

Appendix 21 – Transportation
Statement of Information Needed
March 2007 Submittal

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 Additional FDOT Traffic Counts
 Additional Miami-Dade County Traffic Counts
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 Future without Project
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APPENDIX 21-2

March 2007 Submittal

Additional Turning Movement Counts
Additional FDOT Traffic Counts
Additional Miami-Dade County Traffic Counts

County: 87
 Station: 0003
 Description: SR 90/US-41/TAMIAMI TRL, 200' W SR 997/KROME AV
 Start Date: 04/12/2005
 Start Time: 0800

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	11	7	7	5	30	6	8	4	6	24	54	
0100	3	6	6	6	21	5	7	6	5	23	44	
0200	6	3	5	2	16	4	3	6	2	15	31	
0300	5	5	5	7	22	5	7	3	3	18	40	
0400	5	6	6	5	22	2	5	4	9	20	42	
0500	8	7	18	18	51	11	14	16	21	62	113	
0600	15	25	28	36	104	32	33	46	51	162	266	
0700	48	51	68	79	246	51	55	53	53	212	458	
0800	54	54	58	48	214	62	50	45	33	190	404	
0900	40	34	41	36	151	39	36	36	38	149	300	
1000	28	30	27	36	121	32	31	34	29	126	247	
1100	31	33	40	37	141	39	22	34	23	118	259	
1200	39	31	43	41	154	41	36	32	35	144	298	
1300	42	43	38	44	167	33	37	30	38	138	305	
1400	44	38	37	48	167	37	39	42	37	155	322	
1500	53	51	64	62	230	44	38	44	49	175	405	
1600	64	54	67	58	243	48	53	54	54	209	452	
1700	63	68	74	70	275	62	61	51	50	224	499	
1800	68	64	51	50	233	48	43	39	43	173	406	
1900	50	46	42	47	185	46	42	40	39	167	352	
2000	39	41	36	29	145	41	36	33	32	142	287	
2100	28	25	30	27	110	33	29	28	32	122	232	
2200	25	24	21	18	88	25	25	10	14	74	162	
2300	14	17	11	8	50	17	15	4	12	48	98	
24-Hour Totals:					3186						2890	6076

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	255	0715	223	0715	475
P.M.	1715	280	1630	231	1700	499
Daily	1715	280	1630	231	1700	499
Truck Percentage	15.00		15.00		15.00	

County: 87
 Station: 0014
 Description: SR 5/US-1, 100' S KILLIAN DR/SW 112 ST
 Start Date: 05/24/2005
 Start Time: 0015

Time	Direction: N					Direction: S					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	98	87	58	65	308	181	192	103	92	568	876	
0100	54	51	54	22	181	73	72	67	46	258	439	
0200	27	35	25	28	115	43	36	34	31	144	259	
0300	35	29	37	55	156	47	30	31	41	149	305	
0400	57	74	96	104	331	29	38	43	57	167	498	
0500	187	212	316	424	1139	56	61	74	117	308	1447	
0600	578	699	797	697	2771	163	196	250	264	873	3644	
0700	660	632	628	690	2610	316	306	364	384	1370	3980	
0800	639	673	687	617	2616	336	339	434	382	1491	4107	
0900	551	587	557	543	2238	397	388	387	438	1610	3848	
1000	520	574	500	529	2123	438	421	480	493	1832	3955	
1100	556	539	555	544	2194	485	523	509	536	2053	4247	
1200	535	504	519	515	2073	538	574	549	577	2238	4311	
1300	546	527	577	512	2162	526	538	546	524	2134	4296	
1400	510	450	566	578	2104	543	549	567	562	2221	4325	
1500	495	506	524	543	2068	617	663	663	704	2647	4715	
1600	558	530	561	483	2132	671	667	690	654	2682	4814	
1700	541	542	485	478	2046	686	598	528	694	2506	4552	
1800	577	484	453	442	1956	668	676	674	628	2646	4602	
1900	442	414	418	357	1631	591	586	542	500	2219	3850	
2000	402	372	367	346	1487	479	434	462	419	1794	3281	
2100	358	378	332	303	1371	423	405	377	335	1540	2911	
2200	327	248	223	181	979	287	328	282	220	1117	2096	
2300	181	125	131	121	558	268	194	207	197	866	1424	
24-Hour Totals:					37349						35433	72782

