.5	0.0
PF Factor		1.000			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Control Delay		*42.1*			*156.7*	*47.2*	*16.4*	*23.3*	*24.8*	*65.5*	*16.4*	*11.5*
Lane Group LOS		*D*			*F*	*D*	*B*	*C*	*C*	*E*	*B*	*B*
Approach Delay	*42.1*			*120.6*			*24.0*			*36.7*		
Approach LOS	*D*			*F*			*C*			*D*		
Intersection Delay	*51.9*			Intersection LOS						*D*		

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 152 Street/SW 157 Avenue*
Agency/Co.	*Cathy Sweetapple & Associates*	Jurisdiction	*Miami-Dade*
Date Performed	*08/16/2008*	Analysis Year	*Existing*
Analysis Time Period	*PM Peak Hour*		

Project ID *Parkland DRI*

East/West Street: *SW 152 Street* | North/South Street: *SW 157 Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*6*	*76*	*23*	*66*	*120*	*118*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*39*	*85*	*69*	*192*	*170*	*29*
%Thrus Left Lane	*50*			*50*		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LTR*		*LTR*		*LT*	*TR*	*LT*	*TR*
PHF	*0.76*		*0.86*		*0.90*	*0.90*	*0.88*	*0.88*
Flow Rate (veh/h)	*137*		*352*		*89*	*123*	*314*	128
% Heavy Vehicles	*2*		*2*		*2*	*2*	*2*	*2*
No. Lanes	*1*		*1*		*2*		*2*	
Geometry Group	*2*		*2*		*5*		*5*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.1*		*0.2*		*0.5*	*0.0*	*0.7*	*0.0*
Prop. Right-Turns	*0.2*		*0.4*		*0.0*	*0.6*	*0.0*	*0.3*
Prop. Heavy Vehicle	*0.0*		*0.0*		*0.0*	*0.0*	*0.0*	*0.0*
hLT-adj	*0.2*	*0.2*	*0.2*	*0.2*	*0.5*	*0.5*	*0.5*	*0.5*
hRT-adj	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.7*	*-0.7*	*-0.7*	*-0.7*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*-0.1*		*-0.2*		*0.3*	*-0.4*	*0.4*	*-0.1*

Departure Headway and Service Time

hd, initial value (s)	*3.20*		*3.20*		*3.20*	*3.20*	*3.20*	*3.20*
x, initial	*0.12*		*0.31*		*0.08*	*0.11*	*0.28*	*0.11*
hd, final value (s)	*6.45*		*5.88*		*7.16*	*6.47*	*6.85*	*6.31*
x, final value	*0.25*		*0.57*		*0.18*	*0.22*	*0.60*	*0.22*
Move-up time, m (s)	*2.0*		*2.0*		*2.3*		*2.3*	
Service Time, t_s (s)	*4.4*		*3.9*		*4.9*	*4.2*	*4.5*	*4.0*

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*387*		*583*		*339*	*373*	*509*	*378*
Delay (s/veh)	*11.53*		*16.52*		*11.40*	*11.00*	*19.18*	*10.83*
LOS	*B*		*C*		*B*	*B*	*C*	*B*
Approach: Delay (s/veh)	*11.53*		*16.52*		*11.17*		*16.76*	
LOS	*B*		*C*		*B*		*C*	
Intersection Delay (s/veh)	*15.02*							
Intersection LOS	*C*							

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 152 Street/SW 147 Avenue*
Agency/Co.	*Cathy Sweetapple & Associates*	Jurisdiction	*Miami-Dade*
Date Performed	*08/16/2008*	Analysis Year	*Existing*
Analysis Time Period	*PM Peak Hour*		

Project Description *Parkland DRI*

East/West Street: *SW 152 Street* | North/South Street: *SW 147 Avenue*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*502*	*25*	*423*	*716*	
Peak-Hour Factor, PHF	*0.86*	*0.76*	*0.76*	*0.96*	*0.96*	*0.87*
Hourly Flow Rate, HFR (veh/h)	*0*	*660*	*32*	*440*	*745*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*1*	*2*	*0*
Configuration		*T*	*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*25*		*300*			
Peak-Hour Factor, PHF	*0.82*	*0.50*	*0.82*	*0.80*	*0.80*	*0.80*
Hourly Flow Rate, HFR (veh/h)	*30*	*0*	*365*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

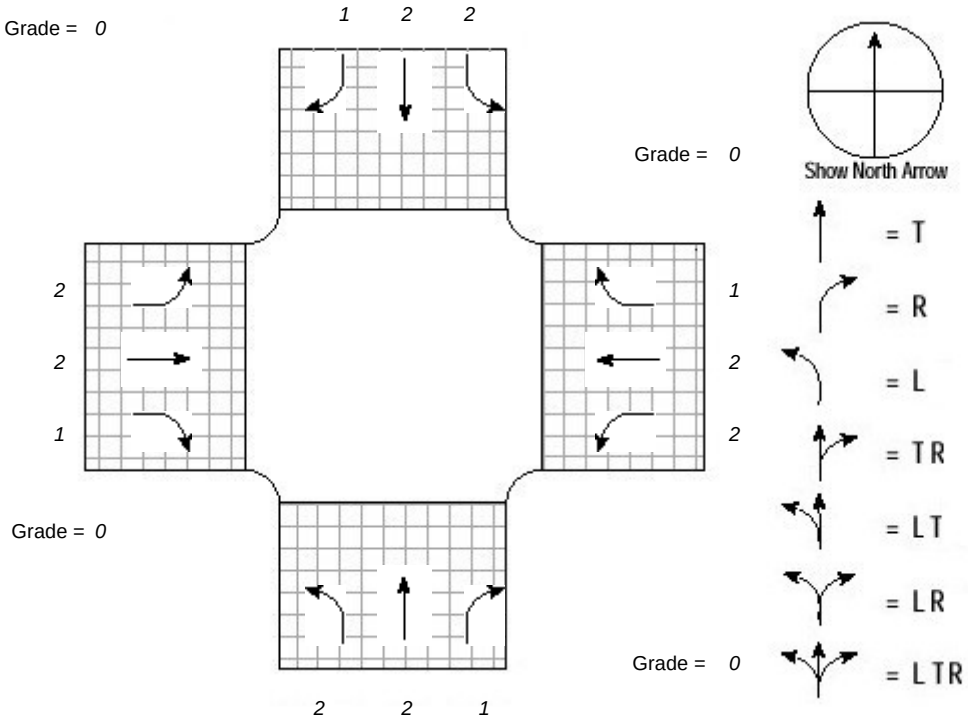
Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*440*	*30*		*365*			
C (m) (veh/h)		*899*	*30*		*650*			
v/c		*0.49*	*1.00*		*0.56*			
95% queue length		*2.74*	*3.35*		*3.50*			
Control Delay (s/veh)		*12.8*	*357.4*		*17.4*			
LOS		*B*	*F*		*C*			
Approach Delay (s/veh)	--	--	*43.2*					
Approach LOS	--	--	*E*					

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 152 Street/SW 137 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/16/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Existing*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*289*	*606*	*114*	*582*	*1086*	*555*	*294*	*732*	*269*	*532*	*1022*	*349*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.88*	*0.88*	*0.88*	*0.95*	*0.95*	*0.95*	*0.93*	*0.93*	*0.93*	*0.91*	*0.91*	*0.91*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*P*	*P*	*A*	*P*	*P*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

Pedestrian Timing		3.2		3.2		3.2		3.2
	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *30.0*	G = *40.0*	G =	G =	G = *20.0*	G = *50.0*	G =	G =
	Y = *4*	Y = *6*	Y =	Y =	Y = *4*	Y = *6*	Y =	Y =
Duration of Analysis (hrs) = *0.25*					Cycle Length C = *160.0*			

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*289*	*606*	*114*	*582*	*1086*	*555*	*294*	*732*	*269*	*532*	*1022*	*349*
PHF	*0.88*	*0.88*	*0.88*	*0.95*	*0.95*	*0.95*	*0.93*	*0.93*	*0.93*	*0.91*	*0.91*	*0.91*
Adjusted Flow Rate	*328*	*689*	*130*	*613*	*1143*	*584*	*316*	*787*	*289*	*585*	*1123*	*384*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Adjusted Flow Rate	*328*	*689*	*130*	*613*	*1143*	*584*	*316*	*787*	*289*	*585*	*1123*	*384*
Proportion of LT or RT	*0.000*	--	*0.000*	*0.000*	--	*0.000*	*0.000*	--	*0.000*	*0.000*	--	*0.000*

Saturation Flow Rate

Base Satflow	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*
Number of Lanes	*2*	*2*	*1*	*2*	*2*	*1*	*2*	*2*	*1*	*2*	*2*	*1*
f_W	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_{HV}	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*
f_g	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_p	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_{bb}	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_a	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_{LU}	*0.971*	*0.952*	*1.000*	*0.971*	*0.952*	*1.000*	*0.971*	*0.952*	*1.000*	*0.971*	*0.952*	*1.000*
f_{LT}	*0.950*	*1.000*	--	*0.950*	*1.000*	--	*0.950*	*1.000*	--	*0.950*	*1.000*	--
Secondary f_{LT}			--			--			--			--

f_{RT}	--	1.000	0.850	--	1.000	0.850	--	1.000	0.850	--	1.000	0.850
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000
Adjusted Satflow	3437	3547	1583	3437	3547	1583	3437	3547	1583	3437	3547	1583
Secondary Adjusted Satflow			--			--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	328	689	130	613	1143	584	316	787	289	585	1123	384
Satflow Rate	3437	3547	1583	3437	3547	1583	3437	3547	1583	3437	3547	1583
Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Green Ratio	0.19	0.25	0.25	0.19	0.25	0.25	0.13	0.31	0.31	0.13	0.31	0.31
Lane Group Capacity	644	887	396	644	887	396	430	1108	495	430	1108	495
v/c Ratio	0.51	0.78	0.33	0.95	1.29	1.47	0.73	0.71	0.58	1.36	1.01	0.78
Flow Ratio	0.10	0.19	0.08	0.18	0.32	0.37	0.09	0.22	0.18	0.17	0.32	0.24
Critical Lane Group	N	N	N	Y	N	Y	N	N	N	Y	Y	N
Sum Flow Ratios	1.03											
Lost Time/Cycle	20.00											
Critical v/c Ratio	1.18											

Lane Group Capacity, Control Delay, and LOS Determination

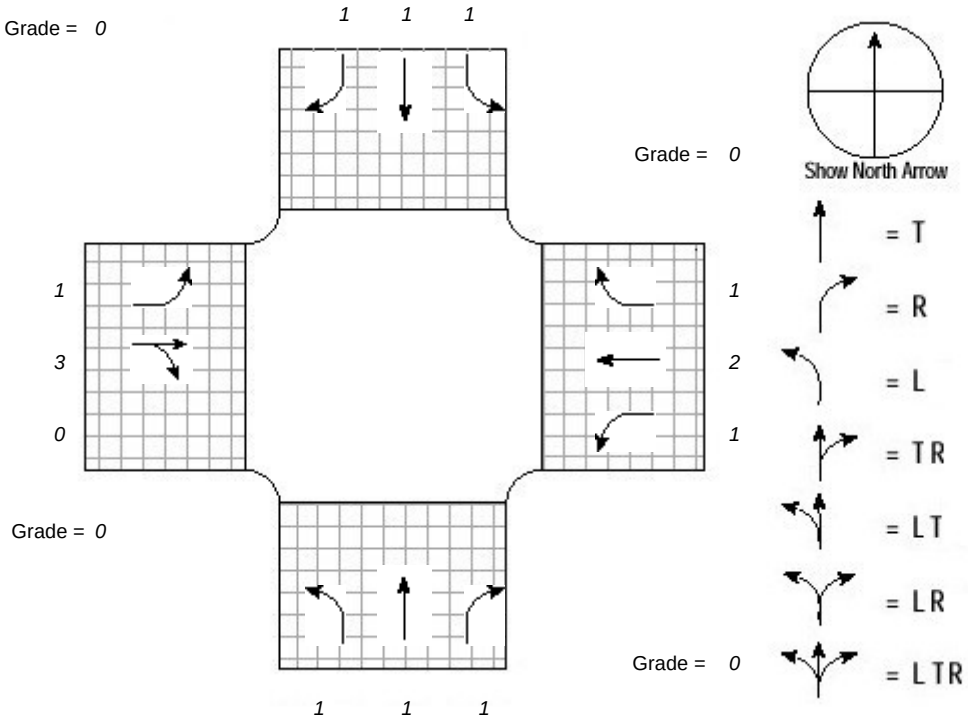
	EB			WB			NB			SB		
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	328	689	130	613	1143	584	316	787	289	585	1123	384
Lane Group Capacity	644	887	396	644	887	396	430	1108	495	430	1108	495
v/c Ratio	0.51	0.78	0.33	0.95	1.29	1.47	0.73	0.71	0.58	1.36	1.01	0.78
Green Ratio	0.19	0.25	0.25	0.19	0.25	0.25	0.13	0.31	0.31	0.13	0.31	0.31
Uniform Delay d_1	58.4	55.8	49.0	64.3	60.0	60.0	67.4	48.6	46.3	70.0	55.0	49.9
Delay Factor k	0.12	0.33	0.11	0.46	0.50	0.50	0.29	0.50	0.50	0.50	0.50	0.50
	0.7	4.4	0.5	24.2	138.4	226.9	6.5	3.9	5.0	176.7	30.4	11.3

Incremental Delay d_2												
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*59.1*	*60.3*	*49.5*	*88.4*	*198.4*	*286.9*	*73.9*	*52.5*	*51.2*	*246.7*	*85.4*	*61.2*
Lane Group LOS	*E*	*E*	*D*	*F*	*F*	*F*	*E*	*D*	*D*	*F*	*F*	*E*
Approach Delay	*58.7*			*191.7*			*57.1*			*126.1*		
Approach LOS	*E*			*F*			*E*			*F*		
Intersection Delay	*123.2*			Intersection LOS						*F*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 152 Street/SW 117 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/16/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Existing*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*315*	*1264*	*208*	*37*	*1079*	*18*	*221*	*311*	*75*	*80*	*446*	*927*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.96*	*0.96*	*0.96*	*0.88*	*0.88*	*0.88*	*0.85*	*0.85*	*0.85*
Actuated (P/A)	*A*	*P*	*P*	*A*	*P*	*P*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*		*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*600*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

Pedestrian Timing		3.2		3.2		3.2		3.2
	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *15.0*	G = *39.0*	G =	G =	G = *12.0*	G = *28.0*	G =	G =
	Y = *3*	Y = *5*	Y =	Y =	Y = *3*	Y = *5*	Y =	Y =
Duration of Analysis (hrs) = *0.25*					Cycle Length C = *110.0*			

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*315*	*1264*	*208*	*37*	*1079*	*18*	*221*	*311*	*75*	*80*	*446*	*927*
PHF	*0.95*	*0.95*	*0.95*	*0.96*	*0.96*	*0.96*	*0.88*	*0.88*	*0.88*	*0.85*	*0.85*	*0.85*
Adjusted Flow Rate	*332*	*1331*	*219*	*39*	*1124*	*19*	*251*	*353*	*85*	*94*	*525*	*385*
Lane Group	*L*	*TR*		*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Adjusted Flow Rate	*332*	*1550*		*39*	*1124*	*19*	*251*	*353*	*85*	*94*	*525*	*385*
Proportion of LT or RT	*0.000*	*--*	*0.141*	*0.000*	*--*	*0.000*	*0.000*	*--*	*0.000*	*0.000*	*--*	*0.000*

Saturation Flow Rate

Base Satflow	*1900*	*1900*		*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*
Number of Lanes	*1*	*3*	*0*	*1*	*2*	*1*	*1*	*1*	*1*	*1*	*1*	*1*
f_W	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_{HV}	*0.980*	*0.980*		*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*
f_g	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_p	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_{bb}	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_a	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_{LU}	*1.000*	*0.908*		*1.000*	*0.952*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_{LT}	*0.950*	*1.000*	*--*	*0.950*	*1.000*	*--*	*0.950*	*1.000*	*--*	*0.950*	*1.000*	*--*
Secondary f_{LT}			*--*			*--*			*--*			*--*

f_{RT}	--	0.979		--	1.000	0.850	--	1.000	0.850	--	1.000	0.850
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000	1.000	--	1.000	1.000	--	1.000	1.000
Adjusted Satflow	1770	4967		1770	3547	1583	1770	1863	1583	1770	1863	1583
Secondary Adjusted Satflow			--			--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	332	1550		39	1124	19	251	353	85	94	525	385
Satflow Rate	1770	4967		1770	3547	1583	1770	1863	1583	1770	1863	1583
Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Green Ratio	0.14	0.35		0.14	0.35	0.35	0.11	0.25	0.25	0.11	0.25	0.25
Lane Group Capacity	241	1761		241	1258	561	193	474	403	193	474	403
v/c Ratio	1.38	0.88		0.16	0.89	0.03	1.30	0.74	0.21	0.49	1.11	0.96
Flow Ratio	0.19	0.31		0.02	0.32	0.01	0.14	0.19	0.05	0.05	0.28	0.24
Critical Lane Group	Y	N		N	Y	N	Y	N	N	N	Y	N
Sum Flow Ratios	0.93											
Lost Time/Cycle	16.00											
Critical v/c Ratio	1.09											

Lane Group Capacity, Control Delay, and LOS Determination

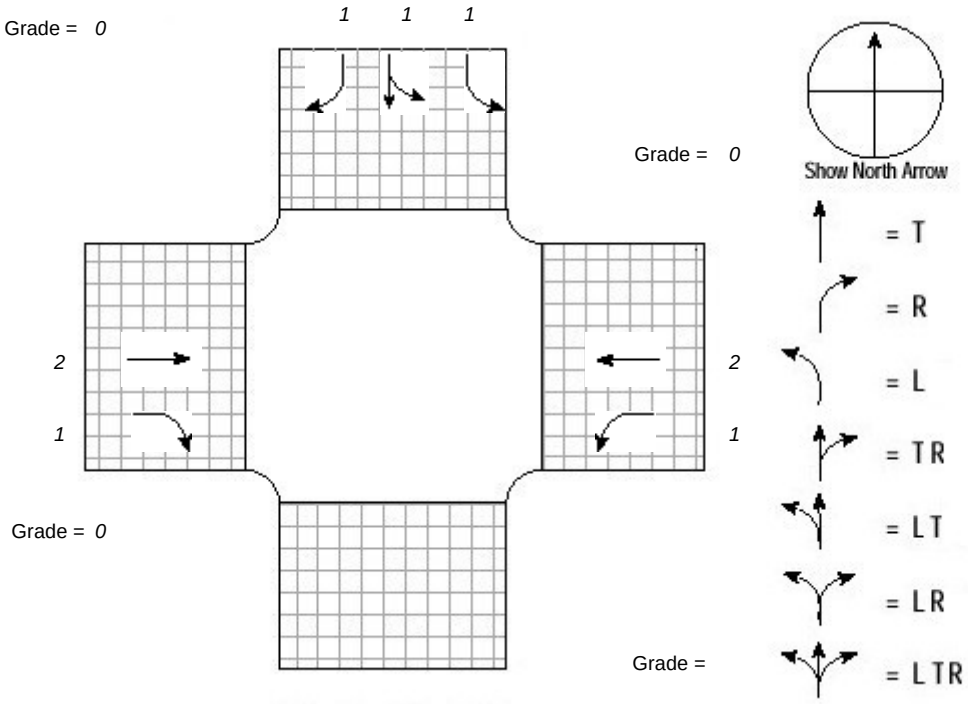
	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	332	1550		39	1124	19	251	353	85	94	525	385
Lane Group Capacity	241	1761		241	1258	561	193	474	403	193	474	403
v/c Ratio	1.38	0.88		0.16	0.89	0.03	1.30	0.74	0.21	0.49	1.11	0.96
Green Ratio	0.14	0.35		0.14	0.35	0.35	0.11	0.25	0.25	0.11	0.25	0.25
Uniform Delay d_1	47.5	33.3		41.9	33.5	23.2	49.0	37.7	32.3	46.1	41.0	40.4
Delay Factor k	0.50	0.50		0.11	0.50	0.50	0.50	0.30	0.11	0.11	0.50	0.47
	193.8	6.7		0.3	9.9	0.1	167.8	6.3	0.3	1.9	74.0	33.4

Incremental Delay d_2													
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Control Delay	*241.3*	*40.0*		*42.3*	*43.5*	*23.3*	*216.8*	*44.0*	*32.6*	*48.0*	*115.0*	*73.8*	
Lane Group LOS	*F*	*D*		*D*	*D*	*C*	*F*	*D*	*C*	*D*	*F*	*E*	
Approach Delay	*75.5*			*43.1*			*105.5*			*92.9*			
Approach LOS	*E*			*D*			*F*			*F*			
Intersection Delay	*75.5*			Intersection LOS						*E*			

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 152 Street/SR 821 W*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/16/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Existing*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)		*1144*	*307*	*193*	*1016*					*388*	*99*	*123*
% Heavy Veh		*2*	*2*	*2*	*2*					*2*	*2*	*2*
PHF		*0.92*	*0.92*	*0.88*	*0.88*					*0.91*	*0.91*	*0.91*
Actuated (P/A)		*P*	*P*	*P*	*P*					*P*	*P*	*P*
Startup Lost Time		*2.0*	*2.0*	*2.0*	*2.0*					*2.0*	*2.0*	*2.0*
Extension of Effective Green		*2.0*	*2.0*	*2.0*	*2.0*					*2.0*	*2.0*	*2.0*
Arrival Type		*3*	*3*	*3*	*3*					*3*	*3*	*3*
Unit Extension		*3.0*	*3.0*	*3.0*	*3.0*					*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*					*0*	*0*	*0*
Lane Width		*12.0*	*12.0*	*12.0*	*12.0*					*12.0*	*12.0*	*12.0*
Parking (Y or N)	*N*		*N*	*N*		*N*				*N*		*N*
Parking/Hour												
Bus Stops/Hour		*0*	*0*	*0*	*0*					*0*	*0*	*0*

Pedestrian Timing		*3.2*		*3.2*				*3.2*
	WB Only	EW Perm	03	04	SB Only	06	07	08
Timing	G = *10.0*	G = *67.0*	G =	G =	G = *19.0*	G =	G =	G =
	Y = *3*	Y = *5*	Y =	Y =	Y = *6*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*					Cycle Length C = *110.0*			

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume		*1144*	*307*	*193*	*1016*					*388*	*99*	*123*
PHF		*0.92*	*0.92*	*0.88*	*0.88*					*0.91*	*0.91*	*0.91*
Adjusted Flow Rate		*1243*	*334*	*219*	*1155*					*426*	*109*	*135*
Lane Group		*T*	*R*	*L*	*T*					*L*	*LT*	*R*
Adjusted Flow Rate		*1243*	*334*	*219*	*1155*					*426*	*109*	*135*
Proportion of LT or RT	*0.000*	--	*0.000*	*0.000*	--	*0.000*		--		*0.000*	--	*0.000*

Saturation Flow Rate

Base Satflow		*1900*	*1900*	*1900*	*1900*					*1900*	*1900*	*1900*
Number of Lanes		*2*	*1*	*1*	*2*					*1*	*1*	*1*
f_W		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	*1.000*
f_{HV}		*0.980*	*0.980*	*0.980*	*0.980*					*0.980*	*0.980*	*0.980*
f_g		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	*1.000*
f_p		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	*1.000*
f_{bb}		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	*1.000*
f_a		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	*1.000*
f_{LU}		*0.952*	*1.000*	*1.000*	*0.952*					*1.000*	*1.000*	*1.000*
f_{LT}		*1.000*	--	*0.950*	*1.000*	--			--	*0.950*	*1.000*	--
Secondary f_{LT}			--	*0.147*	*0.780*	--			--			--

f_{RT}	--	*1.000*	*0.850*	--	*1.000*		--			--	*1.000*	*0.850*
f_{Lpb}		*1.000*	--	*1.000*	*1.000*	--			--	*1.000*	*1.000*	--
f_{Rpb}	--	*1.000*	*1.000*	--	*1.000*		--			--	*1.000*	*1.000*
Adjusted Satflow		*3547*	*1583*	*1770*	*3547*					*1770*	*1863*	*1583*
Secondary Adjusted Satflow			--	*273*	*2767*	--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group		*T*	*R*	*L*	*T*					*L*	*LT*	*R*
Adjusted Flow Rate		*1243*	*334*	*219*	*1155*					*426*	*109*	*135*
Satflow Rate		*3547*	*1583*	*1770*	*3547*					*1770*	*1863*	*1583*
Lost Time		*2.0*	*2.0*	*2.0*	*2.0*					*2.0*	*2.0*	*2.0*
Green Ratio		*0.61*	*0.61*	*0.73*	*0.73*					*0.17*	*0.17*	*0.17*
Lane Group Capacity		*2160*	*964*	*335*	*2580*					*306*	*322*	*273*
v/c Ratio		*0.58*	*0.35*	*0.65*	*0.45*					*1.39*	*0.34*	*0.49*
Flow Ratio		*0.35*	*0.21*	*0.09*	*0.33*					*0.24*	*0.06*	*0.09*
Critical Lane Group		*Y*	*N*	*Y*	*N*					*Y*	*N*	*N*
Sum Flow Ratios	*0.68*											
Lost Time/Cycle	*16.00*											
Critical v/c Ratio	*0.80*											