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0615	2853	1145	2197	1145	4299
P.M.	1545	2192	1545	2732	1545	4924
Daily	0615	2853	1545	2732	1545	4924

Truck Percentage 4.00 4.00 4.00

County: 87
 Station: 0054
 Description: SR 994/QUAIL ROOST DR, 200' W FLA TPK/SR 821
 Start Date: 06/07/2005
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	24	35	25	21	105	77	42	41	25	185	290	
0100	14	19	17	13	63	29	31	25	14	99	162	
0200	11	11	9	4	35	13	16	14	13	56	91	
0300	9	11	17	19	56	5	14	2	11	32	88	
0400	20	11	30	24	85	6	11	8	18	43	128	
0500	50	72	119	137	378	8	22	25	33	88	466	
0600	226	260	269	297	1052	35	73	100	112	320	1372	
0700	260	272	291	314	1137	132	187	219	228	766	1903	
0800	269	265	259	283	1076	197	202	207	174	780	1856	
0900	219	236	221	209	885	169	167	147	154	637	1522	
1000	186	179	206	196	767	154	161	187	173	675	1442	
1100	205	208	175	187	775	176	182	192	218	768	1543	
1200	221	195	200	190	806	231	218	234	243	926	1732	
1300	190	209	191	216	806	235	232	228	228	923	1729	
1400	209	201	184	205	799	258	221	249	216	944	1743	
1500	194	198	217	183	792	269	255	251	268	1043	1835	
1600	163	214	179	212	768	321	341	346	358	1366	2134	
1700	189	174	205	188	756	391	351	397	365	1504	2260	
1800	169	186	153	191	699	344	305	295	287	1231	1930	
1900	140	153	163	141	597	283	244	225	221	973	1570	
2000	140	118	129	102	489	173	201	204	179	757	1246	
2100	105	107	89	83	384	167	175	144	122	608	992	
2200	66	67	56	47	236	125	110	85	74	394	630	
2300	53	45	43	41	182	93	74	61	52	280	462	
24-Hour Totals:					13728						15398	29126

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	1146	1145	901	0730	1985
P.M.	1315	825	1700	1504	1645	2277
Daily	0715	1146	1700	1504	1645	2277

County: 87
 Station: 0060
 Description: SR 94/KENDALL DR, 200' E SW 137 AV
 Start Date: 04/26/2005
 Start Time: 0215

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	115	95	69	66	345	232	193	145	125	695	1040	
0100	65	56	56	42	219	107	79	69	69	324	543	
0200	35	31	17	28	111	58	29	40	34	161	272	
0300	32	26	36	37	131	39	36	27	40	142	273	
0400	35	51	72	78	236	40	32	29	41	142	378	
0500	100	128	183	268	679	54	58	64	99	275	954	
0600	406	631	788	515	2340	118	147	177	258	700	3040	
0700	458	485	382	339	1664	257	267	305	368	1197	2861	
0800	439	527	578	524	2068	377	386	400	353	1516	3584	
0900	537	513	534	516	2100	340	367	319	367	1393	3493	
1000	502	507	486	512	2007	359	385	404	405	1553	3560	
1100	519	507	526	483	2035	429	426	407	524	1786	3821	
1200	527	552	502	478	2059	480	514	505	523	2022	4081	
1300	484	544	509	508	2045	492	527	524	511	2054	4099	
1400	525	532	500	532	2089	567	587	570	623	2347	4436	
1500	529	507	507	483	2026	596	627	650	632	2505	4531	
1600	468	519	490	442	1919	659	694	674	676	2703	4622	
1700	490	509	456	473	1928	751	709	715	723	2898	4826	
1800	466	484	457	417	1824	729	702	731	697	2859	4683	
1900	447	374	382	436	1639	706	722	614	686	2728	4367	
2000	425	442	407	382	1656	656	587	561	505	2309	3965	
2100	371	357	352	288	1368	552	537	535	486	2110	3478	
2200	340	250	213	236	1039	441	399	372	317	1529	2568	
2300	218	163	121	132	634	328	300	299	243	1170	1804	
24-Hour Totals:					34161						37118	71279