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Lane Group		*T*	*R*	*L*	*T*					*L*	*LT*	*R*
Adjusted Flow Rate		*1243*	*334*	*219*	*1155*					*426*	*109*	*135*
Lane Group Capacity		*2160*	*964*	*335*	*2580*					*306*	*322*	*273*
v/c Ratio		*0.58*	*0.35*	*0.65*	*0.45*					*1.39*	*0.34*	*0.49*
Green Ratio		*0.61*	*0.61*	*0.73*	*0.73*					*0.17*	*0.17*	*0.17*
Uniform Delay d_1		*12.9*	*10.7*	*10.4*	*6.1*					*45.5*	*40.0*	*41.2*
Delay Factor k		*0.50*	*0.50*	*0.50*	*0.50*					*0.50*	*0.50*	*0.50*
		1.1	*1.0*	*9.6*	*0.6*					*195.3*	*2.8*	*6.3*

Incremental Delay d_2												
PF Factor		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	*1.000*
Control Delay		*14.1*	*11.6*	*19.9*	*6.6*					*240.8*	*42.8*	*47.4*
Lane Group LOS		*B*	*B*	*B*	*A*					*F*	*D*	*D*
Approach Delay	*13.5*			*8.7*						*169.7*		
Approach LOS	*B*			*A*						*F*		
Intersection Delay	*40.6*			Intersection LOS						*D*		

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*LSB*
Agency/Co.	*Cathy Sweetapple & Associates*
Date Performed	*08/16/2008*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*SW 184 Street/SW 147 Avenue*
Jurisdiction	*Miami-Dade*
Analysis Year	*Existing*

Project ID *Parkland DRI*

East/West Street: *SW 184 Street* | North/South Street: *SW 147 Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*43*	*285*	*80*	*19*	*111*	*65*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*79*	*244*	*49*	*77*	*199*	*27*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LTR*		*LTR*		*LTR*		*LTR*	
PHF	*0.94*		*0.83*		*0.93*		*0.85*	
Flow Rate (veh/h)	*433*		*233*		*398*		*355*	
% Heavy Vehicles	*2*		*2*		*2*		*2*	
No. Lanes	*1*		*1*		*1*		*1*	
Geometry Group	*1*		*1*		*1*		*1*	
Duration, T	*0.25*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.1*		*0.1*		*0.2*		*0.3*	
Prop. Right-Turns	*0.2*		*0.3*		*0.1*		*0.1*	
Prop. Heavy Vehicle	*0.0*		*0.0*		*0.0*		*0.0*	
hLT-adj	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*
hRT-adj	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*-0.1*		*-0.1*		*-0.0*		*0.0*	

Departure Headway and Service Time

hd, initial value (s)	*3.20*		*3.20*		*3.20*		*3.20*	
x, initial	*0.38*		*0.21*		*0.35*		*0.32*	
hd, final value (s)	*8.06*		*8.89*		*8.24*		*8.44*	
x, final value	*0.97*		*0.58*		*0.91*		*0.83*	
Move-up time, m (s)	*2.0*		*2.0*		*2.0*		*2.0*	
Service Time, t_s (s)	*6.1*		*6.9*		*6.2*		*6.4*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	*443*		*376*		*427*		*412*	
Delay (s/veh)	*63.93*		*23.28*		*52.68*		*41.39*	
LOS	*F*		*C*		*F*		*E*	
Approach: Delay (s/veh)	*63.93*		*23.28*		*52.68*		*41.39*	
LOS	*F*		*C*		*F*		*E*	
Intersection Delay (s/veh)	*48.46*							
Intersection LOS	*E*							

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 184 Street/SW 157 Avenue*
Agency/Co.	*Cathy Sweetapple & Associates*	Jurisdiction	*Miami-Dade*
Date Performed	*08/16/2008*	Analysis Year	*Existing*
Analysis Time Period	*PM Peak Hour*		

Project Description *Parkland DRI*

East/West Street: *SW 184 Street* | North/South Street: *SW 157 Avenue*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*111*	*332*	*0*	*0*	*157*	*74*
Peak-Hour Factor, PHF	*0.86*	*0.86*	*0.86*	*0.87*	*0.87*	*0.87*
Hourly Flow Rate, HFR (veh/h)	*129*	*386*	*0*	*0*	*180*	*85*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*1*	*1*	*85*	*0*	*154*
Peak-Hour Factor, PHF	*0.50*	*0.50*	*0.50*	*0.80*	*0.80*	*0.80*
Hourly Flow Rate, HFR (veh/h)	*0*	*2*	*2*	*106*	*0*	*192*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

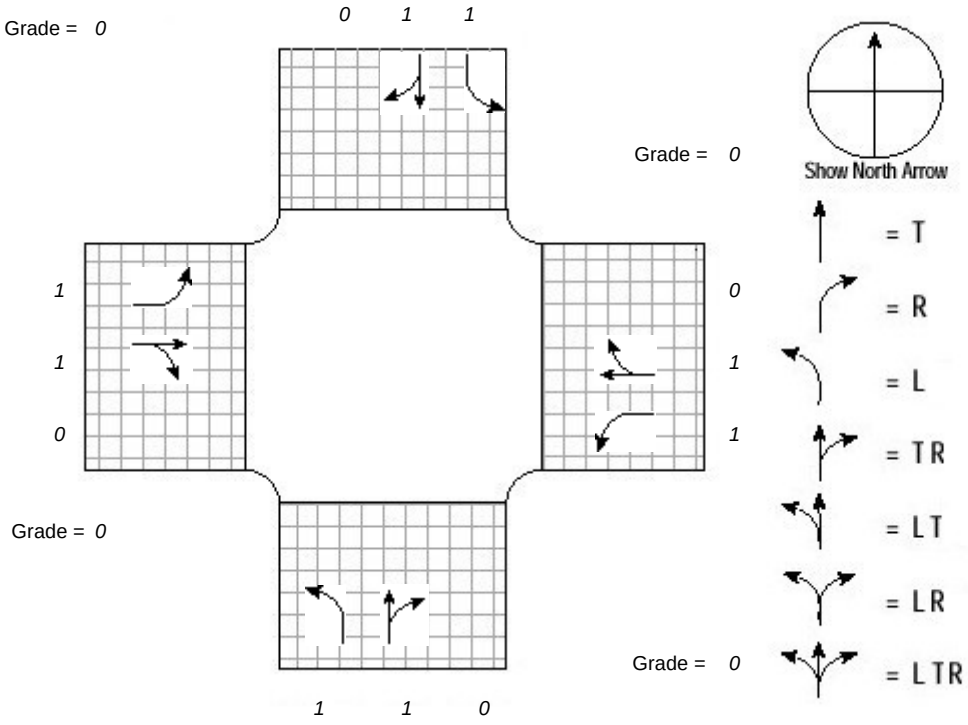
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*129*	*0*		*4*			*298*	
C (m) (veh/h)	*1299*	*1172*		*352*			*446*	
v/c	*0.10*	*0.00*		*0.01*			*0.67*	
95% queue length	*0.33*	*0.00*		*0.03*			*4.80*	
Control Delay (s/veh)	*8.1*	*8.1*		*15.3*			*27.9*	
LOS	*A*	*A*		*C*			*D*	
Approach Delay (s/veh)	--	--	*15.3*			*27.9*		
Approach LOS	--	--	*C*			*D*		

Future without Project

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 216 Street/SW 177 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/16/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future Without Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*52*	*93*	*81*	*48*	*95*	*63*	*31*	*683*	*51*	*78*	*813*	*61*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*8*	*2*	*2*	*8*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*P*	*P*	*A*	*P*	*P*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*		*0*	*0*	

Pedestrian Timing		3.2		3.2		3.2		3.2
	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = *15.0*	G =	G =	G =	G = *7.0*	G = *41.0*	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *3*	Y = *5*	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *76.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*52*	*93*	*81*	*48*	*95*	*63*	*31*	*683*	*51*	*78*	*813*	*61*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Adjusted Flow Rate	*55*	*98*	*85*	*51*	*100*	*66*	*33*	*719*	*54*	*82*	*856*	*64*
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*TR*		*L*	*TR*	
Adjusted Flow Rate	*55*	*183*		*51*	*166*		*33*	*773*		*82*	*920*	
Proportion of LT or RT	*0.000*	--	*0.464*	*0.000*	--	*0.398*	*0.000*	--	*0.070*	*0.000*	--	*0.070*

Saturation Flow Rate

Base Satflow	*1900*	*1900*		*1900*	*1900*		*1900*	*1900*		*1900*	*1900*	
Number of Lanes	*1*	*1*	*0*	*1*	*1*	*0*	*1*	*1*	*0*	*1*	*1*	*0*
f_W	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{HV}	*0.980*	*0.980*		*0.980*	*0.980*		*0.980*	*0.930*		*0.980*	*0.930*	
f_g	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_p	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{bb}	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_a	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{LU}	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{LT}	*0.600*	*1.000*	--	*0.561*	*1.000*	--	*0.950*	*1.000*	--	*0.950*	*1.000*	--
Secondary f_{LT}			--			--	*0.091*		--	*0.150*		--

f_{RT}	--	0.930		--	0.940		--	0.990		--	0.990	
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000		--	1.000		--	1.000	
Adjusted Satflow	1118	1733		1044	1752		1770	1748		1770	1748	
Secondary Adjusted Satflow			--			--	169		--	279		--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	TR	
Adjusted Flow Rate	55	183		51	166		33	773		82	920	
Satflow Rate	1118	1733		1044	1752		1770	1748		1770	1748	
Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Green Ratio	0.20	0.20		0.20	0.20		0.67	0.54		0.67	0.54	
Lane Group Capacity	221	342		206	346		261	943		325	943	
v/c Ratio	0.25	0.54		0.25	0.48		0.13	0.82		0.25	0.98	
Flow Ratio	0.05	0.11		0.05	0.09		0.02	0.44		0.05	0.53	
Critical Lane Group	N	Y		N	N		N	N		Y	Y	
Sum Flow Ratios	0.68											
Lost Time/Cycle	15.00											
Critical v/c Ratio	0.85											

Lane Group Capacity, Control Delay, and LOS Determination

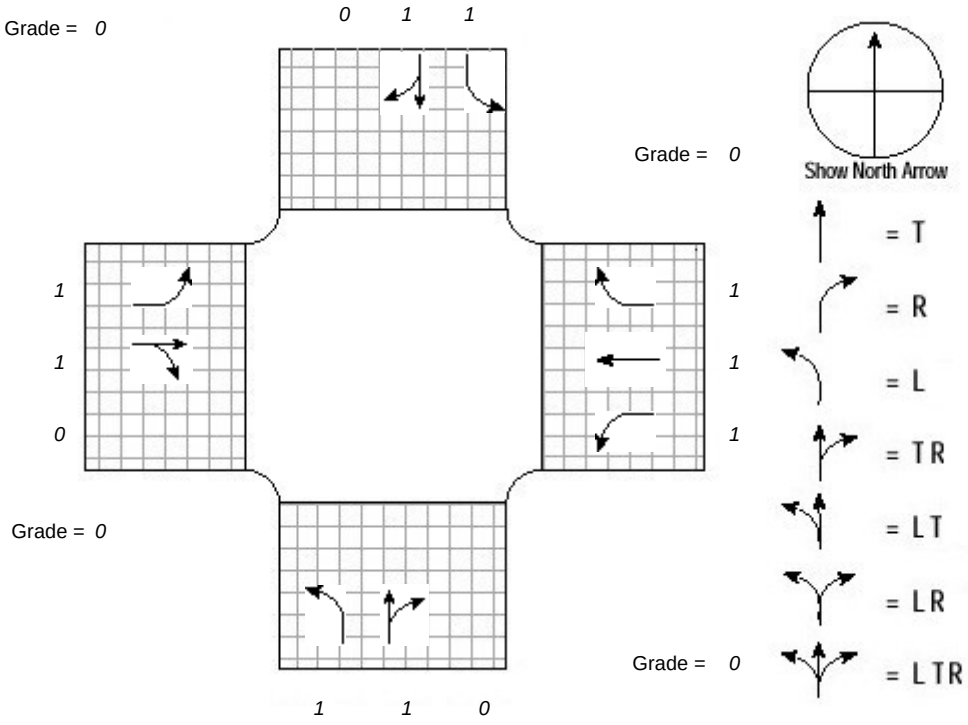
	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	TR	
Adjusted Flow Rate	55	183		51	166		33	773		82	920	
Lane Group Capacity	221	342		206	346		261	943		325	943	
v/c Ratio	0.25	0.54		0.25	0.48		0.13	0.82		0.25	0.98	
Green Ratio	0.20	0.20		0.20	0.20		0.67	0.54		0.67	0.54	
Uniform Delay d_1	25.7	27.4		25.7	27.0		13.3	14.4		9.5	17.0	
Delay Factor k	0.11	0.14		0.11	0.11		0.11	0.50		0.11	0.50	
Incremental Delay d_2	0.6	1.7		0.6	1.1		0.2	7.9		0.4	24.0	
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	

Control Delay	*26.3*	*29.0*		*26.4*	*28.1*		*13.5*	*22.4*		*9.9*	*41.0*	
Lane Group LOS	*C*	*C*		*C*	*C*		*B*	*C*		*A*	*D*	
Approach Delay	*28.4*			*27.7*			*22.0*			*38.4*		
Approach LOS	*C*			*C*			*C*			*D*		
Intersection Delay	*30.5*			Intersection LOS						*C*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 200 Street/SW 177 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/16/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future Without Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*83*	*110*	*26*	*89*	*126*	*138*	*69*	*675*	*106*	*132*	*768*	*48*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*8*	*2*	*2*	*8*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*P*	*P*	*A*	*P*	*P*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*	*3*	*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*	*0*	*0*	*0*		*0*	*0*	

Pedestrian Timing		3.2		3.2		3.2		3.2
	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = *18.0*	G =	G =	G =	G = *7.0*	G = *41.0*	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *3*	Y = *5*	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *79.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*83*	*110*	*26*	*89*	*126*	*138*	*69*	*675*	*106*	*132*	*768*	*48*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Adjusted Flow Rate	*87*	*116*	*27*	*94*	*133*	*145*	*73*	*711*	*112*	*139*	*808*	*51*
Lane Group	*L*	*TR*		*L*	*T*	*R*	*L*	*TR*		*L*	*TR*	
Adjusted Flow Rate	*87*	*143*		*94*	*133*	*145*	*73*	*823*		*139*	*859*	
Proportion of LT or RT	*0.000*	--	*0.189*	*0.000*	--	*0.000*	*0.000*	--	*0.136*	*0.000*	--	*0.059*

Saturation Flow Rate

Base Satflow	*1900*	*1900*		*1900*	*1900*	*1900*	*1900*	*1900*		*1900*	*1900*	
Number of Lanes	*1*	*1*	*0*	*1*	*1*	*1*	*1*	*1*	*0*	*1*	*1*	*0*
f_W	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_{HV}	*0.980*	*0.980*		*0.980*	*0.980*	*0.980*	*0.980*	*0.933*		*0.980*	*0.929*	
f_g	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_p	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_{bb}	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_a	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_{LU}	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_{LT}	*0.672*	*1.000*	--	*0.656*	*1.000*	--	*0.950*	*1.000*	--	*0.950*	*1.000*	--
Secondary f_{LT}			--			--	*0.091*		--	*0.097*		--

f_{RT}	--	0.972		--	1.000	0.850	--	0.980		--	0.991	
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000	1.000	--	1.000		--	1.000	
Adjusted Satflow	1252	1810		1222	1863	1583	1770	1736		1770	1749	
Secondary Adjusted Satflow			--			--	169		--	181		--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Adjusted Flow Rate	87	143		94	133	145	73	823		139	859	
Satflow Rate	1252	1810		1222	1863	1583	1770	1736		1770	1749	
Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Green Ratio	0.23	0.23		0.23	0.23	0.23	0.65	0.52		0.65	0.52	
Lane Group Capacity	285	412		278	424	361	251	901		258	908	
v/c Ratio	0.31	0.35		0.34	0.31	0.40	0.29	0.91		0.54	0.95	
Flow Ratio	0.07	0.08		0.08	0.07	0.09	0.04	0.47		0.08	0.49	
Critical Lane Group	N	N		N	N	Y	N	N		Y	Y	
Sum Flow Ratios	0.66											
Lost Time/Cycle	15.00											
Critical v/c Ratio	0.82											

Lane Group Capacity, Control Delay, and LOS Determination

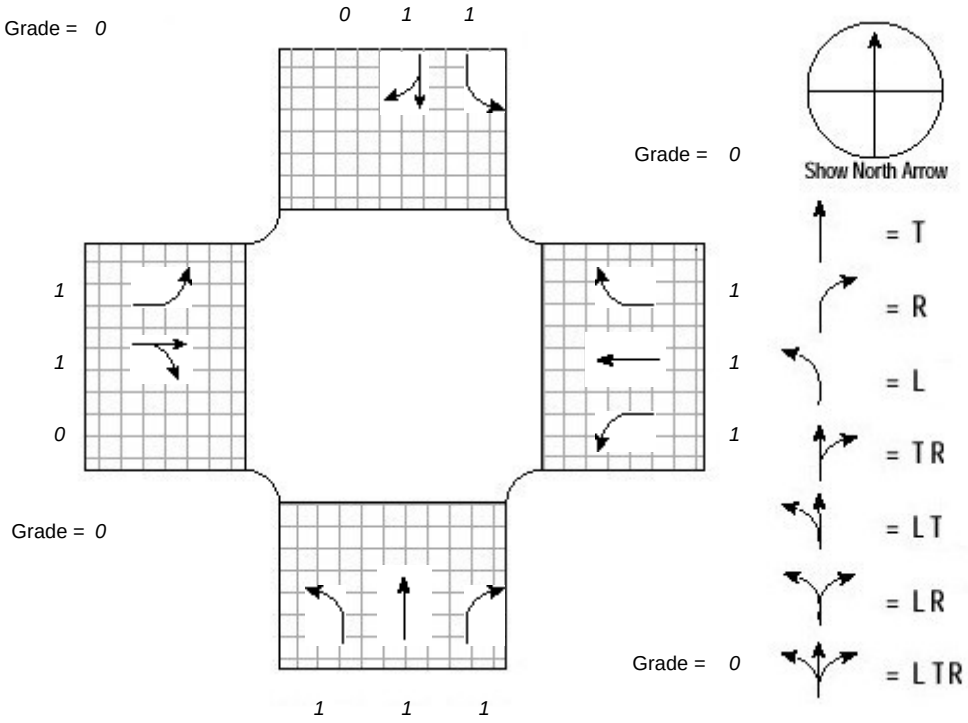
	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Adjusted Flow Rate	87	143		94	133	145	73	823		139	859	
Lane Group Capacity	285	412		278	424	361	251	901		258	908	
v/c Ratio	0.31	0.35		0.34	0.31	0.40	0.29	0.91		0.54	0.95	
Green Ratio	0.23	0.23		0.23	0.23	0.23	0.65	0.52		0.65	0.52	
Uniform Delay d_1	25.3	25.6		25.5	25.4	25.9	13.6	17.4		13.6	18.0	
Delay Factor k	0.11	0.11		0.11	0.11	0.11	0.11	0.50		0.14	0.50	
Incremental Delay d_2	0.6	0.5		0.7	0.4	0.7	0.6	15.2		2.3	19.3	
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	

Control Delay	*25.9*	*26.1*		*26.2*	*25.8*	*26.7*	*14.2*	*32.5*		*15.8*	*37.3*	
Lane Group LOS	*C*	*C*		*C*	*C*	*C*	*B*	*C*		*B*	*D*	
Approach Delay	*26.0*			*26.2*			*31.1*			*34.3*		
Approach LOS	*C*			*C*			*C*			*C*		
Intersection Delay	*31.2*			Intersection LOS						*C*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 184 Street/Krome Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/16/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future without Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*67*	*33*	*8*	*230*	*27*	*115*	*3*	*711*	*218*	*179*	*829*	*28*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*8*	*2*	*2*	*8*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*P*	*P*	*A*	*P*	*P*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	

Pedestrian Timing		3.2		3.2		3.2		3.2
	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = *25.0*	G =	G =	G =	G = *7.0*	G = *49.0*	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *3*	Y = *5*	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *94.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*67*	*33*	*8*	*230*	*27*	*115*	*3*	*711*	*218*	*179*	*829*	*28*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Adjusted Flow Rate	*71*	*35*	*8*	*242*	*28*	*121*	*3*	*748*	*229*	*188*	*873*	*29*
Lane Group	*L*	*TR*		*L*	*T*	*R*	*L*	*T*	*R*	*L*	*TR*	
Adjusted Flow Rate	*71*	*43*		*242*	*28*	*121*	*3*	*748*	*229*	*188*	*902*	
Proportion of LT or RT	*0.000*	--	*0.186*	*0.000*	--	*0.000*	*0.000*	--	*0.000*	*0.000*	--	*0.032*

Saturation Flow Rate

Base Satflow	*1900*	*1900*		*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	
Number of Lanes	*1*	*1*	*0*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*0*
f_W	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{HV}	*0.980*	*0.980*		*0.980*	*0.980*	*0.980*	*0.980*	*0.926*	*0.980*	*0.980*	*0.928*	
f_g	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_p	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{bb}	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_a	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{LU}	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{LT}	*0.739*	*1.000*	--	*0.729*	*1.000*	--	*0.950*	*1.000*	--	*0.950*	*1.000*	--
Secondary f_{LT}			--			--	*0.077*		--	*0.147*		--

f_{RT}	--	0.972		--	1.000	0.850	--	1.000	0.850	--	0.995	
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000	1.000	--	1.000	1.000	--	1.000	
Adjusted Satflow	1377	1811		1358	1863	1583	1770	1759	1583	1770	1754	
Secondary Adjusted Satflow			--			--	143		--	273		--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Adjusted Flow Rate	71	43		242	28	121	3	748	229	188	902	
Satflow Rate	1377	1811		1358	1863	1583	1770	1759	1583	1770	1754	
Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Green Ratio	0.27	0.27		0.27	0.27	0.27	0.63	0.52	0.52	0.63	0.52	
Lane Group Capacity	366	482		361	495	421	211	917	825	283	914	
v/c Ratio	0.19	0.09		0.67	0.06	0.29	0.01	0.82	0.28	0.66	0.99	
Flow Ratio	0.05	0.02		0.18	0.02	0.08	0.00	0.43	0.14	0.07	0.51	
Critical Lane Group	N	N		Y	N	N	N	N	N	Y	Y	
Sum Flow Ratios	0.77											
Lost Time/Cycle	15.00											
Critical v/c Ratio	0.91											

Lane Group Capacity, Control Delay, and LOS Determination

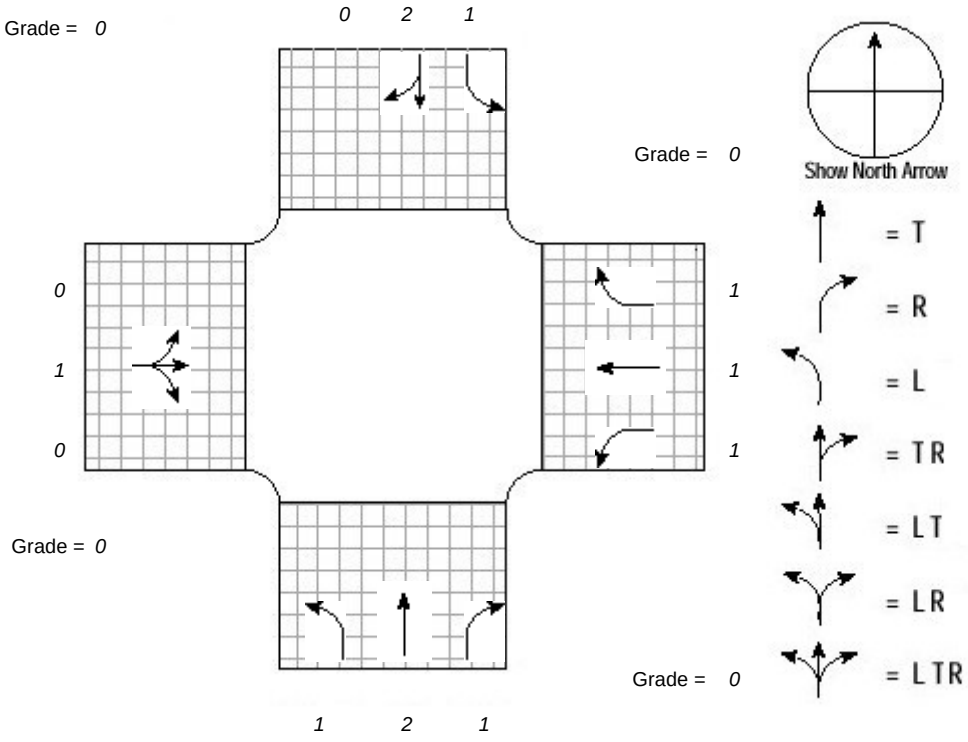
	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Adjusted Flow Rate	71	43		242	28	121	3	748	229	188	902	
Lane Group Capacity	366	482		361	495	421	211	917	825	283	914	
v/c Ratio	0.19	0.09		0.67	0.06	0.29	0.01	0.82	0.28	0.66	0.99	
Green Ratio	0.27	0.27		0.27	0.27	0.27	0.63	0.52	0.52	0.63	0.52	
Uniform Delay d_1	26.7	25.9		30.8	25.7	27.4	17.4	18.7	12.6	14.7	22.2	
Delay Factor k	0.11	0.11		0.24	0.11	0.11	0.11	0.50	0.50	0.24	0.50	
Incremental Delay d_2	0.3	0.1		4.8	0.0	0.4	0.0	7.9	0.8	5.8	26.8	
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	

Control Delay	*27.0*	*26.0*		*35.6*	*25.8*	*27.8*	*17.5*	*26.7*	*13.4*	*20.5*	*48.9*	
Lane Group LOS	*C*	*C*		*D*	*C*	*C*	*B*	*C*	*B*	*C*	*D*	
Approach Delay	*26.6*			*32.5*			*23.5*			*44.0*		
Approach LOS	*C*			*C*			*C*			*D*		
Intersection Delay	*33.7*			Intersection LOS						*C*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 88 Street/SW 177 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/16/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future without Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*12*	*13*	*5*	*397*	*3*	*237*	*3*	*443*	*473*	*436*	*553*	*13*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*8*	*2*	*2*	*8*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time		*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green		*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type		*3*		*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	
Unit Extension		*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*100*	*0*	*0*	*0*
Lane Width		*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour		*0*		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	

Pedestrian Timing	3.2	3.2	3.2	3.2

	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08
Timing	G = *15.0*	G = *20.0*	G =	G =	G = *20.0*	G = *38.0*	G =	G =
	Y = *4*	Y = *5*	Y =	Y =	Y = *3*	Y = *5*	Y =	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *110.0*

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*12*	*13*	*5*	*397*	*3*	*237*	*3*	*443*	*473*	*436*	*553*	*13*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Adjusted Flow Rate	*13*	*14*	*5*	*418*	*3*	*249*	*3*	*466*	*393*	*459*	*582*	*14*
Lane Group		*LTR*		*L*	*T*	*R*	*L*	*T*	*R*	*L*	*TR*	
Adjusted Flow Rate		*32*		*418*	*3*	*249*	*3*	*466*	*393*	*459*	*596*	
Proportion of LT or RT	*0.406*	--	*0.156*	*0.000*	--	*0.000*	*0.000*	--	*0.000*	*0.000*	--	*0.023*

Saturation Flow Rate

Base Satflow		*1900*		*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	
Number of Lanes	*0*	*1*	*0*	*1*	*1*	*1*	*1*	*2*	*1*	*1*	*2*	*0*
f_W		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{HV}		*0.980*		*0.980*	*0.980*	*0.980*	*0.980*	*0.926*	*0.980*	*0.980*	*0.927*	
f_g		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_p		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{bb}		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_a		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{LU}		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*0.952*	*1.000*	*1.000*	*0.952*	
f_{LT}		*0.918*	--	*0.950*	*1.000*	--	*0.427*	*1.000*	--	*0.950*	*1.000*	--
Secondary f_{LT}			--	*0.720*	*1.000*	--			--	*0.351*		--

f_{RT}	--	0.979		--	1.000	0.850	--	1.000	0.850	--	0.996	
f_{Lpb}		1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000	1.000	--	1.000	1.000	--	1.000	
Adjusted Satflow		1674		1770	1863	1583	796	3350	1583	1770	3342	
Secondary Adjusted Satflow			--	1340	1863	--			--	654		--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group		LTR		L	T	R	L	T	R	L	TR	
Adjusted Flow Rate		32		418	3	249	3	466	393	459	596	
Satflow Rate		1674		1770	1863	1583	796	3350	1583	1770	3342	
Lost Time		2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Green Ratio		0.18		0.35	0.35	0.35	0.35	0.35	0.35	0.55	0.55	
Lane Group Capacity		304		533	661	561	275	1157	547	566	1853	
v/c Ratio		0.11		0.78	0.00	0.44	0.01	0.40	0.72	0.81	0.32	
Flow Ratio		0.02		0.14	0.00	0.16	0.00	0.14	0.25	0.18	0.18	
Critical Lane Group		N		Y	N	N	N	N	Y	Y	N	
Sum Flow Ratios	0.70											
Lost Time/Cycle	15.00											
Critical v/c Ratio	0.81											

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Lane Group		LTR		L	T	R	L	T	R	L	TR	
Adjusted Flow Rate		32		418	3	249	3	466	393	459	596	
Lane Group Capacity		304		533	661	561	275	1157	547	566	1853	
v/c Ratio		0.11		0.78	0.00	0.44	0.01	0.40	0.72	0.81	0.32	
Green Ratio		0.18		0.35	0.35	0.35	0.35	0.35	0.35	0.55	0.55	
Uniform Delay d_1		37.5		32.0	23.0	27.2	23.7	27.4	31.3	15.9	13.3	
Delay Factor k		0.11		0.33	0.11	0.11	0.11	0.11	0.28	0.35	0.11	
Incremental Delay d_2		0.2		7.6	0.0	0.6	0.0	0.2	4.5	8.7	0.1	

PF Factor		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Control Delay		*37.7*		*39.5*	*23.0*	*27.8*	*23.7*	*27.6*	*35.9*	*24.6*	*13.4*	
Lane Group LOS		*D*		*D*	*C*	*C*	*C*	*C*	*D*	*C*	*B*	
Approach Delay	*37.7*			*35.1*			*31.4*			*18.3*		
Approach LOS	*D*			*D*			*C*			*B*		
Intersection Delay	*27.1*			Intersection LOS						*C*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 136 Street/SW 157 Avenue*
Agency/Co.	*Cathy Sweetapple & Associates*	Jurisdiction	*Miami-Dade*
Date Performed	*08/20/2008*	Analysis Year	*Future Without Project*
Analysis Time Period	*PM Peak Hour*		

Project Description *Parkland DRI*

East/West Street: *SW 136 Street* | North/South Street: *SW 157 Avenue*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*55*		*219*			
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*52*	*60*	*529*	*46*	*0*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*50*	*57*	*503*	*44*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*57*	*0*	*230*
Percent Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*1*	*1*	*2*	*0*
Configuration		*T*	*R*	*L*	*T*	

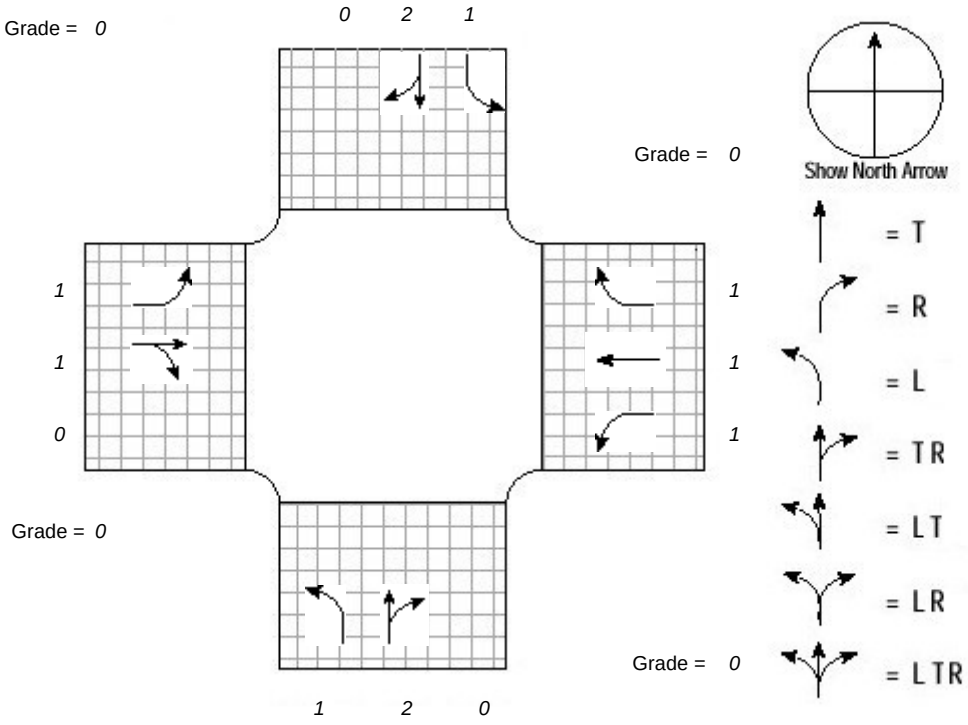
Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*		*L*	*T*			*T*	*R*
v (veh/h)	*57*		*529*	*46*			*52*	*60*
C (m) (veh/h)	*1623*		*678*	*749*			*559*	*1085*
v/c	*0.04*		*0.78*	*0.06*			*0.09*	*0.06*
95% queue length	*0.11*		*7.57*	*0.20*			*0.31*	*0.18*
Control Delay (s/veh)	*7.3*		*26.5*	*10.1*			*12.1*	*8.5*
LOS	*A*		*D*	*B*			*B*	*A*
Approach Delay (s/veh)	--	--	*25.2*			*10.2*		
Approach LOS	--	--	*D*			*B*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 152 Street/SW 157 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/20/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future without Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*15*	*90*	*25*	*76*	*137*	*183*	*42*	*99*	*93*	*242*	*207*	*41*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*A*	*P*	*P*	*A*	*P*	*P*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*	*3*	*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*	*0*	*0*	*0*		*0*	*0*	

Pedestrian Timing		3.2		3.2		3.2		3.2
	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = *10.0*	G = *40.0*	G =	G =	G = *20.0*	G = *22.0*	G =	G =
	Y = *4*	Y = *5*	Y =	Y =	Y = *4*	Y = *5*	Y =	Y =
Duration of Analysis (hrs) = *0.25*					Cycle Length C = *110.0*			

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*15*	*90*	*25*	*76*	*137*	*183*	*42*	*99*	*93*	*242*	*207*	*41*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Adjusted Flow Rate	*16*	*95*	*26*	*80*	*144*	*193*	*44*	*104*	*98*	*255*	*218*	*43*
Lane Group	*L*	*TR*		*L*	*T*	*R*	*L*	*TR*		*L*	*TR*	
Adjusted Flow Rate	*16*	*121*		*80*	*144*	*193*	*44*	*202*		*255*	*261*	
Proportion of LT or RT	*0.000*	--	*0.215*	*0.000*	--	*0.000*	*0.000*	--	*0.485*	*0.000*	--	*0.165*

Saturation Flow Rate

Base Satflow	*1900*	*1900*		*1900*	*1900*	*1900*	*1900*	*1900*		*1900*	*1900*	
Number of Lanes	*1*	*1*	*0*	*1*	*1*	*1*	*1*	*2*	*0*	*1*	*2*	*0*
f_W	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_{HV}	*0.980*	*0.980*		*0.980*	*0.980*	*0.980*	*0.980*	*0.980*		*0.980*	*0.980*	
f_g	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_p	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_{bb}	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_a	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_{LU}	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*0.952*		*1.000*	*0.952*	
f_{LT}	*0.950*	*1.000*	--	*0.950*	*1.000*	--	*0.950*	*1.000*	--	*0.950*	*1.000*	--
Secondary f_{LT}	*0.573*	*0.573*	--	*0.601*		--	*0.426*		--	*0.493*		--

f_{RT}	--	0.968		--	1.000	0.850	--	0.927		--	0.975	
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000	1.000	--	1.000		--	1.000	
Adjusted Satflow	1770	1803		1770	1863	1583	1770	3289		1770	3459	
Secondary Adjusted Satflow	1068	1033	--	1120		--	794		--	918		--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Adjusted Flow Rate	16	121		80	144	193	44	202		255	261	
Satflow Rate	1770	1803		1770	1863	1583	1770	3289		1770	3459	
Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Green Ratio	0.49	0.36		0.49	0.36	0.36	0.42	0.20		0.42	0.20	
Lane Group Capacity	588	656		609	677	576	510	658		539	692	
v/c Ratio	0.03	0.18		0.13	0.21	0.34	0.09	0.31		0.47	0.38	
Flow Ratio	0.01	0.07		0.05	0.08	0.12	0.02	0.06		0.14	0.08	
Critical Lane Group	N	N		Y	N	Y	N	N		Y	Y	
Sum Flow Ratios	0.39											
Lost Time/Cycle	20.00											
Critical v/c Ratio	0.47											

Lane Group Capacity, Control Delay, and LOS Determination

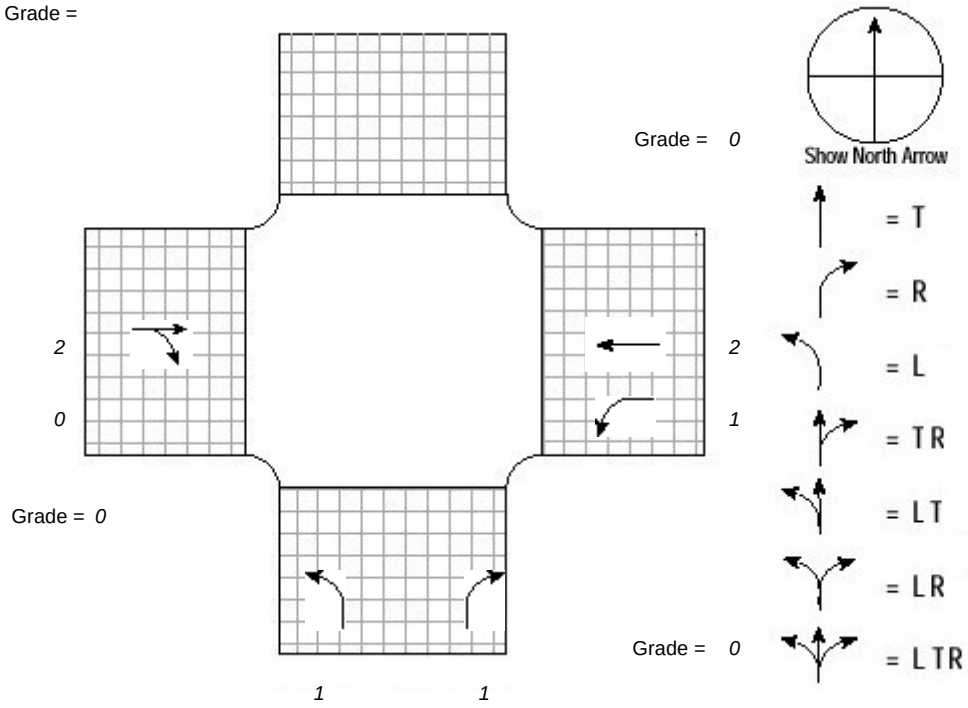
	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Adjusted Flow Rate	16	121		80	144	193	44	202		255	261	
Lane Group Capacity	588	656		609	677	576	510	658		539	692	
v/c Ratio	0.03	0.18		0.13	0.21	0.34	0.09	0.31		0.47	0.38	
Green Ratio	0.49	0.36		0.49	0.36	0.36	0.42	0.20		0.42	0.20	
Uniform Delay d_1	14.6	23.9		15.1	24.1	25.4	19.3	37.5		21.9	38.1	
Delay Factor k	0.11	0.50		0.11	0.50	0.50	0.11	0.11		0.11	0.11	
Incremental Delay d_2	0.0	0.6		0.1	0.7	1.6	0.1	0.3		0.7	0.3	
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	

Control Delay	*14.6*	*24.5*		*15.2*	*24.9*	*26.9*	*19.4*	*37.8*		*22.6*	*38.4*	
Lane Group LOS	*B*	*C*		*B*	*C*	*C*	*B*	*D*		*C*	*D*	
Approach Delay	*23.3*			*24.0*			*34.5*			*30.6*		
Approach LOS	*C*			*C*			*C*			*C*		
Intersection Delay	*28.5*			Intersection LOS						*C*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 152 Street/SW 147 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/20/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future without Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)		*604*	*27*	*476*	*843*		*27*		*345*			
% Heavy Veh		*2*	*2*	*2*	*2*		*2*		*2*			
PHF		*0.95*	*0.95*	*0.95*	*0.95*		*0.95*		*0.95*			
Actuated (P/A)		*P*	*P*	*A*	*P*		*A*		*A*			
Startup Lost Time		*2.0*		*2.0*	*2.0*		*2.0*		*2.0*			
Extension of Effective Green		*2.0*		*2.0*	*2.0*		*2.0*		*2.0*			
Arrival Type		*3*		*3*	*3*		*3*		*3*			
Unit Extension		*3.0*		*3.0*	*3.0*		*3.0*		*3.0*			
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*100*			
Lane Width		*12.0*		*12.0*	*12.0*		*12.0*		*12.0*			
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*			
Parking/Hour												
Bus Stops/Hour		*0*		*0*	*0*		*0*		*0*			

Pedestrian Timing		3.2		3.2		3.2		
	WB Only	EW Perm	03	04	NB Only	06	07	08
Timing	G = *12.0*	G = *40.0*	G =	G =	G = *20.0*	G =	G =	G =
	Y = *3*	Y = *5*	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*					Cycle Length C = *85.0*			

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume		*604*	*27*	*476*	*843*		*27*		*345*			
PHF		*0.95*	*0.95*	*0.95*	*0.95*		*0.95*		*0.95*			
Adjusted Flow Rate		*636*	*28*	*501*	*887*		*28*		*258*			
Lane Group		*TR*		*L*	*T*		*L*		*R*			
Adjusted Flow Rate		*664*		*501*	*887*		*28*		*258*			
Proportion of LT or RT	*0.000*	--	*0.042*	*0.000*	--	*0.000*		--			--	

Saturation Flow Rate

Base Satflow		*1900*		*1900*	*1900*		*1900*		*1900*			
Number of Lanes		*2*	*0*	*1*	*2*		*1*		*1*			
f_W		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_{HV}		*0.980*		*0.980*	*0.980*		*0.980*		*0.980*			
f_g		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_p		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_{bb}		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_a		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_{LU}		*0.952*		*1.000*	*0.952*		*1.000*		*1.000*			
f_{LT}		*1.000*	--	*0.950*	*1.000*	--	*0.950*		--			--
Secondary f_{LT}			--	*0.299*	*0.829*	--			--			--

f_{RT}	--	*0.994*		--	*1.000*		--		*0.850*	--		
f_{Lpb}		*1.000*	--	*1.000*	*1.000*	--	*1.000*		--			--
f_{Rpb}	--	*1.000*		--	*1.000*		--		*1.000*	--		
Adjusted Satflow		*3524*		*1770*	*3547*		*1770*		*1583*			
Secondary Adjusted Satflow			--	*558*	*2941*	--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group		*TR*		*L*	*T*		*L*		*R*			
Adjusted Flow Rate		*664*		*501*	*887*		*28*		*258*			
Satflow Rate		*3524*		*1770*	*3547*		*1770*		*1583*			
Lost Time		*2.0*		*2.0*	*2.0*		*2.0*		*2.0*			
Green Ratio		*0.47*		*0.65*	*0.65*		*0.24*		*0.24*			
Lane Group Capacity		*1658*		*532*	*2295*		*416*		*372*			
v/c Ratio		*0.40*		*0.94*	*0.39*		*0.07*		*0.69*			
Flow Ratio		*0.19*		*0.14*	*0.25*		*0.02*		*0.16*			
Critical Lane Group		*N*		*Y*	*N*		*N*		*Y*			
Sum Flow Ratios	*0.75*											
Lost Time/Cycle	*10.00*											
Critical v/c Ratio	*0.85*											

Lane Group Capacity, Control Delay, and LOS Determination

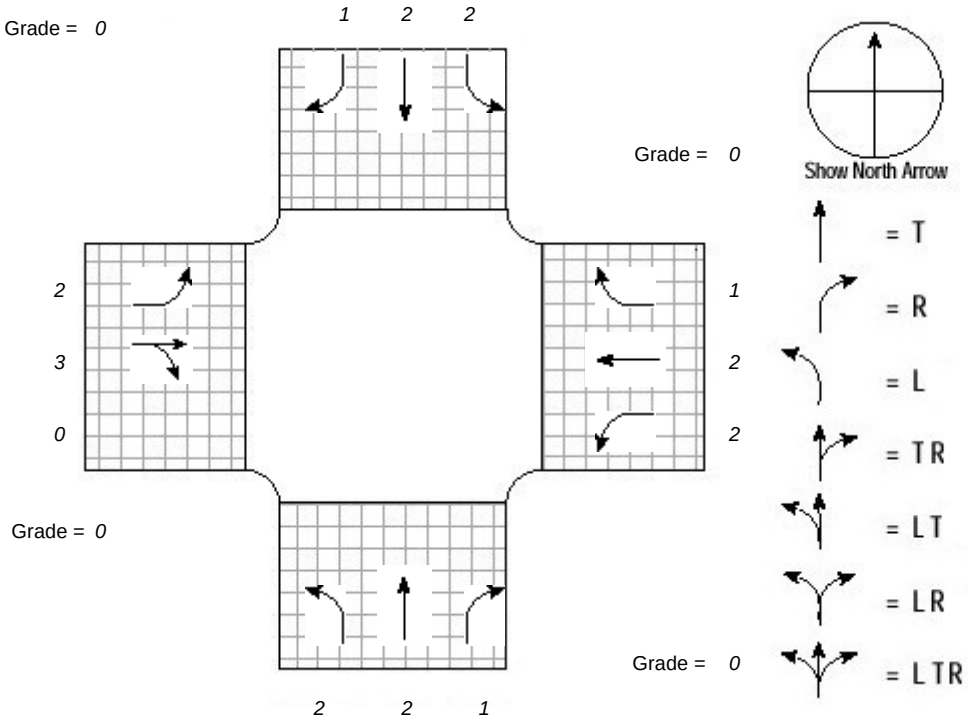
	EB			WB			NB			SB		
Lane Group		*TR*		*L*	*T*		*L*		*R*			
Adjusted Flow Rate		*664*		*501*	*887*		*28*		*258*			
Lane Group Capacity		*1658*		*532*	*2295*		*416*		*372*			
v/c Ratio		*0.40*		*0.94*	*0.39*		*0.07*		*0.69*			
Green Ratio		*0.47*		*0.65*	*0.65*		*0.24*		*0.24*			
Uniform Delay d_1		*14.7*		*9.5*	*7.1*		*25.3*		*29.7*			
Delay Factor k		*0.50*		*0.45*	*0.50*		*0.11*		*0.26*			
Incremental Delay d_2		*0.7*		*25.3*	*0.5*		*0.1*		*5.5*			

PF Factor		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
Control Delay		*15.4*		*34.8*	*7.6*		*25.3*		*35.2*			
Lane Group LOS		*B*		*C*	*A*		*C*		*D*			
Approach Delay	*15.4*			*17.4*			*34.2*					
Approach LOS	*B*			*B*			*C*					
Intersection Delay	*18.9*			Intersection LOS						*B*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 152 Street/SW 137 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/20/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future without Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*314*	*737*	*124*	*669*	*1241*	*785*	*319*	*932*	*445*	*597*	*1245*	*509*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*P*	*P*	*A*	*P*	*P*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*		*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

Pedestrian Timing		3.2		3.2		3.2		3.2
	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *21.0*	G = *50.0*	G =	G =	G = *19.0*	G = *50.0*	G =	G =
	Y = *4*	Y = *6*	Y =	Y =	Y = *4*	Y = *6*	Y =	Y =
Duration of Analysis (hrs) = *0.25*					Cycle Length C = *160.0*			

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*314*	*737*	*124*	*669*	*1241*	*785*	*319*	*932*	*445*	*597*	*1245*	*509*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Adjusted Flow Rate	*331*	*776*	*131*	*704*	*1306*	*826*	*336*	*981*	*468*	*628*	*1311*	*536*
Lane Group	*L*	*TR*		*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Adjusted Flow Rate	*331*	*907*		*704*	*1306*	*826*	*336*	*981*	*468*	*628*	*1311*	*536*
Proportion of LT or RT	*0.000*	--	*0.144*	*0.000*	--	*0.000*	*0.000*	--	*0.000*	*0.000*	--	*0.000*

Saturation Flow Rate

Base Satflow	*1900*	*1900*		*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*
Number of Lanes	*2*	*3*	*0*	*2*	*2*	*1*	*2*	*2*	*1*	*2*	*2*	*1*
f_W	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_{HV}	*0.980*	*0.980*		*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*
f_g	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_p	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_{bb}	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_a	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
f_{LU}	*0.971*	*0.908*		*0.971*	*0.952*	*1.000*	*0.971*	*0.952*	*1.000*	*0.971*	*0.952*	*1.000*
f_{LT}	*0.950*	*1.000*	--	*0.950*	*1.000*	--	*0.950*	*1.000*	--	*0.950*	*1.000*	--
Secondary f_{LT}			--			--			--			--

f_{RT}	--	0.978		--	1.000	0.850	--	1.000	0.850	--	1.000	0.850
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000	1.000	--	1.000	1.000	--	1.000	1.000
Adjusted Satflow	3437	4964		3437	3547	1583	3437	3547	1583	3437	3547	1583
Secondary Adjusted Satflow			--			--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	331	907		704	1306	826	336	981	468	628	1311	536
Satflow Rate	3437	4964		3437	3547	1583	3437	3547	1583	3437	3547	1583
Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Green Ratio	0.13	0.31		0.13	0.31	0.31	0.12	0.31	0.31	0.12	0.31	0.31
Lane Group Capacity	451	1551		451	1108	495	408	1108	495	408	1108	495
v/c Ratio	0.73	0.58		1.56	1.18	1.67	0.82	0.89	0.95	1.54	1.18	1.08
Flow Ratio	0.10	0.18		0.20	0.37	0.52	0.10	0.28	0.30	0.18	0.37	0.34
Critical Lane Group	N	N		Y	N	Y	N	N	N	Y	Y	N
Sum Flow Ratios	1.28											
Lost Time/Cycle	20.00											
Critical v/c Ratio	1.46											