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0615	2392	1145	2023	1145	4087
P.M.	1415	2093	1700	2898	1700	4826
Daily	0615	2392	1700	2898	1700	4826
Truck Percentage	6.00		5.00		5.00	

County: 87
 Station: 0062
 Description: SR 94/KENDALL DR, 200' E SW 127 AV
 Start Date: 06/14/2005
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	126	106	96	76	404	253	254	167	167	841	1245	
0100	83	57	66	48	254	112	115	77	102	406	660	
0200	53	47	41	39	180	70	50	42	51	213	393	
0300	44	32	46	38	160	33	41	48	23	145	305	
0400	37	50	70	95	252	30	33	30	52	145	397	
0500	113	149	232	315	809	46	56	78	102	282	1091	
0600	444	625	742	778	2589	100	139	176	245	660	3249	
0700	737	749	821	823	3130	218	296	310	357	1181	4311	
0800	735	855	778	728	3096	324	379	405	371	1479	4575	
0900	645	638	629	623	2535	399	405	381	426	1611	4146	
1000	622	613	605	606	2446	412	451	442	520	1825	4271	
1100	543	612	556	632	2343	499	477	519	572	2067	4410	
1200	618	598	623	653	2492	569	592	595	660	2416	4908	
1300	619	615	603	548	2385	644	600	608	621	2473	4858	
1400	608	616	567	527	2318	622	643	659	612	2536	4854	
1500	554	588	523	536	2201	661	679	717	790	2847	5048	
1600	565	569	539	508	2181	796	802	811	822	3231	5412	
1700	552	528	519	521	2120	820	846	823	855	3344	5464	
1800	524	574	563	504	2165	877	831	823	831	3362	5527	
1900	440	536	508	481	1965	848	847	787	768	3250	5215	
2000	488	490	477	451	1906	713	708	702	753	2876	4782	
2100	471	423	394	379	1667	650	706	645	564	2565	4232	
2200	360	327	293	311	1291	584	510	459	420	1973	3264	
2300	259	215	225	157	856	480	365	295	266	1406	2262	
24-Hour Totals:					41745						43134	84879

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	3234	1145	2328	1145	4799
P.M.	1230	2510	1715	3401	1745	5568
Daily	0730	3234	1715	3401	1745	5568

County: 87
 Station: 0064
 Description: SR 94/KENDALL DR/SW 88 ST, 200' E SW 103 AV
 Start Date: 06/14/2005
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	34	75	68	49	226	161	139	99	102	501	727	
0100	58	50	42	33	183	88	61	48	41	238	421	
0200	24	22	22	21	89	45	38	37	32	152	241	
0300	21	24	27	13	85	35	36	26	21	118	203	
0400	24	27	45	28	124	28	18	38	41	125	249	
0500	52	84	101	171	408	37	58	67	103	265	673	
0600	266	402	550	598	1816	86	122	168	205	581	2397	
0700	626	664	665	735	2690	197	275	306	318	1096	3786	
0800	639	727	720	646	2732	299	344	385	367	1395	4127	
0900	622	542	477	486	2127	424	389	375	368	1556	3683	
1000	477	487	481	477	1922	413	397	430	453	1693	3615	
1100	502	479	469	446	1896	469	510	508	483	1970	3866	
1200	432	499	499	501	1931	550	568	525	535	2178	4109	
1300	488	509	506	497	2000	572	532	532	474	2110	4110	
1400	502	516	466	403	1887	487	540	538	614	2179	4066	
1500	463	469	436	392	1760	598	626	629	657	2510	4270	
1600	404	447	420	405	1676	676	664	662	674	2676	4352	
1700	389	380	420	365	1554	718	718	686	732	2854	4408	
1800	343	350	352	362	1407	773	741	713	651	2878	4285	
1900	350	336	356	322	1364	586	611	589	494	2280	3644	
2000	309	324	304	273	1210	418	595	482	449	1944	3154	
2100	334	323	271	283	1211	470	477	414	403	1764	2975	
2200	263	252	241	205	961	378	293	301	291	1263	2224	
2300	187	139	129	116	571	315	231	188	168	902	1473	
24-Hour Totals:					31830						35228	67058