Lane Group Capacity, Control Delay, and LOS Determination

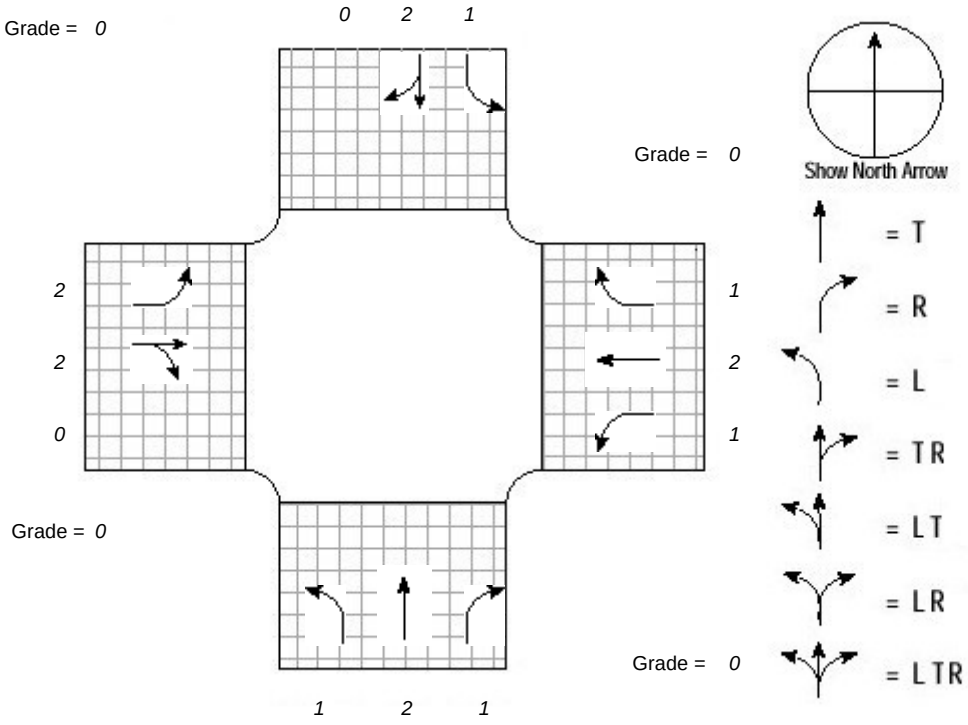
	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	331	907		704	1306	826	336	981	468	628	1311	536
Lane Group Capacity	451	1551		451	1108	495	408	1108	495	408	1108	495
v/c Ratio	0.73	0.58		1.56	1.18	1.67	0.82	0.89	0.95	1.54	1.18	1.08
Green Ratio	0.13	0.31		0.13	0.31	0.31	0.12	0.31	0.31	0.12	0.31	0.31
Uniform Delay d_1	66.8	46.3		69.5	55.0	55.0	68.9	52.3	53.7	70.5	55.0	55.0
Delay Factor k	0.29	0.18		0.50	0.50	0.50	0.36	0.50	0.50	0.50	0.50	0.50
	6.1	0.6		263.1	90.0	309.7	12.8	10.4	28.9	254.6	91.9	64.7

Incremental Delay d_2												
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*72.9*	*46.8*		*332.6*	*145.0*	*364.7*	*81.7*	*62.7*	*82.6*	*325.1*	*146.9*	*119.7*
Lane Group LOS	*E*	*D*		*F*	*F*	*F*	*F*	*E*	*F*	*F*	*F*	*F*
Approach Delay	*53.8*			*255.6*			*71.5*			*186.2*		
Approach LOS	*D*			*F*			*E*			*F*		
Intersection Delay	*165.6*			Intersection LOS						*F*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 152 Street/SW 117 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/20/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future without Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*387*	*1638*	*271*	*40*	*1526*	*19*	*285*	*337*	*82*	*87*	*483*	*100*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*A*	*P*	*P*	*A*	*P*	*P*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	

Pedestrian Timing	3.2	3.2	3.2	3.2

	Excl. Left	EB Only	Thru & RT	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = *10.0*	G = *15.0*	G = *56.0*	G =	G = *20.0*	G = *12.0*	G = *25.0*	G =
	Y = *3*	Y = *3*	Y = *5*	Y =	Y = *3*	Y = *3*	Y = *5*	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *160.0*

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*387*	*1638*	*271*	*40*	*1526*	*19*	*285*	*337*	*82*	*87*	*483*	*100*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Adjusted Flow Rate	*407*	*1724*	*285*	*42*	*1606*	*20*	*300*	*355*	*86*	*92*	*508*	*105*
Lane Group	*L*	*TR*		*L*	*T*	*R*	*L*	*T*	*R*	*L*	*TR*	
Adjusted Flow Rate	*407*	*2009*		*42*	*1606*	*20*	*300*	*355*	*86*	*92*	*613*	
Proportion of LT or RT	*0.000*	--	*0.142*	*0.000*	--	*0.000*	*0.000*	--	*0.000*	*0.000*	--	*0.171*

Saturation Flow Rate

Base Satflow	*1900*	*1900*		*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	
Number of Lanes	*2*	*2*	*0*	*1*	*2*	*1*	*1*	*2*	*1*	*1*	*2*	*0*
f_W	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{HV}	*0.980*	*0.980*		*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	
f_g	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_p	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{bb}	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_a	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{LU}	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{LT}	*0.950*	*1.000*	--	*0.950*	*1.000*	--	*0.950*	*1.000*	--	*0.950*	*1.000*	--
Secondary f_{LT}			--			--			--			--

f_{RT}	--	0.979		--	1.000	0.850	--	1.000	0.850	--	0.974	
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000	1.000	--	1.000	1.000	--	1.000	
Adjusted Satflow	3539	3646		1770	3725	1583	1770	3725	1583	1770	3630	
Secondary Adjusted Satflow			--			--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Adjusted Flow Rate	407	2009		42	1606	20	300	355	86	92	613	
Satflow Rate	3539	3646		1770	3725	1583	1770	3725	1583	1770	3630	
Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Green Ratio	0.17	0.46		0.06	0.35	0.35	0.22	0.25	0.25	0.13	0.16	
Lane Group Capacity	619	1686		111	1304	554	387	931	396	221	567	
v/c Ratio	0.66	1.19		0.38	1.23	0.04	0.78	0.38	0.22	0.42	1.08	
Flow Ratio	0.12	0.55		0.02	0.43	0.01	0.17	0.10	0.05	0.05	0.17	
Critical Lane Group	N	Y		Y	N	N	Y	N	N	N	Y	
Sum Flow Ratios	0.91											
Lost Time/Cycle	16.00											
Critical v/c Ratio	1.01											

Lane Group Capacity, Control Delay, and LOS Determination

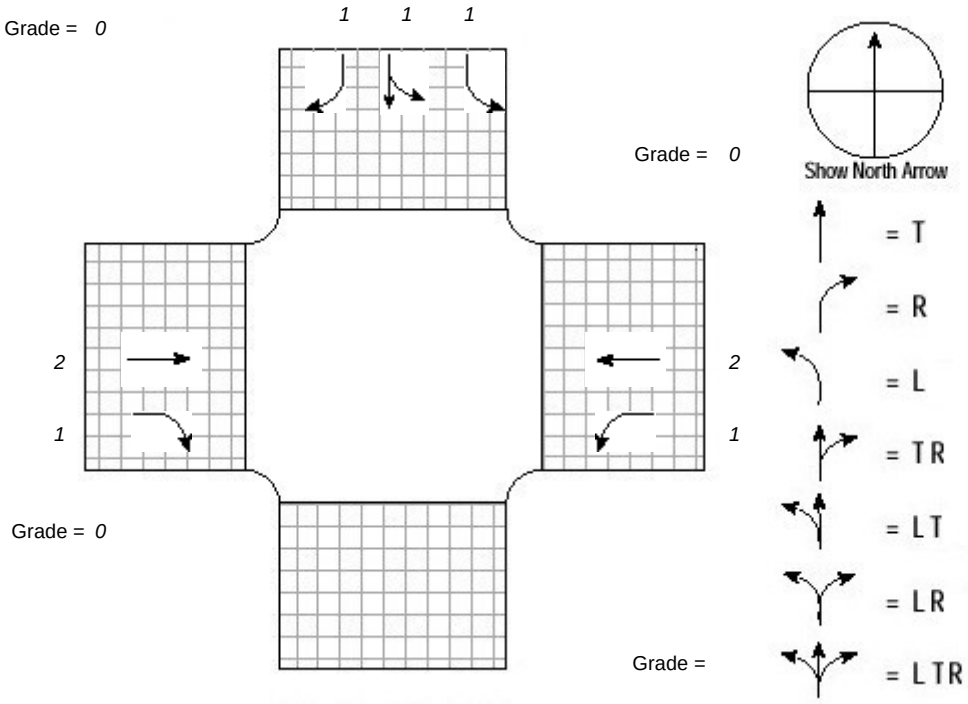
	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Adjusted Flow Rate	407	2009		42	1606	20	300	355	86	92	613	
Lane Group Capacity	619	1686		111	1304	554	387	931	396	221	567	
v/c Ratio	0.66	1.19		0.38	1.23	0.04	0.78	0.38	0.22	0.42	1.08	
Green Ratio	0.17	0.46		0.06	0.35	0.35	0.22	0.25	0.25	0.13	0.16	
Uniform Delay d_1	61.5	43.0		72.0	52.0	34.2	58.8	49.7	47.6	64.6	67.5	
Delay Factor k	0.23	0.50		0.11	0.50	0.50	0.32	0.11	0.11	0.11	0.50	
	2.6	92.4		2.2	111.1	0.1	9.5	0.3	0.3	1.3	61.6	

Incremental Delay d_2												
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Control Delay	*64.1*	*135.4*		*74.2*	*163.1*	*34.4*	*68.3*	*50.0*	*47.9*	*65.9*	*129.1*	
Lane Group LOS	*E*	*F*		*E*	*F*	*C*	*E*	*D*	*D*	*E*	*F*	
Approach Delay	*123.4*			*159.3*			*57.2*			*120.8*		
Approach LOS	*F*			*F*			*E*			*F*		
Intersection Delay	*125.0*			Intersection LOS						*F*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 152 Street/SR 821 W*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/20/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future without Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)		*1453*	*388*	*209*	*1342*					*421*	*107*	*248*
% Heavy Veh		*2*	*2*	*2*	*2*					*2*	*2*	*2*
PHF		*0.95*	*0.95*	*0.95*	*0.95*					*0.95*	*0.95*	*0.95*
Actuated (P/A)		*A*	*A*	*A*	*A*					*P*	*P*	*P*
Startup Lost Time		*2.0*	*2.0*	*2.0*	*2.0*					*2.0*	*2.0*	*2.0*
Extension of Effective Green		*2.0*	*2.0*	*2.0*	*2.0*					*2.0*	*2.0*	*2.0*
Arrival Type		*3*	*3*	*3*	*3*					*3*	*3*	*3*
Unit Extension		*3.0*	*3.0*	*3.0*	*3.0*					*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*					*0*	*0*	*0*
Lane Width		*12.0*	*12.0*	*12.0*	*12.0*					*12.0*	*12.0*	*12.0*
Parking (Y or N)	*N*		*N*	*N*		*N*				*N*		*N*
Parking/Hour												
Bus Stops/Hour		*0*	*0*	*0*	*0*					*0*	*0*	*0*

Pedestrian Timing		*3.2*		*3.2*				*3.2*
	WB Only	EW Perm	03	04	SB Only	06	07	08
Timing	G = *11.0*	G = *50.0*	G =	G =	G = *35.0*	G =	G =	G =
	Y = *3*	Y = *5*	Y =	Y =	Y = *6*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*					Cycle Length C = *110.0*			

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume		*1453*	*388*	*209*	*1342*					*421*	*107*	*248*
PHF		*0.95*	*0.95*	*0.95*	*0.95*					*0.95*	*0.95*	*0.95*
Adjusted Flow Rate		*1529*	*408*	*220*	*1413*					*443*	*113*	*261*
Lane Group		*T*	*R*	*L*	*T*					*L*	*LT*	*R*
Adjusted Flow Rate		*1529*	*408*	*220*	*1413*					*443*	*113*	*261*
Proportion of LT or RT	*0.000*	--	*0.000*	*0.000*	--	*0.000*		--		*0.000*	--	*0.000*

Saturation Flow Rate

Base Satflow		*1900*	*1900*	*1900*	*1900*					*1900*	*1900*	*1900*
Number of Lanes		*2*	*1*	*1*	*2*					*1*	*1*	*1*
f_W		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	*1.000*
f_{HV}		*0.980*	*0.980*	*0.980*	*0.980*					*0.980*	*0.980*	*0.980*
f_g		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	*1.000*
f_p		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	*1.000*
f_{bb}		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	*1.000*
f_a		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	*1.000*
f_{LU}		*0.952*	*1.000*	*1.000*	*0.952*					*1.000*	*1.000*	*1.000*
f_{LT}		*1.000*	--	*0.950*	*1.000*	--			--	*0.950*	*1.000*	--
Secondary f_{LT}			--	*0.075*	*0.499*	--			--			--

f_{RT}	--	*1.000*	*0.850*	--	*1.000*		--			--	*1.000*	*0.850*
f_{Lpb}		*1.000*	--	*1.000*	*1.000*	--			--	*1.000*	*1.000*	--
f_{Rpb}	--	*1.000*	*1.000*	--	*1.000*		--			--	*1.000*	*1.000*
Adjusted Satflow		*3547*	*1583*	*1770*	*3547*					*1770*	*1863*	*1583*
Secondary Adjusted Satflow			--	*141*	*1770*	--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group		*T*	*R*	*L*	*T*					*L*	*LT*	*R*
Adjusted Flow Rate		*1529*	*408*	*220*	*1413*					*443*	*113*	*261*
Satflow Rate		*3547*	*1583*	*1770*	*3547*					*1770*	*1863*	*1583*
Lost Time		*2.0*	*2.0*	*2.0*	*2.0*					*2.0*	*2.0*	*2.0*
Green Ratio		*0.45*	*0.45*	*0.58*	*0.58*					*0.32*	*0.32*	*0.32*
Lane Group Capacity		*1612*	*720*	*245*	*2064*					*563*	*593*	*504*
v/c Ratio		*0.95*	*0.57*	*0.90*	*0.68*					*0.79*	*0.19*	*0.52*
Flow Ratio		*0.43*	*0.26*	*0.10*	*0.40*					*0.25*	*0.06*	*0.16*
Critical Lane Group		*Y*	*N*	*Y*	*N*					*Y*	*N*	*N*
Sum Flow Ratios	*0.78*											
Lost Time/Cycle	*16.00*											
Critical v/c Ratio	*0.91*											

Lane Group Capacity, Control Delay, and LOS Determination

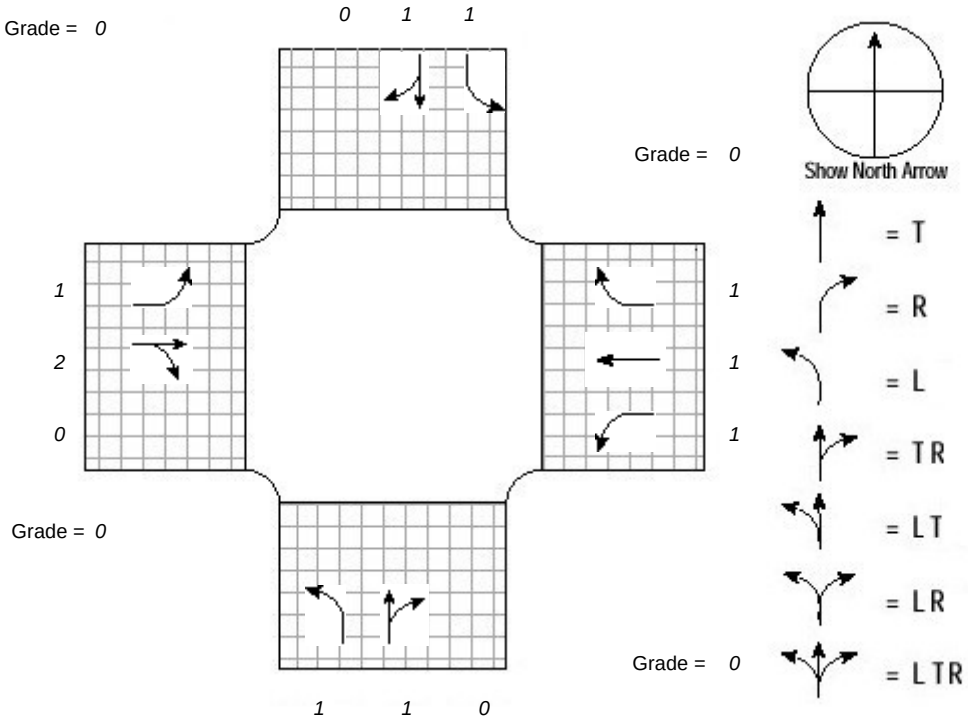
	EB			WB			NB			SB		
Lane Group		*T*	*R*	*L*	*T*					*L*	*LT*	*R*
Adjusted Flow Rate		*1529*	*408*	*220*	*1413*					*443*	*113*	*261*
Lane Group Capacity		*1612*	*720*	*245*	*2064*					*563*	*593*	*504*
v/c Ratio		*0.95*	*0.57*	*0.90*	*0.68*					*0.79*	*0.19*	*0.52*
Green Ratio		*0.45*	*0.45*	*0.58*	*0.58*					*0.32*	*0.32*	*0.32*
Uniform Delay d_1		*28.8*	*22.0*	*32.4*	*16.0*					*34.1*	*27.2*	*30.6*
Delay Factor k		*0.46*	*0.16*	*0.42*	*0.25*					*0.50*	*0.50*	*0.50*
		12.3	*1.1*	*32.0*	*1.0*					*10.6*	*0.7*	*3.8*

Incremental Delay d_2												
PF Factor		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	*1.000*
Control Delay		*41.1*	*23.1*	*64.4*	*16.9*					*44.7*	*27.9*	*34.4*
Lane Group LOS		*D*	*C*	*E*	*B*					*D*	*C*	*C*
Approach Delay	*37.3*			*23.3*						*39.1*		
Approach LOS	*D*			*C*						*D*		
Intersection Delay	*32.4*			Intersection LOS						*C*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 184 Street/SW 147 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/20/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future without Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*46*	*326*	*87*	*20*	*138*	*88*	*86*	*264*	*71*	*84*	*274*	*29*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*P*	*P*	*P*	*P*	*P*	*P*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*	*3*	*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*	*0*	*0*	*0*		*0*	*0*	

Pedestrian Timing		3.2		3.2		3.2		3.2
	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *51.0*	G =	G =	G =	G = *50.0*	G =	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *4*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *110.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*46*	*326*	*87*	*20*	*138*	*88*	*86*	*264*	*71*	*84*	*274*	*29*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Adjusted Flow Rate	*48*	*343*	*92*	*21*	*145*	*93*	*91*	*278*	*75*	*88*	*288*	*31*
Lane Group	*L*	*TR*		*L*	*T*	*R*	*L*	*TR*		*L*	*TR*	
Adjusted Flow Rate	*48*	*435*		*21*	*145*	*93*	*91*	*353*		*88*	*319*	
Proportion of LT or RT	*0.000*	--	*0.211*	*0.000*	--	*0.000*	*0.000*	--	*0.212*	*0.000*	--	*0.097*

Saturation Flow Rate

Base Satflow	*1900*	*1900*		*1900*	*1900*	*1900*	*1900*	*1900*		*1900*	*1900*	
Number of Lanes	*1*	*2*	*0*	*1*	*1*	*1*	*1*	*1*	*0*	*1*	*1*	*0*
f_W	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_{HV}	*0.980*	*0.980*		*0.980*	*0.980*	*0.980*	*0.980*	*0.980*		*0.980*	*0.980*	
f_g	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_p	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_{bb}	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_a	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_{LU}	*1.000*	*0.952*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_{LT}	*0.662*	*1.000*	--	*0.465*	*1.000*	--	*0.466*	*1.000*	--	*0.433*	*1.000*	--
Secondary f_{LT}			--			--			--			--

f_{RT}	--	0.968		--	1.000	0.850	--	0.968		--	0.985	
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000	1.000	--	1.000		--	1.000	
Adjusted Satflow	1234	3434		865	1863	1583	868	1803		806	1836	
Secondary Adjusted Satflow			--			--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Adjusted Flow Rate	48	435		21	145	93	91	353		88	319	
Satflow Rate	1234	3434		865	1863	1583	868	1803		806	1836	
Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Green Ratio	0.46	0.46		0.46	0.46	0.46	0.45	0.45		0.45	0.45	
Lane Group Capacity	572	1592		401	864	734	395	820		366	835	
v/c Ratio	0.08	0.27		0.05	0.17	0.13	0.23	0.43		0.24	0.38	
Flow Ratio	0.04	0.13		0.02	0.08	0.06	0.10	0.20		0.11	0.17	
Critical Lane Group	N	Y		N	N	N	N	Y		N	N	
Sum Flow Ratios	0.32											
Lost Time/Cycle	9.00											
Critical v/c Ratio	0.35											

Lane Group Capacity, Control Delay, and LOS Determination

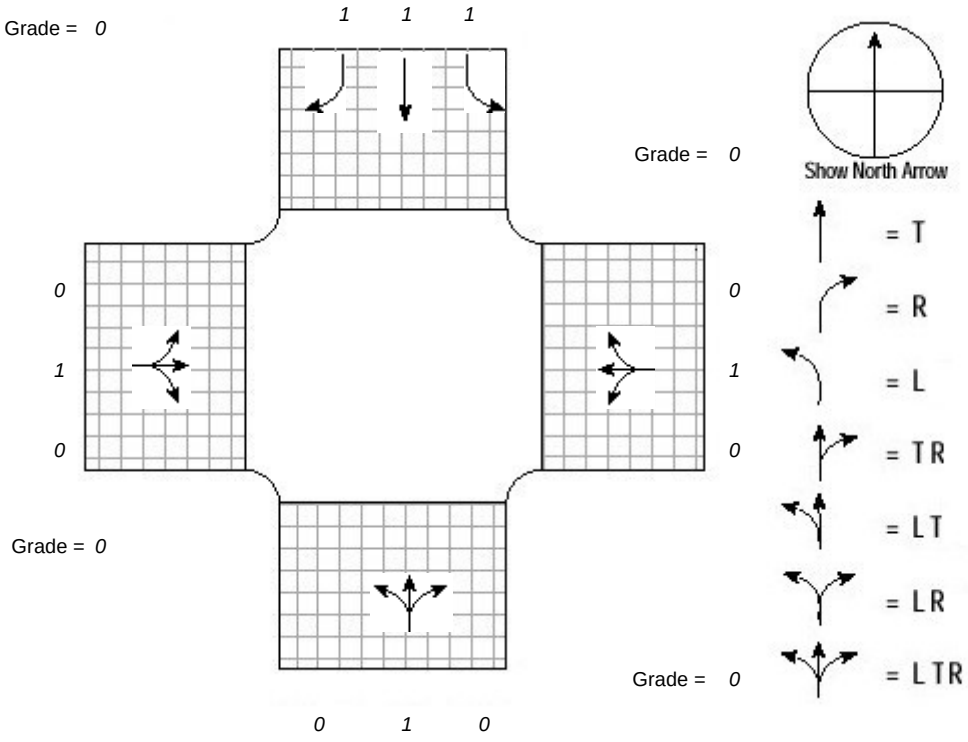
	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Adjusted Flow Rate	48	435		21	145	93	91	353		88	319	
Lane Group Capacity	572	1592		401	864	734	395	820		366	835	
v/c Ratio	0.08	0.27		0.05	0.17	0.13	0.23	0.43		0.24	0.38	
Green Ratio	0.46	0.46		0.46	0.46	0.46	0.45	0.45		0.45	0.45	
Uniform Delay d_1	16.5	18.1		16.2	17.2	16.8	18.3	20.3		18.4	19.8	
Delay Factor k	0.50	0.50		0.50	0.50	0.50	0.11	0.11		0.11	0.11	
Incremental Delay d_2	0.3	0.4		0.2	0.4	0.4	0.3	0.4		0.3	0.3	