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0745	2821	1145	2126	0815	4235
P.M.	1330	2021	1745	2959	1715	4417
Daily	0745	2821	1745	2959	1715	4417

County: 87
 Station: 0066
 Description: SR 94/KENDALL DR, 200' W SR 973/SW 87 AV
 Start Date: 07/19/2005
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	96	83	94	59	332	121	93	64	49	327	659
0100	75	53	57	39	224	56	43	44	44	187	411
0200	53	54	46	50	203	35	46	46	34	161	364
0300	31	51	67	68	217	35	35	68	65	203	420
0400	73	89	101	133	396	73	75	99	107	354	750
0500	138	165	267	310	880	115	145	180	177	617	1497
0600	314	432	462	448	1656	204	298	348	367	1217	2873
0700	395	408	370	353	1526	382	365	392	410	1549	3075
0800	363	322	351	338	1374	405	412	440	318	1575	2949
0900	353	310	348	365	1376	432	426	364	394	1616	2992
1000	347	324	343	394	1408	387	395	372	352	1506	2914
1100	334	339	384	368	1425	349	390	373	403	1515	2940
1200	379	409	410	394	1592	418	420	365	385	1588	3180
1300	394	416	380	412	1602	363	383	369	340	1455	3057
1400	408	407	436	409	1660	332	364	366	374	1436	3096
1500	406	395	416	426	1643	370	401	435	444	1650	3293
1600	399	400	399	374	1572	474	486	447	436	1843	3415
1700	421	402	385	410	1618	483	475	491	452	1901	3519
1800	389	353	358	313	1413	456	440	380	359	1635	3048
1900	294	286	274	259	1113	327	307	322	301	1257	2370
2000	250	279	276	206	1011	271	279	265	272	1087	2098
2100	186	187	218	195	786	247	242	244	243	976	1762
2200	184	176	153	159	672	231	217	222	186	856	1528
2300	154	135	112	122	523	197	193	152	133	675	1198
24-Hour Totals:	26222					27186					53408

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0615	1737	0745	1667	0630	3175
P.M.	1345	1663	1700	1901	1700	3519
Daily	0615	1737	1700	1901	1700	3519

Truck Percentage 11.00 9.00 10.00

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	185	17775	5086	339	668	319	378	271	262	318	105	117	170	116	113	2947	26222
W	243	18950	5222	460	588	427	159	180	226	160	106	105	108	102	150	2519	27186

County: 87
 Station: 0090
 Description: SR 90/US-41/SW 8 ST, 200' E SW 109 AV
 Start Date: 05/24/2005
 Start Time: 0145

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	109	127	87	85	408	90	83	78	57	308	716	
0100	68	64	46	49	227	39	43	38	28	148	375	
0200	54	34	33	38	159	20	19	18	16	73	232	
0300	28	27	34	36	125	10	16	14	16	56	181	
0400	30	55	57	62	204	14	20	31	36	101	305	
0500	96	117	142	202	557	35	68	98	99	300	857	
0600	254	350	423	504	1531	132	197	233	250	812	2343	
0700	558	547	589	553	2247	275	319	435	387	1416	3663	
0800	592	505	502	478	2077	397	392	339	301	1429	3506	
0900	579	511	514	488	2092	299	260	289	286	1134	3226	
1000	422	420	496	433	1771	292	225	272	316	1105	2876	
1100	403	338	363	347	1451	311	290	320	330	1251	2702	
1200	412	439	405	364	1620	382	387	367	353	1489	3109	
1300	340	378	384	393	1495	377	369	373	424	1543	3038	
1400	330	388	347	352	1417	395	369	424	479	1667	3084	
1500	387	382	367	348	1484	450	472	487	467	1876	3360	
1600	337	361	382	380	1460	510	536	535	562	2143	3603	
1700	382	398	367	316	1463	557	596	589	595	2337	3800	
1800	391	368	325	337	1421	565	580	603	564	2312	3733	
1900	297	349	354	330	1330	503	493	450	462	1908	3238	
2000	309	300	292	280	1181	408	380	367	364	1519	2700	
2100	292	281	255	242	1070	306	387	318	319	1330	2400	
2200	230	292	245	251	1018	294	278	234	200	1006	2024	
2300	178	155	156	137	626	173	163	128	122	586	1212	
24-Hour Totals:					28434						27849	56283

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	2281	0730	1611	0730	3850
P.M.	1200	1620	1715	2345	1645	3831
Daily	0715	2281	1715	2345	0730	3850
Truck Percentage	3.00		3.00		3.00	

County: 87
 Station: 0110
 Description: SR 5/US-1, 100' S SR 826/PALMETTO EXPWY
 Start Date: 08/02/2005
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	110	107	85	70	372	198	187	138	118	641	1013	
0100	68	66	55	41	230	112	87	67	59	325	555	
0200	54	32	49	43	178	49	45	45	55	194	372	
0300	30	39	43	55	167	48	40	49	34	171	338	
0400	62	85	110	126	383	25	33	57	63	178	561	
0500	159	230	336	425	1150	77	71	104	146	398	1548	
0600	576	759	824	801	2960	157	233	297	370	1057	4017	
0700	854	855	891	903	3503	329	421	492	464	1706	5209	
0800	894	893	837	840	3464	496	497	499	557	2049	5513	
0900	740	700	668	672	2780	515	541	566	544	2166	4946	
1000	654	622	620	666	2562	554	560	576	619	2309	4871	
1100	662	667	630	617	2576	648	621	665	676	2610	5186	
1200	647	688	626	647	2608	668	669	684	758	2779	5387	
1300	686	649	617	628	2580	706	686	691	721	2804	5384	
1400	610	621	665	639	2535	709	695	784	744	2932	5467	
1500	593	625	604	550	2372	740	808	782	818	3148	5520	
1600	622	567	551	558	2298	826	744	865	818	3253	5551	
1700	505	599	589	500	2193	879	924	892	924	3619	5812	
1800	575	492	524	521	2112	915	890	884	862	3551	5663	
1900	490	500	504	491	1985	850	826	746	677	3099	5084	
2000	400	512	446	415	1773	657	621	539	524	2341	4114	
2100	400	363	386	322	1471	502	436	441	440	1819	3290	
2200	316	285	259	250	1110	349	401	322	343	1415	2525	
2300	210	200	149	136	695	293	289	252	232	1066	1761	
24-Hour Totals:					44057						45630	89687

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	3581	1145	2697	0730	5530
P.M.	1215	2647	1715	3655	1715	5918
Daily	0730	3581	1715	3655	1715	5918