PF Factor	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay	*16.8*	*18.5*		*16.5*	*17.6*	*17.2*	*18.6*	*20.7*		*18.7*	*20.1*	
Lane Group LOS	*B*	*B*		*B*	*B*	*B*	*B*	*C*		*B*	*C*	
Approach Delay	*18.4*			*17.3*			*20.3*			*19.8*		
Approach LOS	*B*			*B*			*C*			*B*		
Intersection Delay	*19.1*			Intersection LOS						*B*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 184 Street/SW 157 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/20/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future without Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*120*	*360*	*0*	*0*	*171*	*107*	*0*	*1*	*4*	*106*	*2*	*178*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*P*	*P*	*P*	*P*	*P*	*P*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time		*2.0*			*2.0*			*2.0*		*2.0*	*2.0*	*2.0*
Extension of Effective Green		*2.0*			*2.0*			*2.0*		*2.0*	*2.0*	*2.0*
Arrival Type		*3*			*3*			*3*		*3*	*3*	*3*
Unit Extension		*3.0*			*3.0*			*3.0*		*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width		*12.0*			*12.0*			*12.0*		*12.0*	*12.0*	*12.0*
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour		*0*			*0*			*0*		*0*	*0*	*0*

Pedestrian Timing		3.2		3.2		3.2		3.2
	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *60.0*	G =	G =	G =	G = *40.0*	G =	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *110.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*120*	*360*	*0*	*0*	*171*	*107*	*0*	*1*	*4*	*106*	*2*	*178*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Adjusted Flow Rate	*126*	*379*	*0*	*0*	*180*	*113*	*0*	*1*	*4*	*112*	*2*	*187*
Lane Group		*LTR*			*LTR*			*LTR*		*L*	*T*	*R*
Adjusted Flow Rate		*505*			*293*			*5*		*112*	*2*	*187*
Proportion of LT or RT	*0.250*	--	*0.000*	*0.000*	--	*0.386*	*0.000*	--	*0.800*	*0.000*	--	*0.000*

Saturation Flow Rate

Base Satflow		*1900*			*1900*			*1900*		*1900*	*1900*	*1900*
Number of Lanes	*0*	*1*	*0*	*0*	*1*	*0*	*0*	*1*	*0*	*1*	*1*	*1*
f_W		*1.000*			*1.000*			*1.000*		*1.000*	*1.000*	*1.000*
f_{HV}		*0.980*			*0.980*			*0.980*		*0.980*	*0.980*	*0.980*
f_g		*1.000*			*1.000*			*1.000*		*1.000*	*1.000*	*1.000*
f_p		*1.000*			*1.000*			*1.000*		*1.000*	*1.000*	*1.000*
f_{bb}		*1.000*			*1.000*			*1.000*		*1.000*	*1.000*	*1.000*
f_a		*1.000*			*1.000*			*1.000*		*1.000*	*1.000*	*1.000*
f_{LU}		*1.000*			*1.000*			*1.000*		*1.000*	*1.000*	*1.000*
f_{LT}		*0.785*	--		*1.000*	--		*1.000*	--	*0.754*	*1.000*	--
Secondary f_{LT}			--			--			--			--

f_{RT}	--	*1.000*		--	*0.948*		--	*0.892*		--	*1.000*	*0.850*
f_{Lpb}		*1.000*	--		*1.000*	--		*1.000*	--	*1.000*	*1.000*	--
f_{Rpb}	--	*1.000*		--	*1.000*		--	*1.000*		--	*1.000*	*1.000*
Adjusted Satflow		*1463*			*1766*			*1662*		*1405*	*1863*	*1583*
Secondary Adjusted Satflow			--			--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB	
Lane Group	*LTR*			*LTR*			*LTR*		*L*	*T*	*R*
Adjusted Flow Rate	*505*			*293*			*5*		*112*	*2*	*187*
Satflow Rate	*1463*			*1766*			*1662*		*1405*	*1863*	*1583*
Lost Time	*2.0*			*2.0*			*2.0*		*2.0*	*2.0*	*2.0*
Green Ratio	*0.55*			*0.55*			*0.36*		*0.36*	*0.36*	*0.36*
Lane Group Capacity	*798*			*963*			*604*		*511*	*677*	*576*
v/c Ratio	*0.63*			*0.30*			*0.01*		*0.22*	*0.00*	*0.32*
Flow Ratio	*0.35*			*0.17*			*0.00*		*0.08*	*0.00*	*0.12*
Critical Lane Group	*Y*			*N*			*N*		*N*	*N*	*Y*
Sum Flow Ratios	*0.46*										
Lost Time/Cycle	*10.00*										
Critical v/c Ratio	*0.51*										

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB	
Lane Group	*LTR*			*LTR*			*LTR*		*L*	*T*	*R*
Adjusted Flow Rate	*505*			*293*			*5*		*112*	*2*	*187*
Lane Group Capacity	*798*			*963*			*604*		*511*	*677*	*576*
v/c Ratio	*0.63*			*0.30*			*0.01*		*0.22*	*0.00*	*0.32*
Green Ratio	*0.55*			*0.55*			*0.36*		*0.36*	*0.36*	*0.36*
Uniform Delay d_1	*17.4*			*13.6*			*22.3*		*24.2*	*22.3*	*25.3*
Delay Factor k	*0.50*			*0.50*			*0.11*		*0.11*	*0.11*	*0.11*
Incremental Delay d_2	*3.8*			*0.8*			*0.0*		*0.2*	*0.0*	*0.3*
PF Factor	*1.000*			*1.000*			*1.000*		*1.000*	*1.000*	*1.000*

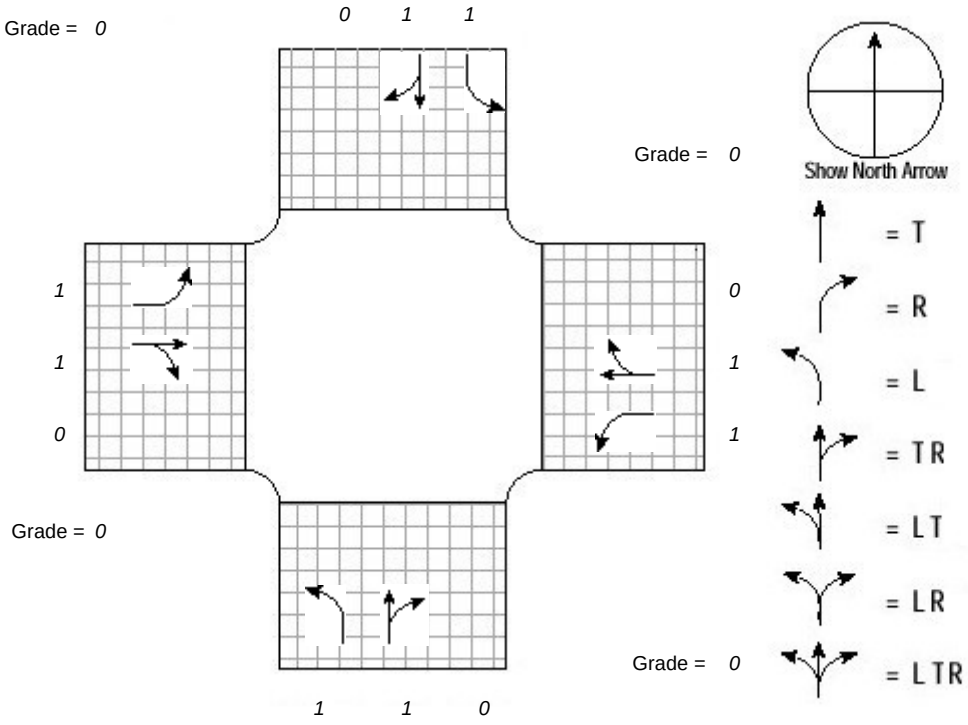
Control Delay		*21.2*			*14.4*			*22.3*		*24.4*	*22.3*	*25.6*
Lane Group LOS		*C*			*B*			*C*		*C*	*C*	*C*
Approach Delay	*21.2*			*14.4*			*22.3*			*25.1*		
Approach LOS	*C*			*B*			*C*			*C*		
Intersection Delay	*20.5*			Intersection LOS						*C*		

Future with Project

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 216 Street/SW 177 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/16/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future With Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*52*	*93*	*81*	*48*	*95*	*86*	*31*	*713*	*51*	*90*	*837*	*61*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*8*	*2*	*2*	*8*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*P*	*P*	*A*	*P*	*P*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*		*0*	*0*	

Pedestrian Timing		3.2		3.2		3.2		3.2
	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = *15.0*	G =	G =	G =	G = *7.0*	G = *41.0*	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *3*	Y = *5*	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *76.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*52*	*93*	*81*	*48*	*95*	*86*	*31*	*713*	*51*	*90*	*837*	*61*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Adjusted Flow Rate	*55*	*98*	*85*	*51*	*100*	*91*	*33*	*751*	*54*	*95*	*881*	*64*
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*TR*		*L*	*TR*	
Adjusted Flow Rate	*55*	*183*		*51*	*191*		*33*	*805*		*95*	*945*	
Proportion of LT or RT	*0.000*	--	*0.464*	*0.000*	--	*0.476*	*0.000*	--	*0.067*	*0.000*	--	*0.068*

Saturation Flow Rate

Base Satflow	*1900*	*1900*		*1900*	*1900*		*1900*	*1900*		*1900*	*1900*	
Number of Lanes	*1*	*1*	*0*	*1*	*1*	*0*	*1*	*1*	*0*	*1*	*1*	*0*
f_W	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{HV}	*0.980*	*0.980*		*0.980*	*0.980*		*0.980*	*0.929*		*0.980*	*0.929*	
f_g	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_p	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{bb}	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_a	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{LU}	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{LT}	*0.542*	*1.000*	--	*0.561*	*1.000*	--	*0.950*	*1.000*	--	*0.950*	*1.000*	--
Secondary f_{LT}			--			--	*0.091*		--	*0.129*		--

f_{RT}	--	0.930		--	0.929		--	0.990		--	0.990	
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000		--	1.000		--	1.000	
Adjusted Satflow	1010	1733		1044	1730		1770	1748		1770	1748	
Secondary Adjusted Satflow			--			--	169		--	240		--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	TR	
Adjusted Flow Rate	55	183		51	191		33	805		95	945	
Satflow Rate	1010	1733		1044	1730		1770	1748		1770	1748	
Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Green Ratio	0.20	0.20		0.20	0.20		0.67	0.54		0.67	0.54	
Lane Group Capacity	199	342		206	341		261	943		302	943	
v/c Ratio	0.28	0.54		0.25	0.56		0.13	0.85		0.31	1.00	
Flow Ratio	0.05	0.11		0.05	0.11		0.02	0.46		0.05	0.54	
Critical Lane Group	N	N		N	Y		N	N		Y	Y	
Sum Flow Ratios	0.70											
Lost Time/Cycle	15.00											
Critical v/c Ratio	0.88											

Lane Group Capacity, Control Delay, and LOS Determination

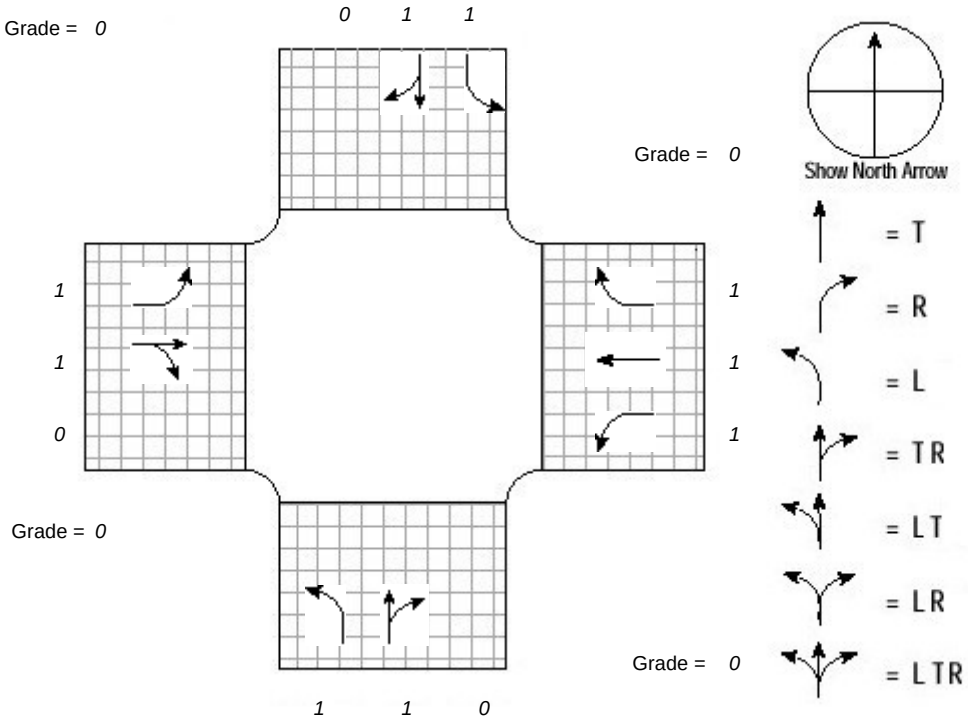
	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	TR	
Adjusted Flow Rate	55	183		51	191		33	805		95	945	
Lane Group Capacity	199	342		206	341		261	943		302	943	
v/c Ratio	0.28	0.54		0.25	0.56		0.13	0.85		0.31	1.00	
Green Ratio	0.20	0.20		0.20	0.20		0.67	0.54		0.67	0.54	
Uniform Delay d_1	25.9	27.4		25.7	27.5		14.3	14.9		10.5	17.5	
Delay Factor k	0.11	0.14		0.11	0.16		0.11	0.50		0.11	0.50	
Incremental Delay d_2	0.8	1.7		0.6	2.1		0.2	9.7		0.6	29.8	
PF Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	

Control Delay	*26.7*	*29.0*		*26.4*	*29.6*		*14.5*	*24.6*		*11.1*	*47.3*	
Lane Group LOS	*C*	*C*		*C*	*C*		*B*	*C*		*B*	*D*	
Approach Delay	*28.5*			*28.9*			*24.2*			*44.0*		
Approach LOS	*C*			*C*			*C*			*D*		
Intersection Delay	*33.9*			Intersection LOS						*C*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 200 Street/SW 177 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/16/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future With Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*83*	*110*	*26*	*89*	*126*	*168*	*69*	*728*	*106*	*156*	*804*	*48*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*8*	*2*	*2*	*8*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*P*	*P*	*A*	*P*	*P*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*	*3*	*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*	*0*	*0*	*0*		*0*	*0*	

Pedestrian Timing		3.2		3.2		3.2		3.2
	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = *16.0*	G =	G =	G =	G = *7.0*	G = *43.0*	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *3*	Y = *5*	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *79.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*83*	*110*	*26*	*89*	*126*	*168*	*69*	*728*	*106*	*156*	*804*	*48*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Adjusted Flow Rate	*87*	*116*	*27*	*94*	*133*	*177*	*73*	*766*	*112*	*164*	*846*	*51*
Lane Group	*L*	*TR*		*L*	*T*	*R*	*L*	*TR*		*L*	*TR*	
Adjusted Flow Rate	*87*	*143*		*94*	*133*	*177*	*73*	*878*		*164*	*897*	
Proportion of LT or RT	*0.000*	--	*0.189*	*0.000*	--	*0.000*	*0.000*	--	*0.128*	*0.000*	--	*0.057*

Saturation Flow Rate

Base Satflow	*1900*	*1900*		*1900*	*1900*	*1900*	*1900*	*1900*		*1900*	*1900*	
Number of Lanes	*1*	*1*	*0*	*1*	*1*	*1*	*1*	*1*	*0*	*1*	*1*	*0*
f_W	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_{HV}	*0.980*	*0.980*		*0.980*	*0.980*	*0.980*	*0.980*	*0.933*		*0.980*	*0.929*	
f_g	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_p	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_{bb}	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_a	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_{LU}	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
f_{LT}	*0.671*	*1.000*	--	*0.648*	*1.000*	--	*0.950*	*1.000*	--	*0.950*	*1.000*	--
Secondary f_{LT}			--			--	*0.087*		--	*0.087*		--

f_{RT}	--	0.972		--	1.000	0.850	--	0.981		--	0.991	
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000	1.000	--	1.000		--	1.000	
Adjusted Satflow	1250	1810		1206	1863	1583	1770	1738		1770	1750	
Secondary Adjusted Satflow			--			--	162		--	162		--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Adjusted Flow Rate	87	143		94	133	177	73	878		164	897	
Satflow Rate	1250	1810		1206	1863	1583	1770	1738		1770	1750	
Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Green Ratio	0.20	0.20		0.20	0.20	0.20	0.67	0.54		0.67	0.54	
Lane Group Capacity	253	367		244	377	321	251	946		251	953	
v/c Ratio	0.34	0.39		0.39	0.35	0.55	0.29	0.93		0.65	0.94	
Flow Ratio	0.07	0.08		0.08	0.07	0.11	0.04	0.51		0.09	0.51	
Critical Lane Group	N	N		N	N	Y	N	N		Y	Y	
Sum Flow Ratios	0.71											
Lost Time/Cycle	15.00											
Critical v/c Ratio	0.88											

Lane Group Capacity, Control Delay, and LOS Determination

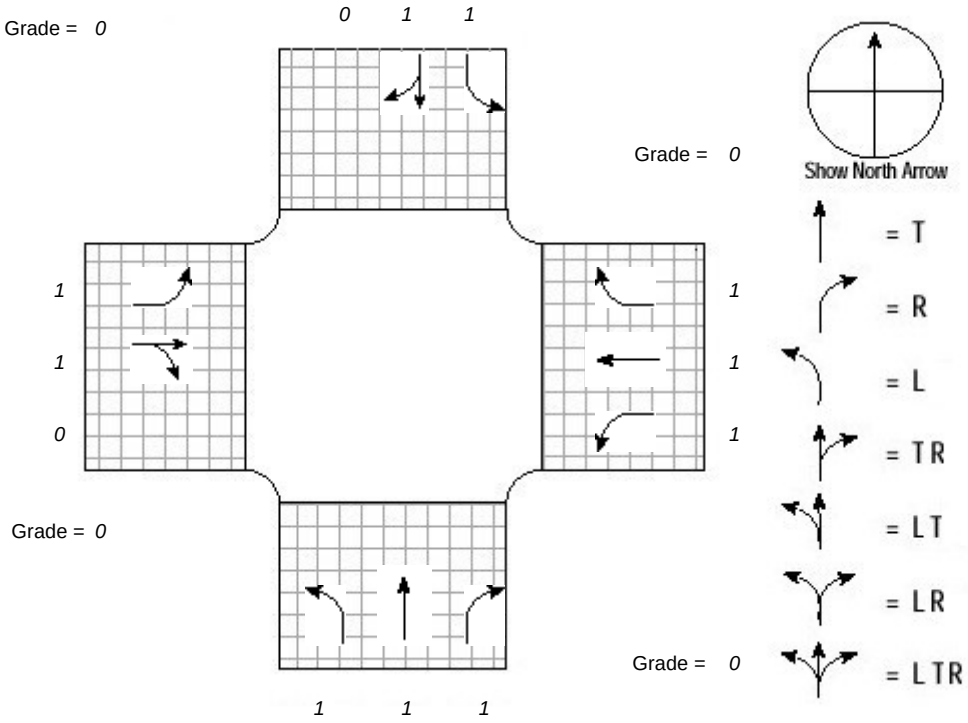
	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	TR		L	TR	
Adjusted Flow Rate	87	143		94	133	177	73	878		164	897	
Lane Group Capacity	253	367		244	377	321	251	946		251	953	
v/c Ratio	0.34	0.39		0.39	0.35	0.55	0.29	0.93		0.65	0.94	
Green Ratio	0.20	0.20		0.20	0.20	0.20	0.67	0.54		0.67	0.54	
Uniform Delay d_1	27.0	27.3		27.2	27.1	28.3	13.5	16.6		14.9	16.8	
Delay Factor k	0.11	0.11		0.11	0.11	0.15	0.11	0.50		0.23	0.50	
Incremental Delay d_2	0.8	0.7		1.0	0.6	2.0	0.6	16.3		6.0	18.0	
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	

Control Delay	*27.8*	*28.0*		*28.3*	*27.6*	*30.3*	*14.1*	*32.9*		*20.9*	*34.8*	
Lane Group LOS	*C*	*C*		*C*	*C*	*C*	*B*	*C*		*C*	*C*	
Approach Delay	*27.9*			*29.0*			*31.5*			*32.7*		
Approach LOS	*C*			*C*			*C*			*C*		
Intersection Delay	*31.3*			Intersection LOS						*C*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 184 Street/Krome Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/16/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future with Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*67*	*33*	*8*	*230*	*27*	*145*	*3*	*795*	*218*	*203*	*890*	*28*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*8*	*2*	*2*	*8*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*P*	*P*	*A*	*P*	*P*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	

Pedestrian Timing		3.2		3.2		3.2		3.2
	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = *21.0*	G =	G =	G =	G = *7.0*	G = *53.0*	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *3*	Y = *5*	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *94.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*67*	*33*	*8*	*230*	*27*	*145*	*3*	*795*	*218*	*203*	*890*	*28*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Adjusted Flow Rate	*71*	*35*	*8*	*242*	*28*	*153*	*3*	*837*	*229*	*214*	*937*	*29*
Lane Group	*L*	*TR*		*L*	*T*	*R*	*L*	*T*	*R*	*L*	*TR*	
Adjusted Flow Rate	*71*	*43*		*242*	*28*	*153*	*3*	*837*	*229*	*214*	*966*	
Proportion of LT or RT	*0.000*	--	*0.186*	*0.000*	--	*0.000*	*0.000*	--	*0.000*	*0.000*	--	*0.030*

Saturation Flow Rate

Base Satflow	*1900*	*1900*		*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	
Number of Lanes	*1*	*1*	*0*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*0*
f_W	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{HV}	*0.980*	*0.980*		*0.980*	*0.980*	*0.980*	*0.980*	*0.926*	*0.980*	*0.980*	*0.927*	
f_g	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_p	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{bb}	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_a	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{LU}	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{LT}	*0.739*	*1.000*	--	*0.729*	*1.000*	--	*0.950*	*1.000*	--	*0.950*	*1.000*	--
Secondary f_{LT}			--			--	*0.071*		--	*0.128*		--

f_{RT}	--	0.972		--	1.000	0.850	--	1.000	0.850	--	0.995	
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000	1.000	--	1.000	1.000	--	1.000	
Adjusted Satflow	1377	1811		1358	1863	1583	1770	1759	1583	1770	1754	
Secondary Adjusted Satflow			--			--	133		--	238		--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Adjusted Flow Rate	71	43		242	28	153	3	837	229	214	966	
Satflow Rate	1377	1811		1358	1863	1583	1770	1759	1583	1770	1754	
Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Green Ratio	0.22	0.22		0.22	0.22	0.22	0.67	0.56	0.56	0.67	0.56	
Lane Group Capacity	308	405		303	416	354	211	992	893	274	989	
v/c Ratio	0.23	0.11		0.80	0.07	0.43	0.01	0.84	0.26	0.78	0.98	
Flow Ratio	0.05	0.02		0.18	0.02	0.10	0.00	0.48	0.14	0.07	0.55	
Critical Lane Group	N	N		Y	N	N	N	N	N	Y	Y	
Sum Flow Ratios	0.80											
Lost Time/Cycle	15.00											
Critical v/c Ratio	0.96											

Lane Group Capacity, Control Delay, and LOS Determination

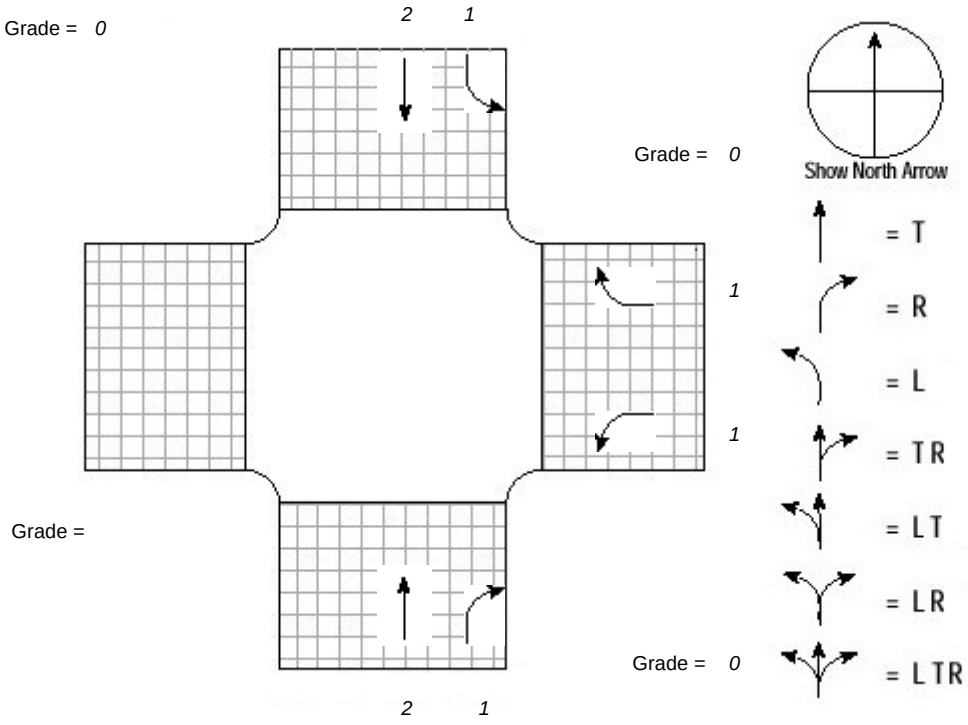
	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Adjusted Flow Rate	71	43		242	28	153	3	837	229	214	966	
Lane Group Capacity	308	405		303	416	354	211	992	893	274	989	
v/c Ratio	0.23	0.11		0.80	0.07	0.43	0.01	0.84	0.26	0.78	0.98	
Green Ratio	0.22	0.22		0.22	0.22	0.22	0.67	0.56	0.56	0.67	0.56	
Uniform Delay d_1	29.9	29.0		34.5	28.8	31.4	17.2	17.1	10.5	15.9	19.9	
Delay Factor k	0.11	0.11		0.34	0.11	0.11	0.11	0.50	0.50	0.33	0.50	
Incremental Delay d_2	0.4	0.1		14.0	0.1	0.8	0.0	8.7	0.7	13.6	23.5	
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	