County: 87
 Station: 0332
 Description: SR 5/US-1, 200' S CORAL REEF DR/SW 152 ST
 Start Date: 08/02/2005
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	88	77	78	61	304	168	146	126	107	547	851	
0100	64	55	39	34	192	97	76	57	52	282	474	
0200	35	47	46	25	153	49	39	38	35	161	314	
0300	30	23	45	40	138	39	32	40	21	132	270	
0400	47	75	94	109	325	25	25	26	55	131	456	
0500	144	212	337	395	1088	59	65	83	96	303	1391	
0600	510	637	682	700	2529	113	160	189	222	684	3213	
0700	665	717	733	684	2799	218	264	355	334	1171	3970	
0800	674	653	605	585	2517	317	344	303	369	1333	3850	
0900	593	550	570	573	2286	358	345	399	429	1531	3817	
1000	540	534	537	554	2165	435	432	464	511	1842	4007	
1100	551	541	553	530	2175	492	497	499	477	1965	4140	
1200	589	528	581	572	2270	537	495	503	519	2054	4324	
1300	555	549	545	542	2191	509	528	534	523	2094	4285	
1400	519	547	573	480	2119	538	609	554	632	2333	4452	
1500	474	493	492	478	1937	663	614	689	705	2671	4608	
1600	503	449	470	493	1915	668	731	657	642	2698	4613	
1700	458	511	490	451	1910	678	620	694	690	2682	4592	
1800	460	467	443	449	1819	624	698	544	671	2537	4356	
1900	470	412	418	383	1683	647	677	609	587	2520	4203	
2000	380	405	344	329	1458	510	535	466	391	1902	3360	
2100	344	325	306	253	1228	409	413	353	314	1489	2717	
2200	235	219	206	156	816	302	322	248	284	1156	1972	
2300	160	135	114	81	490	260	227	237	182	906	1396	
24-Hour Totals:					36507						35124	71631

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0645	2815	1145	2012	1145	4240
P.M.	1200	2270	1530	2793	1530	4715
Daily	0645	2815	1530	2793	1530	4715

County: 87
 Station: 0361
 Description: SR 997/KROME AV, 200' N SILVER PALM DR/SW 232 ST
 Start Date: 06/07/2005
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	32	31	30	17	110	37	38	26	20	121	231	
0100	17	13	18	10	58	16	10	15	10	51	109	
0200	18	12	10	4	44	11	8	11	14	44	88	
0300	5	11	5	6	27	6	13	7	6	32	59	
0400	12	9	7	11	39	5	5	3	8	21	60	
0500	13	20	23	19	75	9	12	24	33	78	153	
0600	49	55	95	100	299	28	32	33	36	129	428	
0700	127	158	174	161	620	52	84	117	110	363	983	
0800	171	149	162	134	616	97	145	139	144	525	1141	
0900	123	104	118	96	441	129	171	139	122	561	1002	
1000	105	123	99	85	412	92	115	120	103	430	842	
1100	106	92	119	93	410	128	112	135	108	483	893	
1200	126	100	112	120	458	110	129	114	139	492	950	
1300	143	123	118	114	498	123	146	126	145	540	1038	
1400	142	128	120	125	515	112	127	110	121	470	985	
1500	113	131	126	127	497	124	133	105	113	475	972	
1600	135	130	131	153	549	129	136	163	122	550	1099	
1700	138	122	110	134	504	163	148	195	163	669	1173	
1800	159	168	121	120	568	226	182	157	117	682	1250	
1900	120	74	102	83	379	191	150	128	98	567	946	
2000	77	84	77	90	328	96	128	92	59	375	703	
2100	76	69	52	63	260	79	80	54	57	270	530	
2200	56	48	40	38	182	46	31	40	36	153	335	
2300	38	43	23	38	142	40	42	36	32	150	292	
24-Hour Totals:					8031						8231	16262

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	664	0830	583	0800	1141
P.M.	1745	582	1730	766	1730	1337
Daily	0715	664	1730	766	1730	1337

County: 87
 Station: 0377
 Description: SR 90/SW 8 ST, 200' E KROME AV/SR 997
 Start Date: 04/26/2005
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	24	29	21	22	96	22	21	14	14	71	167	
0100	18	16	15	14	63	15	11	14	10	50	113	
0200	23	17	14	15	69	13	11	11	10	45	114	
0300	11	13	13	12	49	14	9	9	11	43	92	
0400	15	12	18	16	61	13	15	24	23	75	136	
0500	20	20	28	36	104	24	30	43	63	160	264	
0600	52	72	91	130	345	81	100	167	161	509	854	
0700	130	124	137	149	540	208	263	275	243	989	1529	
0800	162	152	116	98	528	204	184	169	146	703	1231	
0900	101	94	97	110	402	113	122	118	93	446	848	
1000	86	73	66	84	309	98	100	107	97	402	711	
1100	85	97	82	99	363	104	110	95	99	408	771	
1200	97	95	101	95	388	105	116	108	105	434	822	
1300	105	95	99	109	408	102	99	99	106	406	814	
1400	107	125	142	115	489	110	106	111	117	444	933	
1500	118	130	160	148	556	114	127	126	141	508	1064	
1600	147	149	160	212	668	132	118	139	127	516	1184	
1700	196	249	207	219	871	138	134	127	109	508	1379	
1800	196	200	162	144	702	85	90	92	84	351	1053	
1900	122	107	88	87	404	72	79	60	60	271	675	
2000	65	78	59	63	265	56	55	49	50	210	475	
2100	59	63	46	55	223	58	45	52	50	205	428	
2200	50	50	52	42	194	47	42	46	37	172	366	
2300	37	39	29	25	130	44	30	26	21	121	251	
24-Hour Totals:					8227						8047	16274

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	600	0700	989	0715	1557
P.M.	1700	871	1630	538	1645	1390
Daily	1700	871	0700	989	0715	1557
Truck Percentage	11.00		11.00		11.00	

County: 87
 Station: 0592
 Description: SR 94/KENDALL DR, 200' E SW 110 AV
 Start Date: 06/14/2005
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	157	136	123	116	532	229	200	140	154	723	1255	
0100	98	82	61	61	302	157	101	99	87	444	746	
0200	54	50	42	40	186	76	47	57	49	229	415	
0300	34	22	29	25	110	33	31	41	29	134	244	
0400	22	26	22	22	92	29	28	24	17	98	190	
0500	34	40	42	49	165	25	29	40	42	136	301	
0600	80	99	149	244	572	53	60	84	109	306	878	
0700	328	483	592	536	1939	122	160	225	195	702	2641	
0800	567	605	641	593	2406	246	300	329	287	1162	3568	
0900	629	679	698	596	2602	351	349	333	359	1392	3994	
1000	537	472	497	500	2006	383	338	346	400	1467	3473	
1100	501	484	516	488	1989	373	357	440	440	1610	3599	
1200	500	471	483	464	1918	433	456	438	459	1786	3704	
1300	482	522	500	516	2020	523	484	504	503	2014	4034	
1400	533	519	501	492	2045	484	500	481	464	1929	3974	
1500	514	507	420	466	1907	473	497	520	477	1967	3874	
1600	489	484	458	427	1858	531	535	579	604	2249	4107	
1700	463	474	433	447	1817	588	607	568	623	2386	4203	
1800	443	466	409	405	1723	645	631	583	565	2424	4147	
1900	400	399	351	417	1567	602	606	586	509	2303	3870	
2000	373	343	319	334	1369	558	480	469	480	1987	3356	
2100	334	321	339	338	1332	343	541	427	399	1710	3042	
2200	359	298	298	268	1223	418	430	409	319	1576	2799	
2300	269	242	208	191	910	343	277	269	300	1189	2099	
24-Hour Totals:					32590						31923	64513

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0900	2602	1130	1769	0900	3994
P.M.	1315	2071	1745	2482	1730	4256
Daily	0900	2602	1745	2482	1730	4256