Control Delay	*30.3*	*29.2*		*48.5*	*28.8*	*32.2*	*17.2*	*25.8*	*11.1*	*29.4*	*43.4*	
Lane Group LOS	*C*	*C*		*D*	*C*	*C*	*B*	*C*	*B*	*C*	*D*	
Approach Delay	*29.8*			*41.3*			*22.6*			*40.9*		
Approach LOS	*C*			*D*			*C*			*D*		
Intersection Delay	*33.5*			Intersection LOS						*C*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 152 Street/SW 177 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/20/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future with Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)				*85*		*85*		*894*	*114*	*129*	*1036*	
% Heavy Veh				*2*		*2*		*8*	*2*	*2*	*8*	
PHF				*0.95*		*0.95*		*0.95*	*0.95*	*0.95*	*0.95*	
Actuated (P/A)				*A*		*A*		*P*	*P*	*P*	*P*	
Startup Lost Time				*2.0*		*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green				*2.0*		*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type				*3*		*3*		*3*	*3*	*3*	*3*	
Unit Extension				*3.0*		*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	
Ped/Bike/RTOR Volume				*0*	*0*	*0*	*0*	*0*	*100*	*0*	*0*	
Lane Width				*12.0*		*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	
Parking (Y or N)				*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour				*0*		*0*		*0*	*0*	*0*	*0*	

Pedestrian Timing			3.2		3.2		3.2	
	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = *15.0*	G =	G =	G =	G = *10.0*	G = *46.0*	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *4*	Y = *5*	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *85.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume				*85*		*85*		*894*	*114*	*129*	*1036*	
PHF				*0.95*		*0.95*		*0.95*	*0.95*	*0.95*	*0.95*	
Adjusted Flow Rate				*89*		*89*		*941*	*15*	*136*	*1091*	
Lane Group				*L*		*R*		*T*	*R*	*L*	*T*	
Adjusted Flow Rate				*89*		*89*		*941*	*15*	*136*	*1091*	
Proportion of LT or RT		--			--		*0.000*	--	*0.000*	*0.000*	--	*0.000*

Saturation Flow Rate

Base Satflow				*1900*		*1900*		*1900*	*1900*	*1900*	*1900*	
Number of Lanes				*1*		*1*		*2*	*1*	*1*	*2*	
f_W				*1.000*		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	
f_{HV}				*0.980*		*0.980*		*0.926*	*0.980*	*0.980*	*0.926*	
f_g				*1.000*		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	
f_p				*1.000*		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	
f_{bb}				*1.000*		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	
f_a				*1.000*		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	
f_{LU}				*1.000*		*1.000*		*0.952*	*1.000*	*1.000*	*0.952*	
f_{LT}			--	*0.950*		--		*1.000*	--	*0.950*	*1.000*	--
Secondary f_{LT}			--			--			--	*0.215*		--

f_{RT}	--			--		0.850	--	1.000	0.850	--	1.000	
f_{Lpb}			--	1.000		--		1.000	--	1.000	1.000	--
f_{Rpb}	--			--		1.000	--	1.000	1.000	--	1.000	
Adjusted Satflow				1770		1583		3350	1583	1770	3350	
Secondary Adjusted Satflow			--			--			--	400		--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group				L		R		T	R	L	T	
Adjusted Flow Rate				89		89		941	15	136	1091	
Satflow Rate				1770		1583		3350	1583	1770	3350	
Lost Time				2.0		2.0		2.0	2.0	2.0	2.0	
Green Ratio				0.18		0.18		0.54	0.54	0.71	0.71	
Lane Group Capacity				312		279		1813	857	443	2365	
v/c Ratio				0.29		0.32		0.52	0.02	0.31	0.46	
Flow Ratio				0.05		0.06		0.28	0.01	0.08	0.33	
Critical Lane Group				N		Y		Y	N	Y	N	
Sum Flow Ratios	0.41											
Lost Time/Cycle	15.00											
Critical v/c Ratio	0.50											

Lane Group Capacity, Control Delay, and LOS Determination

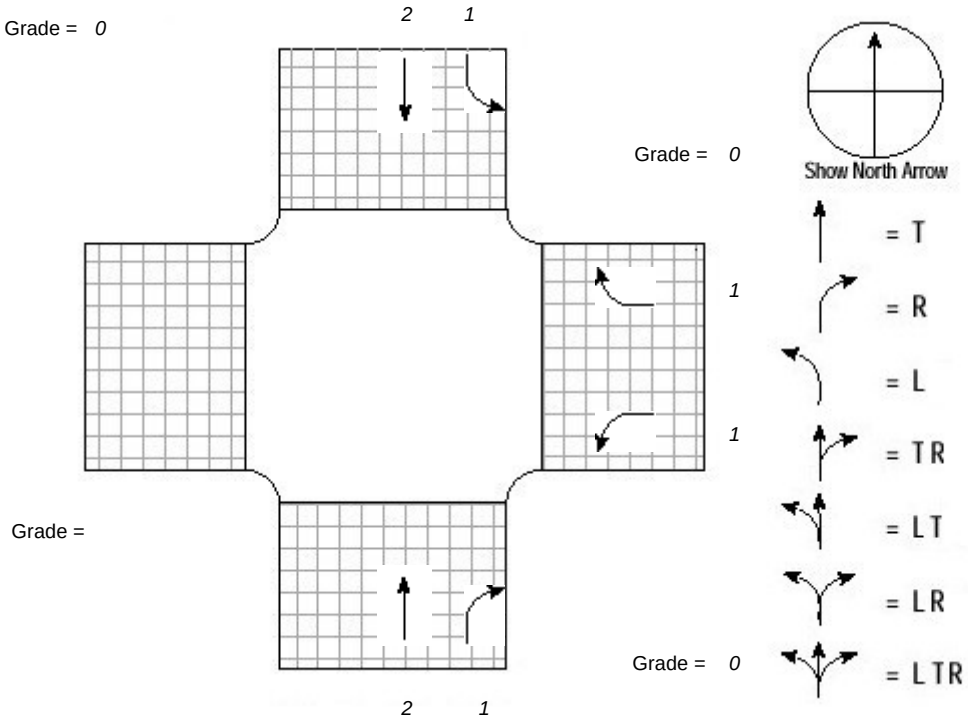
	EB			WB			NB			SB		
Lane Group				L		R		T	R	L	T	
Adjusted Flow Rate				89		89		941	15	136	1091	
Lane Group Capacity				312		279		1813	857	443	2365	
v/c Ratio				0.29		0.32		0.52	0.02	0.31	0.46	
Green Ratio				0.18		0.18		0.54	0.54	0.71	0.71	
Uniform Delay d_1				30.4		30.5		12.4	9.0	5.7	5.5	
Delay Factor k				0.11		0.11		0.50	0.50	0.50	0.50	
				0.5		0.7		1.1	0.0	1.8	0.7	

Incremental Delay d_2												
PF Factor				*1.000*		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	
Control Delay				*30.9*		*31.2*		*13.5*	*9.1*	*7.5*	*6.1*	
Lane Group LOS				*C*		*C*		*B*	*A*	*A*	*A*	
Approach Delay				*31.0*			*13.4*			*6.3*		
Approach LOS				*C*			*B*			*A*		
Intersection Delay	*11.0*			Intersection LOS						*B*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 136 Street/SW 177 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/20/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future with Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)				*0*		*170*		*979*	*0*	*243*	*1165*	
% Heavy Veh				*2*		*2*		*8*	*2*	*2*	*8*	
PHF				*0.95*		*0.95*		*0.95*	*0.95*	*0.95*	*0.95*	
Actuated (P/A)				*A*		*A*		*P*	*P*	*P*	*P*	
Startup Lost Time				*2.0*		*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green				*2.0*		*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type				*3*		*3*		*3*	*3*	*3*	*3*	
Unit Extension				*3.0*		*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	
Ped/Bike/RTOR Volume				*0*	*0*	*0*	*0*	*0*	*100*	*0*	*0*	
Lane Width				*12.0*		*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	
Parking (Y or N)				*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour				*0*		*0*		*0*	*0*	*0*	*0*	

Pedestrian Timing			3.2		3.2		3.2

	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = *20.0*	G =	G =	G =	G = *10.0*	G = *41.0*	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *4*	Y = *5*	Y =	Y =

Duration of Analysis (hrs) = *0.25*		Cycle Length C = *85.0*

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume				*0*		*170*		*979*	*0*	*243*	*1165*	
PHF				*0.95*		*0.95*		*0.95*	*0.95*	*0.95*	*0.95*	
Adjusted Flow Rate				*0*		*179*		*1031*	*0*	*256*	*1226*	
Lane Group				*L*		*R*		*T*	*R*	*L*	*T*	
Adjusted Flow Rate				*0*		*179*		*1031*	*0*	*256*	*1226*	
Proportion of LT or RT		--			--		*0.000*	--	*0.000*	*0.000*	--	*0.000*

Saturation Flow Rate

Base Satflow				*1900*		*1900*		*1900*	*1900*	*1900*	*1900*	
Number of Lanes				*1*		*1*		*2*	*1*	*1*	*2*	
f_W				*1.000*		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	
f_{HV}				*0.980*		*0.980*		*0.926*	*0.980*	*0.980*	*0.926*	
f_g				*1.000*		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	
f_p				*1.000*		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	
f_{bb}				*1.000*		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	
f_a				*1.000*		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	
f_{LU}				*1.000*		*1.000*		*0.952*	*1.000*	*1.000*	*0.952*	
f_{LT}			--	*0.950*		--		*1.000*	--	*0.950*	*1.000*	--
Secondary f_{LT}			--			--			--	*0.161*		--

f_{RT}	--			--		0.850	--	1.000	0.850	--	1.000	
f_{Lpb}			--	1.000		--		1.000	--	1.000	1.000	--
f_{Rpb}	--			--		1.000	--	1.000	1.000	--	1.000	
Adjusted Satflow				1770		1583		3350	1583	1770	3350	
Secondary Adjusted Satflow			--			--			--	301		--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group				L		R		T	R	L	T	
Adjusted Flow Rate				0		179		1031	0	256	1226	
Satflow Rate				1770		1583		3350	1583	1770	3350	
Lost Time				2.0		2.0		2.0	2.0	2.0	2.0	
Green Ratio				0.24		0.24		0.48	0.48	0.65	0.65	
Lane Group Capacity				416		372		1616	764	367	2168	
v/c Ratio				0.00		0.48		0.64	0.00	0.70	0.57	
Flow Ratio				0.00		0.11		0.31	0.00	0.12	0.37	
Critical Lane Group				N		Y		Y	N	Y	N	
Sum Flow Ratios	0.54											
Lost Time/Cycle	15.00											
Critical v/c Ratio	0.65											

Lane Group Capacity, Control Delay, and LOS Determination

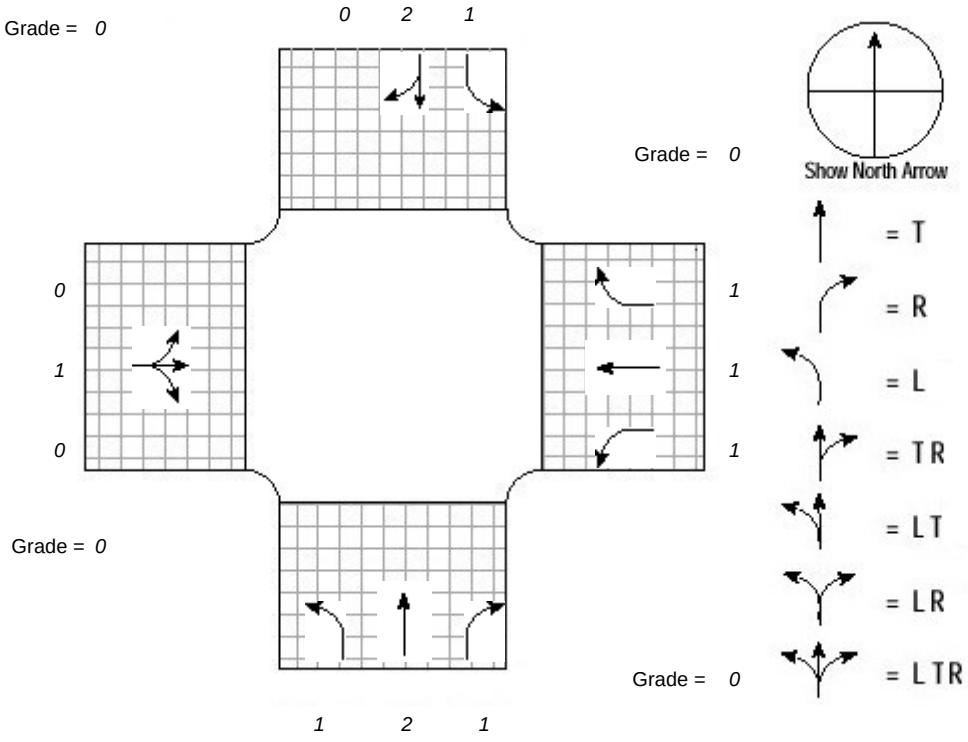
	EB			WB			NB			SB		
Lane Group				L		R		T	R	L	T	
Adjusted Flow Rate				0		179		1031	0	256	1226	
Lane Group Capacity				416		372		1616	764	367	2168	
v/c Ratio				0.00		0.48		0.64	0.00	0.70	0.57	
Green Ratio				0.24		0.24		0.48	0.48	0.65	0.65	
Uniform Delay d_1				24.9		28.0		16.5	11.4	10.3	8.3	
Delay Factor k				0.11		0.11		0.50	0.50	0.50	0.50	
				0.0		1.0		1.9	0.0	10.5	1.1	

Incremental Delay d_2												
PF Factor				*1.000*		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	
Control Delay				*24.9*		*29.0*		*18.4*	*11.4*	*20.8*	*9.4*	
Lane Group LOS				*C*		*C*		*B*	*B*	*C*	*A*	
Approach Delay				*29.0*			*18.4*			*11.4*		
Approach LOS				*C*			*B*			*B*		
Intersection Delay	*15.2*			Intersection LOS						*B*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 88 Street/SW 177 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/16/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future with Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*12*	*13*	*5*	*458*	*3*	*237*	*3*	*649*	*522*	*436*	*865*	*13*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*8*	*2*	*2*	*8*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time		*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green		*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type		*3*		*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	
Unit Extension		*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*100*	*0*	*0*	*0*
Lane Width		*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour		*0*		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	

Pedestrian Timing	3.2	3.2	3.2	3.2

	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08
Timing	G = *15.0*	G = *20.0*	G =	G =	G = *20.0*	G = *38.0*	G =	G =
	Y = *4*	Y = *5*	Y =	Y =	Y = *3*	Y = *5*	Y =	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *110.0*

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*12*	*13*	*5*	*458*	*3*	*237*	*3*	*649*	*522*	*436*	*865*	*13*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Adjusted Flow Rate	*13*	*14*	*5*	*482*	*3*	*249*	*3*	*683*	*444*	*459*	*911*	*14*
Lane Group		*LTR*		*L*	*T*	*R*	*L*	*T*	*R*	*L*	*TR*	
Adjusted Flow Rate		*32*		*482*	*3*	*249*	*3*	*683*	*444*	*459*	*925*	
Proportion of LT or RT	*0.406*	--	*0.156*	*0.000*	--	*0.000*	*0.000*	--	*0.000*	*0.000*	--	*0.015*

Saturation Flow Rate

Base Satflow		*1900*		*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	
Number of Lanes	*0*	*1*	*0*	*1*	*1*	*1*	*1*	*2*	*1*	*1*	*2*	*0*
f_W		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{HV}		*0.980*		*0.980*	*0.980*	*0.980*	*0.980*	*0.926*	*0.980*	*0.980*	*0.927*	
f_g		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_p		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{bb}		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_a		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{LU}		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*0.952*	*1.000*	*1.000*	*0.952*	
f_{LT}		*0.918*	--	*0.950*	*1.000*	--	*0.309*	*1.000*	--	*0.950*	*1.000*	--
Secondary f_{LT}			--	*0.720*	*1.000*	--			--	*0.221*		--

f_{RT}	--	0.979		--	1.000	0.850	--	1.000	0.850	--	0.998	
f_{Lpb}		1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000	1.000	--	1.000	1.000	--	1.000	
Adjusted Satflow		1674		1770	1863	1583	576	3350	1583	1770	3345	
Secondary Adjusted Satflow			--	1340	1863	--			--	412		--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group		LTR		L	T	R	L	T	R	L	TR	
Adjusted Flow Rate		32		482	3	249	3	683	444	459	925	
Satflow Rate		1674		1770	1863	1583	576	3350	1583	1770	3345	
Lost Time		2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Green Ratio		0.18		0.35	0.35	0.35	0.35	0.35	0.35	0.55	0.55	
Lane Group Capacity		304		533	661	561	199	1157	547	476	1855	
v/c Ratio		0.11		0.90	0.00	0.44	0.02	0.59	0.81	0.96	0.50	
Flow Ratio		0.02		0.14	0.00	0.16	0.01	0.20	0.28	0.18	0.28	
Critical Lane Group		N		Y	N	N	N	N	N	Y	N	
Sum Flow Ratios	0.83											
Lost Time/Cycle	10.00											
Critical v/c Ratio	0.91											

Lane Group Capacity, Control Delay, and LOS Determination

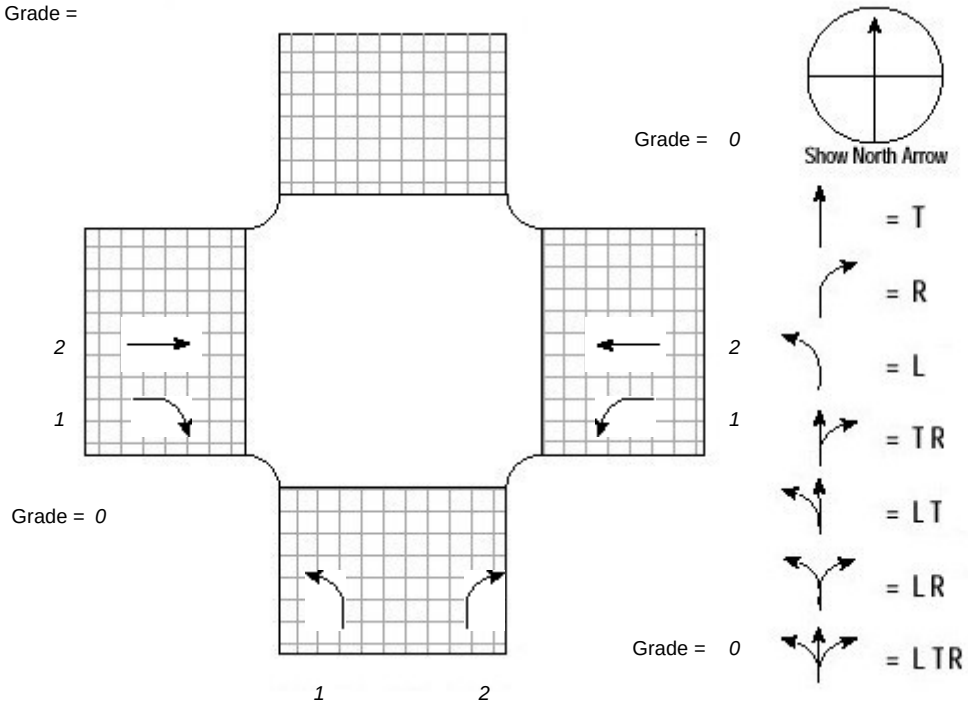
	EB			WB			NB			SB		
Lane Group		LTR		L	T	R	L	T	R	L	TR	
Adjusted Flow Rate		32		482	3	249	3	683	444	459	925	
Lane Group Capacity		304		533	661	561	199	1157	547	476	1855	
v/c Ratio		0.11		0.90	0.00	0.44	0.02	0.59	0.81	0.96	0.50	
Green Ratio		0.18		0.35	0.35	0.35	0.35	0.35	0.35	0.55	0.55	
Uniform Delay d_1		37.5		34.3	23.0	27.2	23.7	29.6	32.7	21.1	15.1	
Delay Factor k		0.11		0.43	0.11	0.11	0.11	0.18	0.35	0.47	0.11	
Incremental Delay d_2		0.2		18.9	0.0	0.6	0.0	0.8	9.1	32.1	0.2	

PF Factor		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Control Delay		*37.7*		*53.1*	*23.0*	*27.8*	*23.7*	*30.4*	*41.8*	*53.2*	*15.3*	
Lane Group LOS		*D*		*D*	*C*	*C*	*C*	*C*	*D*	*D*	*B*	
Approach Delay	*37.7*			*44.4*			*34.9*			*27.9*		
Approach LOS	*D*			*D*			*C*			*C*		
Intersection Delay	*34.1*			Intersection LOS						*C*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 136 Street/SW 157 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/20/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future with Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)		*490*	*57*	*503*	*559*		*222*		*219*			
% Heavy Veh		*2*	*2*	*2*	*2*		*2*		*2*			
PHF		*0.95*	*0.95*	*0.95*	*0.95*		*0.95*		*0.95*			
Actuated (P/A)		*P*	*P*	*A*	*P*		*A*		*A*			
Startup Lost Time		*2.0*	*2.0*	*2.0*	*2.0*		*2.0*		*2.0*			
Extension of Effective Green		*2.0*	*2.0*	*2.0*	*2.0*		*2.0*		*2.0*			
Arrival Type		*3*	*3*	*3*	*3*		*3*		*3*			
Unit Extension		*3.0*	*3.0*	*3.0*	*3.0*		*3.0*		*3.0*			
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*			
Lane Width		*12.0*	*12.0*	*12.0*	*12.0*		*12.0*		*12.0*			
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*			
Parking/Hour												
Bus Stops/Hour		*0*	*0*	*0*	*0*		*0*		*0*			

Pedestrian Timing		3.2		3.2		3.2		
	WB Only	EW Perm	03	04	NB Only	06	07	08
Timing	G = *15.0*	G = *36.0*	G =	G =	G = *20.0*	G =	G =	G =
	Y = *4*	Y = *5*	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*					Cycle Length C = *85.0*			

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume		*490*	*57*	*503*	*559*		*222*		*219*			
PHF		*0.95*	*0.95*	*0.95*	*0.95*		*0.95*		*0.95*			
Adjusted Flow Rate		*516*	*60*	*529*	*588*		*234*		*231*			
Lane Group		*T*	*R*	*L*	*T*		*L*		*R*			
Adjusted Flow Rate		*516*	*60*	*529*	*588*		*234*		*231*			
Proportion of LT or RT	*0.000*	--	*0.000*	*0.000*	--	*0.000*		--			--	

Saturation Flow Rate

Base Satflow		*1900*	*1900*	*1900*	*1900*		*1900*		*1900*			
Number of Lanes		*2*	*1*	*1*	*2*		*1*		*2*			
f_W		*1.000*	*1.000*	*1.000*	*1.000*		*1.000*		*1.000*			
f_{HV}		*0.980*	*0.980*	*0.980*	*0.980*		*0.980*		*0.980*			
f_g		*1.000*	*1.000*	*1.000*	*1.000*		*1.000*		*1.000*			
f_p		*1.000*	*1.000*	*1.000*	*1.000*		*1.000*		*1.000*			
f_{bb}		*1.000*	*1.000*	*1.000*	*1.000*		*1.000*		*1.000*			
f_a		*1.000*	*1.000*	*1.000*	*1.000*		*1.000*		*1.000*			
f_{LU}		*0.952*	*1.000*	*1.000*	*0.952*		*1.000*		*0.885*			
f_{LT}		*1.000*	--	*0.950*	*1.000*	--	*0.950*		--			--
Secondary f_{LT}			--	*0.362*		--			--			--

f_{RT}	--	1.000	0.850	--	1.000		--		0.850	--		
f_{Lpb}		1.000	--	1.000	1.000	--	1.000		--			--
f_{Rpb}	--	1.000	1.000	--	1.000		--		1.000	--		
Adjusted Satflow		3547	1583	1770	3547		1770		2803			
Secondary Adjusted Satflow			--	674		--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group		T	R	L	T		L		R			
Adjusted Flow Rate		516	60	529	588		234		231			
Satflow Rate		3547	1583	1770	3547		1770		2803			
Lost Time		2.0	2.0	2.0	2.0		2.0		2.0			
Green Ratio		0.42	0.42	0.65	0.42		0.24		0.24			
Lane Group Capacity		1502	670	629	1502		416		660			
v/c Ratio		0.34	0.09	0.84	0.39		0.56		0.35			
Flow Ratio		0.15	0.04	0.18	0.17		0.13		0.08			
Critical Lane Group		N	N	Y	N		Y		N			
Sum Flow Ratios	0.63											
Lost Time/Cycle	10.00											
Critical v/c Ratio	0.71											

Lane Group Capacity, Control Delay, and LOS Determination

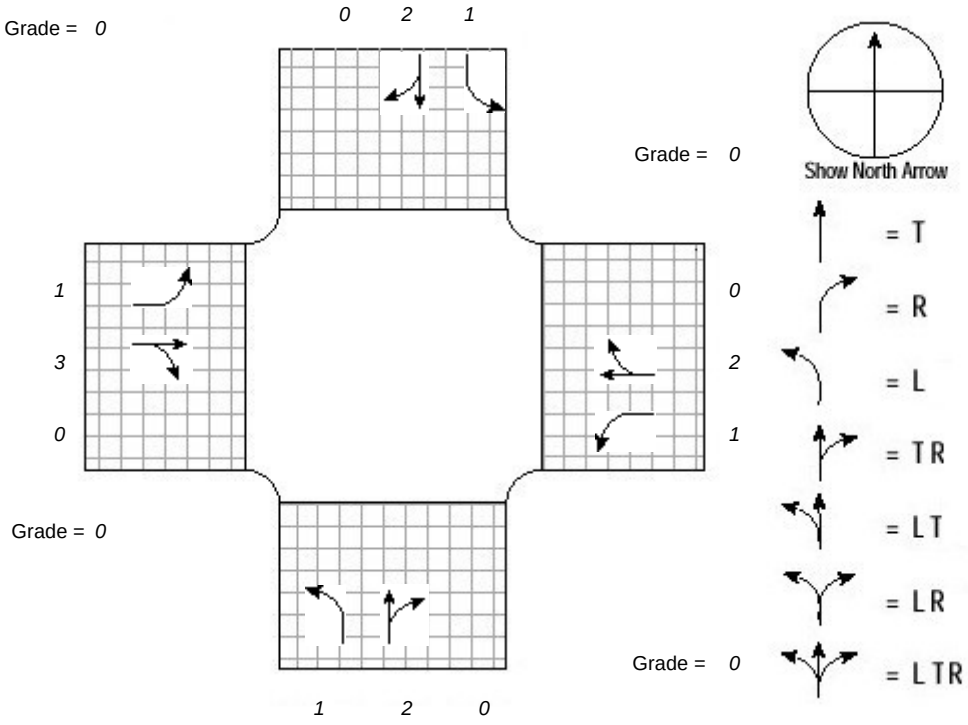
	EB			WB			NB			SB		
Lane Group		T	R	L	T		L		R			
Adjusted Flow Rate		516	60	529	588		234		231			
Lane Group Capacity		1502	670	629	1502		416		660			
v/c Ratio		0.34	0.09	0.84	0.39		0.56		0.35			
Green Ratio		0.42	0.42	0.65	0.42		0.24		0.24			
Uniform Delay d_1		16.5	14.7	8.7	16.9		28.6		27.1			
Delay Factor k		0.50	0.50	0.38	0.50		0.16		0.11			
Incremental Delay d_2		0.6	0.3	10.0	0.8		1.8		0.3			

PF Factor		*1.000*	*1.000*	*1.000*	*1.000*		*1.000*		*1.000*			
Control Delay		*17.2*	*14.9*	*18.7*	*17.7*		*30.4*		*27.4*			
Lane Group LOS		*B*	*B*	*B*	*B*		*C*		*C*			
Approach Delay	*16.9*			*18.2*			*28.9*					
Approach LOS	*B*			*B*			*C*					
Intersection Delay	*20.2*			Intersection LOS						*C*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 152 Street/SW 157 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/20/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future with Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*199*	*837*	*267*	*76*	*970*	*183*	*422*	*99*	*93*	*242*	*207*	*230*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*A*	*P*	*P*	*A*	*P*	*P*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*		*0*	*0*	

Pedestrian Timing		3.2		3.2		3.2		3.2
	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = *10.0*	G = *39.0*	G =	G =	G = *21.0*	G = *22.0*	G =	G =
	Y = *4*	Y = *5*	Y =	Y =	Y = *4*	Y = *5*	Y =	Y =
Duration of Analysis (hrs) = *0.25*					Cycle Length C = *110.0*			

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*199*	*837*	*267*	*76*	*970*	*183*	*422*	*99*	*93*	*242*	*207*	*230*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Adjusted Flow Rate	*209*	*881*	*281*	*80*	*1021*	*193*	*444*	*104*	*98*	*255*	*218*	*242*
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*TR*		*L*	*TR*	
Adjusted Flow Rate	*209*	*1162*		*80*	*1214*		*444*	*202*		*255*	*460*	
Proportion of LT or RT	*0.000*	*--*	*0.242*	*0.000*	*--*	*0.159*	*0.000*	*--*	*0.485*	*0.000*	*--*	*0.526*

Saturation Flow Rate

Base Satflow	*1900*	*1900*		*1900*	*1900*		*1900*	*1900*		*1900*	*1900*	
Number of Lanes	*1*	*3*	*0*	*1*	*2*	*0*	*1*	*2*	*0*	*1*	*2*	*0*
f_W	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{HV}	*0.980*	*0.980*		*0.980*	*0.980*		*0.980*	*0.980*		*0.980*	*0.980*	
f_g	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_p	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{bb}	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_a	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{LU}	*1.000*	*0.908*		*1.000*	*0.952*		*1.000*	*0.952*		*1.000*	*0.952*	
f_{LT}	*0.950*	*1.000*	*--*	*0.950*	*1.000*	*--*	*0.950*	*1.000*	*--*	*0.950*	*1.000*	*--*
Secondary f_{LT}	*0.093*	*0.093*	*--*	*0.113*		*--*	*0.232*		*--*	*0.493*		*--*

f_{RT}	--	0.964		--	0.976		--	0.927		--	0.921	
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000		--	1.000		--	1.000	
Adjusted Satflow	1770	4890		1770	3462		1770	3289		1770	3267	
Secondary Adjusted Satflow	173	455	--	210		--	432		--	918		--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	TR	
Adjusted Flow Rate	209	1162		80	1214		444	202		255	460	
Satflow Rate	1770	4890		1770	3462		1770	3289		1770	3267	
Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Green Ratio	0.48	0.35		0.48	0.35		0.43	0.20		0.43	0.20	
Lane Group Capacity	229	1734		243	1227		440	658		555	653	
v/c Ratio	0.91	0.67		0.33	0.99		1.01	0.31		0.46	0.70	
Flow Ratio	0.09	0.24		0.05	0.35		0.19	0.06		0.14	0.14	
Critical Lane Group	Y	N		N	Y		Y	N		N	N	
Sum Flow Ratios	0.88											
Lost Time/Cycle	15.00											
Critical v/c Ratio	1.02											

Lane Group Capacity, Control Delay, and LOS Determination

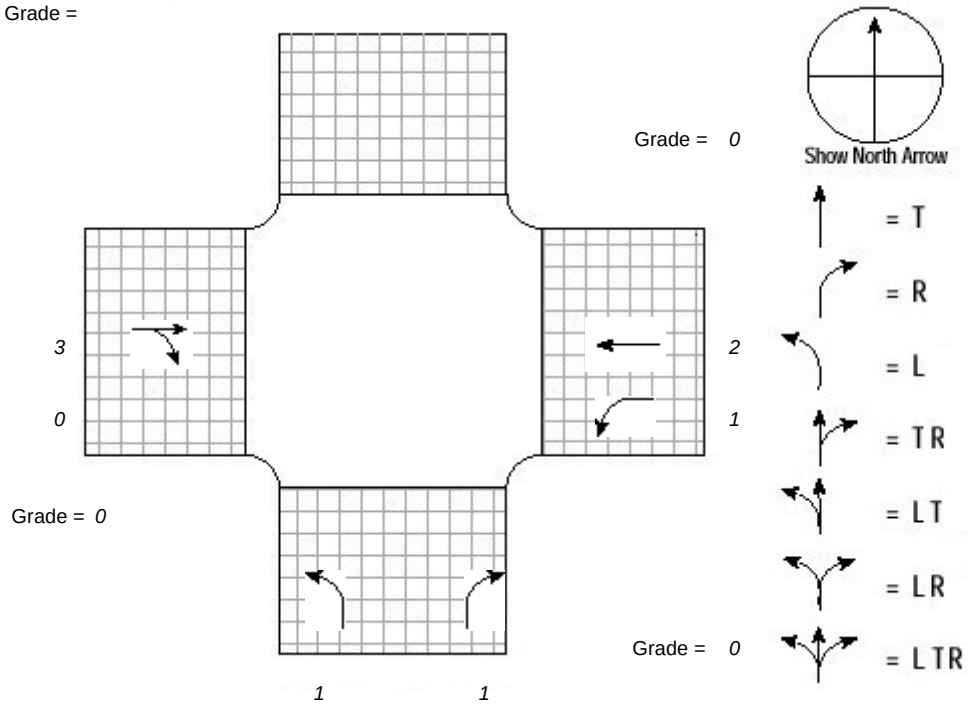
	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	TR	
Adjusted Flow Rate	209	1162		80	1214		444	202		255	460	
Lane Group Capacity	229	1734		243	1227		440	658		555	653	
v/c Ratio	0.91	0.67		0.33	0.99		1.01	0.31		0.46	0.70	
Green Ratio	0.48	0.35		0.48	0.35		0.43	0.20		0.43	0.20	
Uniform Delay d_1	28.9	30.1		18.2	35.3		26.0	37.5		21.3	41.0	
Delay Factor k	0.43	0.50		0.11	0.50		0.50	0.11		0.11	0.27	
	36.7	2.1		0.8	23.3		45.2	0.3		0.6	3.5	

Incremental Delay d_2												
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay	*65.6*	*32.1*		*19.0*	*58.6*		*71.2*	*37.8*		*21.9*	*44.4*	
Lane Group LOS	*E*	*C*		*B*	*E*		*E*	*D*		*C*	*D*	
Approach Delay	*37.2*			*56.1*			*60.7*			*36.4*		
Approach LOS	*D*			*E*			*E*			*D*		
Intersection Delay	*46.9*			Intersection LOS						*D*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 152 Street/SW 147 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/20/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future with Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)		*1289*	*52*	*476*	*1646*		*42*		*345*			
% Heavy Veh		*2*	*2*	*2*	*2*		*2*		*2*			
PHF		*0.95*	*0.95*	*0.95*	*0.95*		*0.95*		*0.95*			
Actuated (P/A)		*P*	*P*	*A*	*P*		*A*		*A*			
Startup Lost Time		*2.0*		*2.0*	*2.0*		*2.0*		*2.0*			
Extension of Effective Green		*2.0*		*2.0*	*2.0*		*2.0*		*2.0*			
Arrival Type		*3*		*3*	*3*		*3*		*3*			
Unit Extension		*3.0*		*3.0*	*3.0*		*3.0*		*3.0*			
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*100*			
Lane Width		*12.0*		*12.0*	*12.0*		*12.0*		*12.0*			
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*			
Parking/Hour												
Bus Stops/Hour		*0*		*0*	*0*		*0*		*0*			

Pedestrian Timing		3.2		3.2		3.2		
	WB Only	EW Perm	03	04	NB Only	06	07	08
Timing	G = *15.0*	G = *39.0*	G =	G =	G = *18.0*	G =	G =	G =
	Y = *3*	Y = *5*	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*					Cycle Length C = *85.0*			

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume		*1289*	*52*	*476*	*1646*		*42*		*345*			
PHF		*0.95*	*0.95*	*0.95*	*0.95*		*0.95*		*0.95*			
Adjusted Flow Rate		*1357*	*55*	*501*	*1733*		*44*		*258*			
Lane Group		*TR*		*L*	*T*		*L*		*R*			
Adjusted Flow Rate		*1412*		*501*	*1733*		*44*		*258*			
Proportion of LT or RT	*0.000*	--	*0.039*	*0.000*	--	*0.000*		--			--	

Saturation Flow Rate

Base Satflow		*1900*		*1900*	*1900*		*1900*		*1900*			
Number of Lanes		*3*	*0*	*1*	*2*		*1*		*1*			
f_W		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_{HV}		*0.980*		*0.980*	*0.980*		*0.980*		*0.980*			
f_g		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_p		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_{bb}		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_a		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
f_{LU}		*0.908*		*1.000*	*0.952*		*1.000*		*1.000*			
f_{LT}		*1.000*	--	*0.950*	*1.000*	--	*0.950*		--			--
Secondary f_{LT}			--	*0.099*	*0.734*	--			--			--

f_{RT}	--	0.994		--	1.000		--		0.850	--		
f_{Lpb}		1.000	--	1.000	1.000	--	1.000		--			--
f_{Rpb}	--	1.000		--	1.000		--		1.000	--		
Adjusted Satflow		5044		1770	3547		1770		1583			
Secondary Adjusted Satflow			--	184	2602	--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group		TR		L	T		L		R			
Adjusted Flow Rate		1412		501	1733		44		258			
Satflow Rate		5044		1770	3547		1770		1583			
Lost Time		2.0		2.0	2.0		2.0		2.0			
Green Ratio		0.46		0.67	0.67		0.21		0.21			
Lane Group Capacity		2314		403	2379		375		335			
v/c Ratio		0.61		1.24	0.73		0.12		0.77			
Flow Ratio		0.28		0.18	0.49		0.02		0.16			
Critical Lane Group		N		Y	N		N		Y			
Sum Flow Ratios	1.37											
Lost Time/Cycle	10.00											
Critical v/c Ratio	1.55											

Lane Group Capacity, Control Delay, and LOS Determination

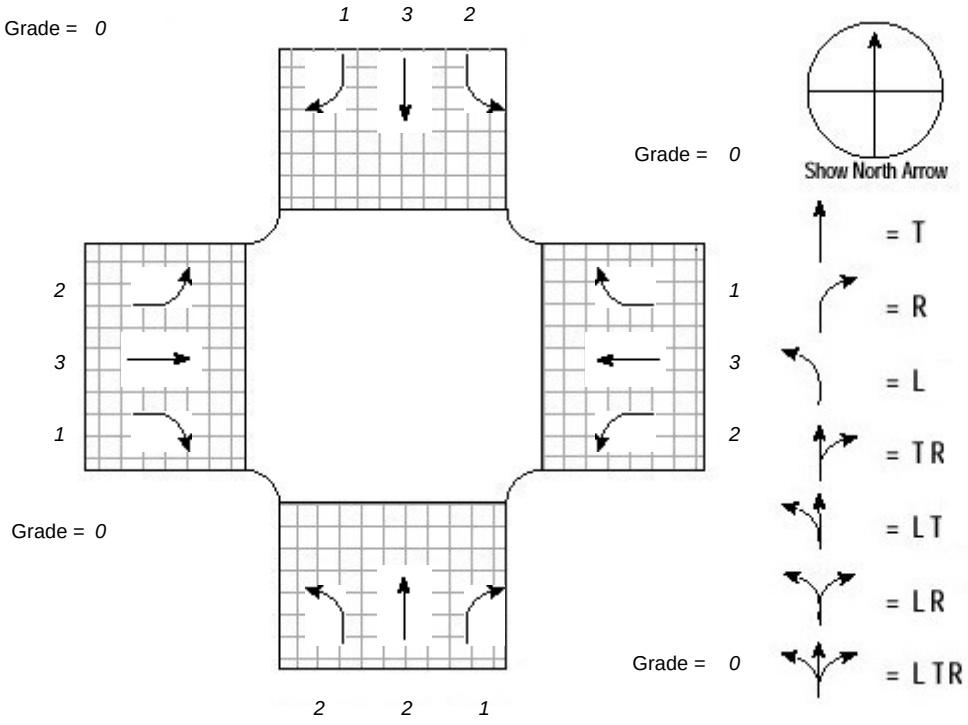
	EB			WB			NB			SB		
Lane Group		TR		L	T		L		R			
Adjusted Flow Rate		1412		501	1733		44		258			
Lane Group Capacity		2314		403	2379		375		335			
v/c Ratio		0.61		1.24	0.73		0.12		0.77			
Green Ratio		0.46		0.67	0.67		0.21		0.21			
Uniform Delay d_1		17.3		24.3	9.0		27.1		31.6			
Delay Factor k		0.50		0.50	0.50		0.11		0.32			
		1.2		128.8	2.0		0.1		10.5			

Incremental Delay d_2												
PF Factor		*1.000*		*1.000*	*1.000*		*1.000*		*1.000*			
Control Delay		*18.5*		*153.2*	*11.0*		*27.2*		*42.0*			
Lane Group LOS		*B*		*F*	*B*		*C*		*D*			
Approach Delay	*18.5*			*42.9*			*39.9*					
Approach LOS	*B*			*D*			*D*					
Intersection Delay	*33.9*			Intersection LOS						*C*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 152 Street/SW 137 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/22/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future with Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*339*	*1249*	*247*	*669*	*1909*	*785*	*440*	*932*	*445*	*597*	*1245*	*524*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*A*	*P*	*P*	*A*	*P*	*P*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

Pedestrian Timing		3.2		3.2		3.2		3.2
	Excl. Left	WB Only	Thru & RT	04	Excl. Left	SB Only	Thru & RT	08
Timing	G = 13.0	G = 8.0	G = 40.0	G =	G = 15.0	G = 6.0	G = 30.0	G =
	Y = 4	Y = 4	Y = 6	Y =	Y = 4	Y = 4	Y = 6	Y =
Duration of Analysis (hrs) = 0.25					Cycle Length C = 140.0			

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	339	1249	247	669	1909	785	440	932	445	597	1245	524
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjusted Flow Rate	357	1315	260	704	2009	826	463	981	468	628	1311	552
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	357	1315	260	704	2009	826	463	981	468	628	1311	552
Proportion of LT or RT	0.000	--	0.000	0.000	--	0.000	0.000	--	0.000	0.000	--	0.000

Saturation Flow Rate

Base Satflow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Number of Lanes	2	3	1	2	3	1	2	2	1	2	3	1
f_W	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_{HV}	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980
f_g	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_p	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_{bb}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_a	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_{LU}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_{LT}	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--	0.950	1.000	--
Secondary f_{LT}			--			--			--			--

f_{RT}	--	1.000	0.850	--	1.000	0.850	--	1.000	0.850	--	1.000	0.850
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000
Adjusted Satflow	3539	5588	1583	3539	5588	1583	3539	3725	1583	3539	5588	1583
Secondary Adjusted Satflow			--			--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	357	1315	260	704	2009	826	463	981	468	628	1311	552
Satflow Rate	3539	5588	1583	3539	5588	1583	3539	3725	1583	3539	5588	1583
Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Green Ratio	0.09	0.29	0.44	0.18	0.37	0.59	0.11	0.21	0.44	0.18	0.29	0.42
Lane Group Capacity	329	1597	690	632	2076	938	379	798	690	632	1597	667
v/c Ratio	1.09	0.82	0.38	1.11	0.97	0.88	1.22	1.23	0.68	0.99	0.82	0.83
Flow Ratio	0.10	0.24	0.16	0.20	0.36	0.52	0.13	0.26	0.30	0.18	0.23	0.35
Critical Lane Group	Y	N	N	N	Y	N	N	Y	N	Y	N	N
Sum Flow Ratios	0.90											
Lost Time/Cycle	20.00											
Critical v/c Ratio	1.05											

Lane Group Capacity, Control Delay, and LOS Determination

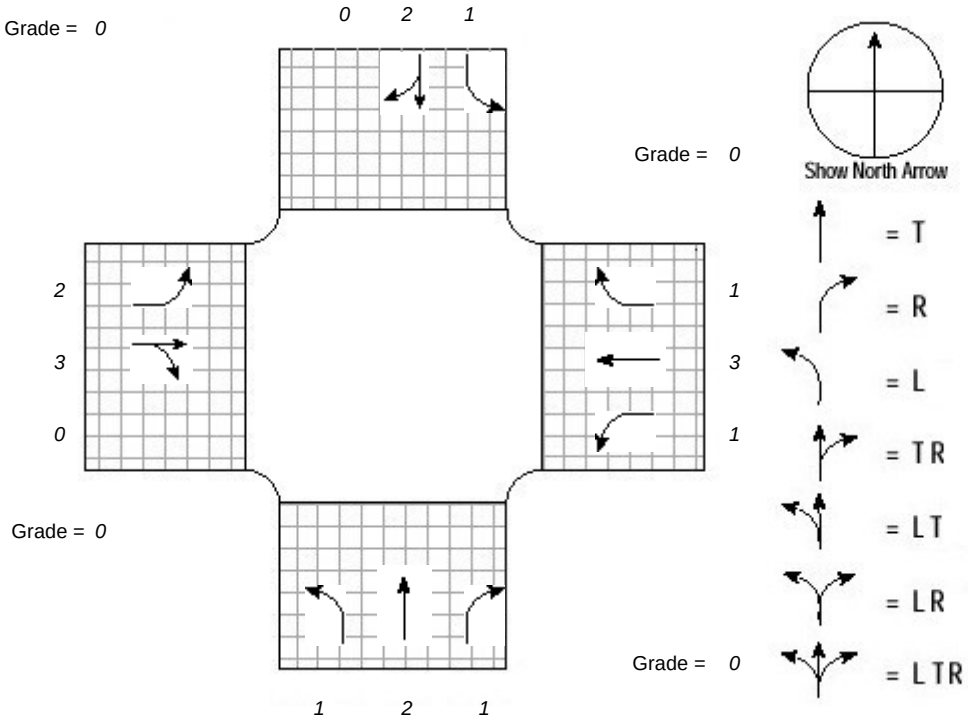
	EB			WB			NB			SB		
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	357	1315	260	704	2009	826	463	981	468	628	1311	552
Lane Group Capacity	329	1597	690	632	2076	938	379	798	690	632	1597	667
v/c Ratio	1.09	0.82	0.38	1.11	0.97	0.88	1.22	1.23	0.68	0.99	0.82	0.83
Green Ratio	0.09	0.29	0.44	0.18	0.37	0.59	0.11	0.21	0.44	0.18	0.29	0.42
Uniform Delay d_1	63.5	46.7	26.7	57.5	43.2	24.3	62.5	55.0	31.6	57.4	46.7	36.0
Delay Factor k	0.50	0.50	0.11	0.50	0.50	0.41	0.50	0.50	0.25	0.50	0.36	0.37
	74.3	4.9	0.3	71.3	13.5	9.7	121.3	114.1	2.7	34.1	3.6	8.5

Incremental Delay d_2												
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*
Control Delay	*137.8*	*51.6*	*27.0*	*128.8*	*56.7*	*34.0*	*183.8*	*169.1*	*34.3*	*91.5*	*50.2*	*44.5*
Lane Group LOS	*F*	*D*	*C*	*F*	*E*	*C*	*F*	*F*	*C*	*F*	*D*	*D*
Approach Delay	*64.2*			*65.7*			*139.7*			*59.4*		
Approach LOS	*E*			*E*			*F*			*E*		
Intersection Delay	*78.2*			Intersection LOS						*E*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 152 Street/SW 117 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/20/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future with Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*520*	*1943*	*320*	*40*	*1897*	*19*	*346*	*337*	*82*	*87*	*483*	*100*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*A*	*P*	*P*	*A*	*P*	*P*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	

Pedestrian Timing	3.2	3.2	3.2	3.2

	Excl. Left	EB Only	Thru & RT	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = *8.0*	G = *15.0*	G = *56.0*	G =	G = *19.0*	G = *10.0*	G = *30.0*	G =
	Y = *3*	Y = *3*	Y = *5*	Y =	Y = *3*	Y = *3*	Y = *5*	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *160.0*

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*520*	*1943*	*320*	*40*	*1897*	*19*	*346*	*337*	*82*	*87*	*483*	*100*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Adjusted Flow Rate	*547*	*2045*	*337*	*42*	*1997*	*20*	*364*	*355*	*86*	*92*	*508*	*105*
Lane Group	*L*	*TR*		*L*	*T*	*R*	*L*	*T*	*R*	*L*	*TR*	
Adjusted Flow Rate	*547*	*2382*		*42*	*1997*	*20*	*364*	*355*	*86*	*92*	*613*	
Proportion of LT or RT	*0.000*	--	*0.141*	*0.000*	--	*0.000*	*0.000*	--	*0.000*	*0.000*	--	*0.171*

Saturation Flow Rate

Base Satflow	*1900*	*1900*		*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	*1900*	
Number of Lanes	*2*	*3*	*0*	*1*	*3*	*1*	*1*	*2*	*1*	*1*	*2*	*0*
f_W	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{HV}	*0.980*	*0.980*		*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	*0.980*	
f_g	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_p	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{bb}	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_a	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{LU}	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
f_{LT}	*0.950*	*1.000*	--	*0.950*	*1.000*	--	*0.950*	*1.000*	--	*0.950*	*1.000*	--
Secondary f_{LT}			--			--			--			--

f_{RT}	--	0.979		--	1.000	0.850	--	1.000	0.850	--	0.974	
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000	1.000	--	1.000	1.000	--	1.000	
Adjusted Satflow	3539	5470		1770	5588	1583	1770	3725	1583	1770	3630	
Secondary Adjusted Satflow			--			--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Adjusted Flow Rate	547	2382		42	1997	20	364	355	86	92	613	
Satflow Rate	3539	5470		1770	5588	1583	1770	3725	1583	1770	3630	
Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Green Ratio	0.16	0.46		0.05	0.35	0.35	0.20	0.27	0.27	0.12	0.19	
Lane Group Capacity	575	2530		89	1956	554	354	1001	425	210	681	
v/c Ratio	0.95	0.94		0.47	1.02	0.04	1.03	0.35	0.20	0.44	0.90	
Flow Ratio	0.15	0.44		0.02	0.36	0.01	0.21	0.10	0.05	0.05	0.17	
Critical Lane Group	Y	N		N	Y	N	Y	N	N	N	Y	
Sum Flow Ratios	0.89											
Lost Time/Cycle	16.00											
Critical v/c Ratio	0.98											

Lane Group Capacity, Control Delay, and LOS Determination

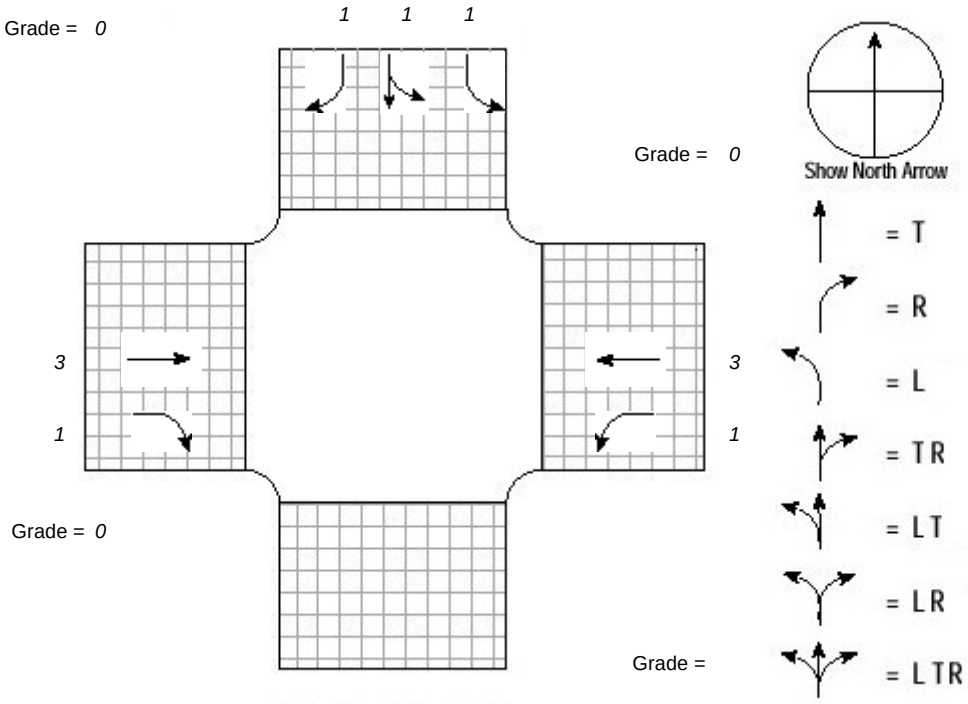
	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Adjusted Flow Rate	547	2382		42	1997	20	364	355	86	92	613	
Lane Group Capacity	575	2530		89	1956	554	354	1001	425	210	681	
v/c Ratio	0.95	0.94		0.47	1.02	0.04	1.03	0.35	0.20	0.44	0.90	
Green Ratio	0.16	0.46		0.05	0.35	0.35	0.20	0.27	0.27	0.12	0.19	
Uniform Delay d_1	66.4	40.9		73.9	52.0	34.2	64.0	47.3	45.2	65.5	63.5	
Delay Factor k	0.46	0.50		0.11	0.50	0.50	0.50	0.11	0.11	0.11	0.42	
	25.9	8.6		3.9	25.8	0.1	55.3	0.2	0.2	1.5	15.1	

Incremental Delay d_2												
PF Factor	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	
Control Delay	*92.3*	*49.6*		*77.9*	*77.8*	*34.4*	*119.3*	*47.5*	*45.5*	*67.0*	*78.6*	
Lane Group LOS	*F*	*D*		*E*	*E*	*C*	*F*	*D*	*D*	*E*	*E*	
Approach Delay	*57.5*			*77.4*			*79.7*			*77.1*		
Approach LOS	*E*			*E*			*E*			*E*		
Intersection Delay	*68.7*			Intersection LOS						*E*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 152 Street/SR 821 W*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/20/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future with Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)		*1527*	*474*	*209*	*1485*					*421*	*107*	*476*
% Heavy Veh		*2*	*2*	*2*	*2*					*2*	*2*	*2*
PHF		*0.95*	*0.95*	*0.95*	*0.95*					*0.95*	*0.95*	*0.95*
Actuated (P/A)		*A*	*A*	*A*	*A*					*P*	*P*	*P*
Startup Lost Time		*2.0*	*2.0*	*2.0*	*2.0*					*2.0*	*2.0*	*2.0*
Extension of Effective Green		*2.0*	*2.0*	*2.0*	*2.0*					*2.0*	*2.0*	*2.0*
Arrival Type		*3*	*3*	*3*	*3*					*3*	*3*	*3*
Unit Extension		*3.0*	*3.0*	*3.0*	*3.0*					*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*					*0*	*0*	*100*
Lane Width		*12.0*	*12.0*	*12.0*	*12.0*					*12.0*	*12.0*	*12.0*
Parking (Y or N)	*N*		*N*	*N*		*N*				*N*		*N*
Parking/Hour												
Bus Stops/Hour		*0*	*0*	*0*	*0*					*0*	*0*	*0*

Pedestrian Timing		*3.2*		*3.2*				*3.2*
	WB Only	EW Perm	03	04	SB Only	06	07	08
Timing	G = *11.0*	G = *50.0*	G =	G =	G = *35.0*	G =	G =	G =
	Y = *3*	Y = *5*	Y =	Y =	Y = *6*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*					Cycle Length C = *110.0*			

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume		*1527*	*474*	*209*	*1485*					*421*	*107*	*476*
PHF		*0.95*	*0.95*	*0.95*	*0.95*					*0.95*	*0.95*	*0.95*
Adjusted Flow Rate		*1607*	*499*	*220*	*1563*					*443*	*113*	*396*
Lane Group		*T*	*R*	*L*	*T*					*L*	*LT*	*R*
Adjusted Flow Rate		*1607*	*499*	*220*	*1563*					*443*	*113*	*396*
Proportion of LT or RT	*0.000*	--	*0.000*	*0.000*	--	*0.000*		--		*0.000*	--	*0.000*

Saturation Flow Rate

Base Satflow		*1900*	*1900*	*1900*	*1900*					*1900*	*1900*	*1900*
Number of Lanes		*3*	*1*	*1*	*3*					*1*	*1*	*1*
f_W		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	*1.000*
f_{HV}		*0.980*	*0.980*	*0.980*	*0.980*					*0.980*	*0.980*	*0.980*
f_g		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	*1.000*
f_p		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	*1.000*
f_{bb}		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	*1.000*
f_a		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	*1.000*
f_{LU}		*0.908*	*1.000*	*1.000*	*0.908*					*1.000*	*1.000*	*1.000*
f_{LT}		*1.000*	--	*0.950*	*1.000*	--			--	*0.950*	*1.000*	--
Secondary f_{LT}			--	*0.075*	*0.756*	--			--			--

f_{RT}	--	*1.000*	*0.850*	--	*1.000*		--			--	*1.000*	*0.850*
f_{Lpb}		*1.000*	--	*1.000*	*1.000*	--			--	*1.000*	*1.000*	--
f_{Rpb}	--	*1.000*	*1.000*	--	*1.000*		--			--	*1.000*	*1.000*
Adjusted Satflow		*5074*	*1583*	*1770*	*5074*					*1770*	*1863*	*1583*
Secondary Adjusted Satflow			--	*141*	*3836*	--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group		*T*	*R*	*L*	*T*					*L*	*LT*	*R*
Adjusted Flow Rate		*1607*	*499*	*220*	*1563*					*443*	*113*	*396*
Satflow Rate		*5074*	*1583*	*1770*	*5074*					*1770*	*1863*	*1583*
Lost Time		*2.0*	*2.0*	*2.0*	*2.0*					*2.0*	*2.0*	*2.0*
Green Ratio		*0.45*	*0.45*	*0.58*	*0.58*					*0.32*	*0.32*	*0.32*
Lane Group Capacity		*2306*	*720*	*245*	*2952*					*563*	*593*	*504*
v/c Ratio		*0.70*	*0.69*	*0.90*	*0.53*					*0.79*	*0.19*	*0.79*
Flow Ratio		*0.32*	*0.32*	*0.10*	*0.31*					*0.25*	*0.06*	*0.25*
Critical Lane Group		*Y*	*N*	*Y*	*N*					*Y*	*N*	*N*
Sum Flow Ratios	*0.67*											
Lost Time/Cycle	*16.00*											
Critical v/c Ratio	*0.78*											

Lane Group Capacity, Control Delay, and LOS Determination

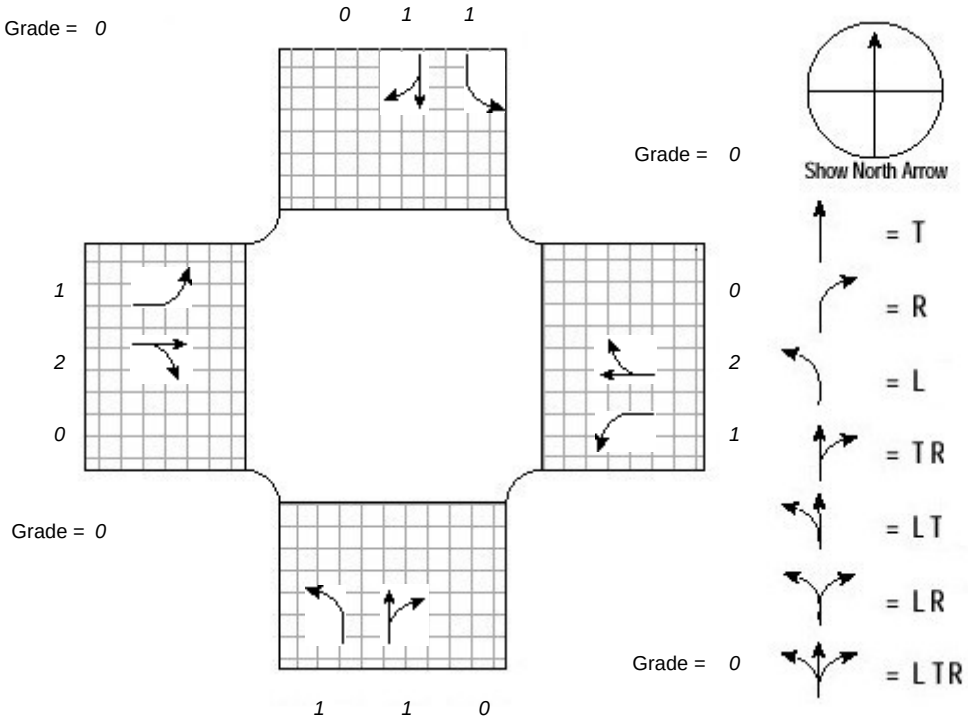
	EB			WB			NB			SB		
Lane Group		*T*	*R*	*L*	*T*					*L*	*LT*	*R*
Adjusted Flow Rate		*1607*	*499*	*220*	*1563*					*443*	*113*	*396*
Lane Group Capacity		*2306*	*720*	*245*	*2952*					*563*	*593*	*504*
v/c Ratio		*0.70*	*0.69*	*0.90*	*0.53*					*0.79*	*0.19*	*0.79*
Green Ratio		*0.45*	*0.45*	*0.58*	*0.58*					*0.32*	*0.32*	*0.32*
Uniform Delay d_1		*24.0*	*23.9*	*29.4*	*13.9*					*34.1*	*27.2*	*34.1*
Delay Factor k		*0.26*	*0.26*	*0.42*	*0.13*					*0.50*	*0.50*	*0.50*
		0.9	*2.9*	*32.0*	*0.2*					*10.6*	*0.7*	*11.7*

Incremental Delay d_2												
PF Factor		*1.000*	*1.000*	*1.000*	*1.000*					*1.000*	*1.000*	*1.000*
Control Delay		*24.9*	*26.8*	*61.4*	*14.1*					*44.7*	*27.9*	*45.8*
Lane Group LOS		*C*	*C*	*E*	*B*					*D*	*C*	*D*
Approach Delay	*25.3*			*19.9*						*43.2*		
Approach LOS	*C*			*B*						*D*		
Intersection Delay	*26.9*			Intersection LOS						*C*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 184 Street/SW 147 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/20/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future with Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*58*	*532*	*111*	*20*	*442*	*88*	*116*	*264*	*71*	*84*	*274*	*52*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*P*	*P*	*P*	*P*	*P*	*P*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*		*3*	*3*		*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*		*0*	*0*		*0*	*0*	

Pedestrian Timing		3.2		3.2		3.2		3.2
	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *51.0*	G =	G =	G =	G = *50.0*	G =	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *4*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *110.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*58*	*532*	*111*	*20*	*442*	*88*	*116*	*264*	*71*	*84*	*274*	*52*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Adjusted Flow Rate	*61*	*560*	*117*	*21*	*465*	*93*	*122*	*278*	*75*	*88*	*288*	*55*
Lane Group	*L*	*TR*		*L*	*TR*		*L*	*TR*		*L*	*TR*	
Adjusted Flow Rate	*61*	*677*		*21*	*558*		*122*	*353*		*88*	*343*	
Proportion of LT or RT	*0.000*	--	*0.173*	*0.000*	--	*0.167*	*0.000*	--	*0.212*	*0.000*	--	*0.160*

Saturation Flow Rate

Base Satflow	*1900*	*1900*		*1900*	*1900*		*1900*	*1900*		*1900*	*1900*	
Number of Lanes	*1*	*2*	*0*	*1*	*2*	*0*	*1*	*1*	*0*	*1*	*1*	*0*
f_W	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{HV}	*0.980*	*0.980*		*0.980*	*0.980*		*0.980*	*0.980*		*0.980*	*0.980*	
f_g	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_p	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{bb}	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_a	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{LU}	*1.000*	*0.952*		*1.000*	*0.952*		*1.000*	*1.000*		*1.000*	*1.000*	
f_{LT}	*0.387*	*1.000*	--	*0.321*	*1.000*	--	*0.442*	*1.000*	--	*0.433*	*1.000*	--
Secondary f_{LT}			--			--			--			--

f_{RT}	--	0.974		--	0.975		--	0.968		--	0.976	
f_{Lpb}	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000		--	1.000		--	1.000	
Adjusted Satflow	721	3455		598	3458		824	1803		806	1818	
Secondary Adjusted Satflow			--			--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	TR	
Adjusted Flow Rate	61	677		21	558		122	353		88	343	
Satflow Rate	721	3455		598	3458		824	1803		806	1818	
Lost Time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Green Ratio	0.46	0.46		0.46	0.46		0.45	0.45		0.45	0.45	
Lane Group Capacity	334	1602		277	1603		375	820		366	826	
v/c Ratio	0.18	0.42		0.08	0.35		0.33	0.43		0.24	0.42	
Flow Ratio	0.08	0.20		0.04	0.16		0.15	0.20		0.11	0.19	
Critical Lane Group	N	Y		N	N		N	Y		N	N	
Sum Flow Ratios	0.39											
Lost Time/Cycle	9.00											
Critical v/c Ratio	0.43											

Lane Group Capacity, Control Delay, and LOS Determination

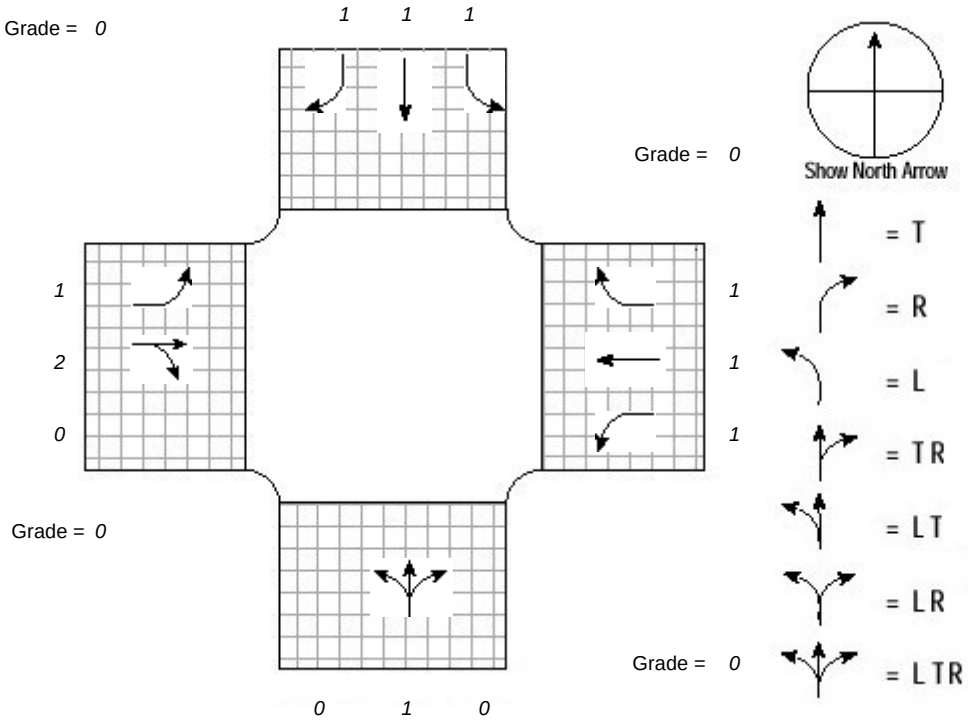
	EB			WB			NB			SB		
Lane Group	L	TR		L	TR		L	TR		L	TR	
Adjusted Flow Rate	61	677		21	558		122	353		88	343	
Lane Group Capacity	334	1602		277	1603		375	820		366	826	
v/c Ratio	0.18	0.42		0.08	0.35		0.33	0.43		0.24	0.42	
Green Ratio	0.46	0.46		0.46	0.46		0.45	0.45		0.45	0.45	
Uniform Delay d_1	17.3	19.7		16.4	18.9		19.2	20.3		18.4	20.2	
Delay Factor k	0.50	0.50		0.50	0.50		0.11	0.11		0.11	0.11	
Incremental Delay d_2	1.2	0.8		0.5	0.6		0.5	0.4		0.3	0.3	

PF Factor	*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay	*18.5*	*20.5*		*16.9*	*19.5*		*19.7*	*20.7*		*18.7*	*20.5*	
Lane Group LOS	*B*	*C*		*B*	*B*		*B*	*C*		*B*	*C*	
Approach Delay	*20.3*			*19.4*			*20.5*			*20.1*		
Approach LOS	*C*			*B*			*C*			*C*		
Intersection Delay	*20.1*			Intersection LOS						*C*		

FULL REPORT

General Information		Site Information	
Analyst	*LSB*	Intersection	*SW 184 Street/SW 157 Avenue*
Agency or Co.	*Cathy Sweetapple & Associates*	Area Type	*All other areas*
Date Performed	*08/20/2008*	Jurisdiction	*Miami-Dade*
Time Period	*PM Peak Hour*	Analysis Year	*Future with Project*

Intersection Geometry



Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	*120*	*384*	*0*	*0*	*201*	*487*	*0*	*1*	*4*	*348*	*2*	*178*
% Heavy Veh	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Actuated (P/A)	*P*	*P*	*P*	*P*	*P*	*P*	*A*	*A*	*A*	*A*	*A*	*A*
Startup Lost Time	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*		*2.0*		*2.0*	*2.0*	*2.0*
Extension of Effective Green	*2.0*	*2.0*		*2.0*	*2.0*	*2.0*		*2.0*		*2.0*	*2.0*	*2.0*
Arrival Type	*3*	*3*		*3*	*3*	*3*		*3*		*3*	*3*	*3*
Unit Extension	*3.0*	*3.0*		*3.0*	*3.0*	*3.0*		*3.0*		*3.0*	*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*		*12.0*	*12.0*	*12.0*		*12.0*		*12.0*	*12.0*	*12.0*
Parking (Y or N)	*N*		*N*	*N*		*N*	*N*		*N*	*N*		*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*		*0*	*0*	*0*		*0*		*0*	*0*	*0*

Pedestrian Timing		3.2		3.2		3.2		3.2
	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *58.0*	G =	G =	G =	G = *42.0*	G =	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *110.0*		

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

General Information

Project Description *Parkland DRI*

Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume	*120*	*384*	*0*	*0*	*201*	*487*	*0*	*1*	*4*	*348*	*2*	*178*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Adjusted Flow Rate	*126*	*404*	*0*	*0*	*212*	*513*	*0*	*1*	*4*	*366*	*2*	*187*
Lane Group	*L*	*TR*		*L*	*T*	*R*		*LTR*		*L*	*T*	*R*
Adjusted Flow Rate	*126*	*404*		*0*	*212*	*513*		*5*		*366*	*2*	*187*
Proportion of LT or RT	*0.000*	--	*0.000*	*0.000*	--	*0.000*	*0.000*	--	*0.800*	*0.000*	--	*0.000*

Saturation Flow Rate

Base Satflow	*1900*	*1900*		*1900*	*1900*	*1900*		*1900*		*1900*	*1900*	*1900*
Number of Lanes	*1*	*2*	*0*	*1*	*1*	*1*	*0*	*1*	*0*	*1*	*1*	*1*
f_W	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*		*1.000*		*1.000*	*1.000*	*1.000*
f_{HV}	*0.980*	*0.980*		*0.980*	*0.980*	*0.980*		*0.980*		*0.980*	*0.980*	*0.980*
f_g	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*		*1.000*		*1.000*	*1.000*	*1.000*
f_p	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*		*1.000*		*1.000*	*1.000*	*1.000*
f_{bb}	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*		*1.000*		*1.000*	*1.000*	*1.000*
f_a	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*		*1.000*		*1.000*	*1.000*	*1.000*
f_{LU}	*1.000*	*0.952*		*1.000*	*1.000*	*1.000*		*1.000*		*1.000*	*1.000*	*1.000*
f_{LT}	*0.604*	*1.000*	--	*0.498*	*1.000*	--		*1.000*	--	*0.754*	*1.000*	--
Secondary f_{LT}			--			--			--			--

f_{RT}	--	1.000		--	1.000	0.850	--	0.892		--	1.000	0.850
f_{Lpb}	1.000	1.000	--	1.000	1.000	--		1.000	--	1.000	1.000	--
f_{Rpb}	--	1.000		--	1.000	1.000	--	1.000		--	1.000	1.000
Adjusted Satflow	1126	3547		927	1863	1583		1662		1405	1863	1583
Secondary Adjusted Satflow			--			--			--			--

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R		LTR		L	T	R
Adjusted Flow Rate	126	404		0	212	513		5		366	2	187
Satflow Rate	1126	3547		927	1863	1583		1662		1405	1863	1583
Lost Time	2.0	2.0		2.0	2.0	2.0		2.0		2.0	2.0	2.0
Green Ratio	0.53	0.53		0.53	0.53	0.53		0.38		0.38	0.38	0.38
Lane Group Capacity	594	1870		489	982	835		635		536	711	604
v/c Ratio	0.21	0.22		0.00	0.22	0.61		0.01		0.68	0.00	0.31
Flow Ratio	0.11	0.11		0.00	0.11	0.32		0.00		0.26	0.00	0.12
Critical Lane Group	N	N		N	N	Y		N		Y	N	N
Sum Flow Ratios	0.58											
Lost Time/Cycle	10.00											
Critical v/c Ratio	0.64											

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Lane Group	L	TR		L	T	R		LTR		L	T	R
Adjusted Flow Rate	126	404		0	212	513		5		366	2	187
Lane Group Capacity	594	1870		489	982	835		635		536	711	604
v/c Ratio	0.21	0.22		0.00	0.22	0.61		0.01		0.68	0.00	0.31
Green Ratio	0.53	0.53		0.53	0.53	0.53		0.38		0.38	0.38	0.38
Uniform Delay d_1	13.8	13.9		12.3	13.9	18.2		21.1		28.4	21.0	23.8
Delay Factor k	0.50	0.50		0.50	0.50	0.50		0.11		0.25	0.11	0.11
Incremental Delay d_2	0.8	0.3		0.0	0.5	3.4		0.0		3.6	0.0	0.3

PF Factor	*1.000*	*1.000*		*1.000*	*1.000*	*1.000*		*1.000*		*1.000*	*1.000*	*1.000*
Control Delay	*14.7*	*14.1*		*12.3*	*14.4*	*21.5*		*21.1*		*32.0*	*21.0*	*24.1*
Lane Group LOS	*B*	*B*		*B*	*B*	*C*		*C*		*C*	*C*	*C*
Approach Delay	*14.3*			*19.5*			*21.1*			*29.3*		
Approach LOS	*B*			*B*			*C*			*C*		
Intersection Delay	*21.0*			Intersection LOS						*C*		