County: 87
 Station: 0684
 Description: SR 94/KENDALL DR, 200' E SW 79 AV
 Start Date: 06/14/2005
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	20	47	34	39	140	76	56	51	50	233	373	
0100	42	31	23	24	120	39	20	21	14	94	214	
0200	18	20	16	18	72	20	15	18	8	61	133	
0300	23	16	18	14	71	14	13	17	10	54	125	
0400	28	31	30	33	122	12	14	20	21	67	189	
0500	41	49	89	128	307	19	21	52	63	155	462	
0600	185	247	356	503	1291	60	117	136	167	480	1771	
0700	558	567	587	656	2368	132	192	238	251	813	3181	
0800	590	637	597	553	2377	261	281	294	309	1145	3522	
0900	577	435	449	476	1937	285	277	307	306	1175	3112	
1000	431	446	463	440	1780	281	301	339	344	1265	3045	
1100	470	460	481	495	1906	328	330	367	366	1391	3297	
1200	496	480	499	466	1941	368	453	403	415	1639	3580	
1300	459	444	447	453	1803	369	403	432	400	1604	3407	
1400	440	449	459	420	1768	410	404	421	427	1662	3430	
1500	445	451	453	430	1779	442	455	432	446	1775	3554	
1600	383	429	443	403	1658	472	474	430	464	1840	3498	
1700	465	425	412	375	1677	545	526	528	509	2108	3785	
1800	411	348	329	294	1382	514	481	457	443	1895	3277	
1900	339	337	318	264	1258	399	368	370	335	1472	2730	
2000	267	296	269	238	1070	356	335	284	300	1275	2345	
2100	242	225	209	176	852	320	279	281	226	1106	1958	
2200	182	171	150	145	648	214	176	191	120	701	1349	
2300	140	105	76	61	382	121	111	97	78	407	789	
24-Hour Totals:					28709						24417	53126

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0745	2480	1145	1590	0745	3567
P.M.	1200	1941	1700	2108	1700	3785
Daily	0745	2480	1700	2108	1700	3785

County: 87
 Station: 1080
 Description: SR 94/KENDALL DR, 200' W SW 147 AV
 Start Date: 06/14/2005
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	33	83	70	41	227	139	152	65	74	430	657	
0100	75	40	48	30	193	77	46	43	50	216	409	
0200	33	30	38	24	125	31	15	28	22	96	221	
0300	24	24	26	23	97	19	31	15	22	87	184	
0400	27	32	34	51	144	9	22	31	34	96	240	
0500	77	98	126	191	492	40	31	43	46	160	652	
0600	230	291	343	326	1190	77	90	118	149	434	1624	
0700	321	382	374	392	1469	127	189	226	273	815	2284	
0800	405	414	373	366	1558	208	177	226	186	797	2355	
0900	382	328	348	304	1362	226	223	220	232	901	2263	
1000	364	355	332	319	1370	232	239	189	226	886	2256	
1100	350	326	360	360	1396	242	251	298	298	1089	2485	
1200	318	321	344	333	1316	325	316	332	369	1342	2658	
1300	374	340	321	361	1396	329	282	329	313	1253	2649	
1400	392	353	328	349	1422	276	310	325	316	1227	2649	
1500	328	334	389	345	1396	316	304	363	378	1361	2757	
1600	370	351	319	321	1361	422	415	468	474	1779	3140	
1700	294	331	341	331	1297	552	456	459	505	1972	3269	
1800	343	308	324	300	1275	505	468	490	505	1968	3243	
1900	336	327	325	279	1267	446	499	468	468	1881	3148	
2000	305	286	322	288	1201	403	363	360	409	1535	2736	
2100	300	313	284	222	1119	422	440	412	394	1668	2787	
2200	282	196	200	183	861	294	319	257	267	1137	1998	
2300	178	128	123	94	523	201	226	205	133	765	1288	
24-Hour Totals:					24057						23895	47952

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	1585	1145	1271	1145	2614
P.M.	1530	1455	1700	1972	1745	3274
Daily	0730	1585	1700	1972	1745	3274

County: 87
 Station: 1116
 Description: SR 994/QUAIL ROOST DR, 200' W SW 127 AV
 Start Date: 04/05/2005
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	9	11	5	5	30	13	10	9	11	43	73	
0100	4	6	9	10	29	13	6	7	8	34	63	
0200	10	3	2	4	19	6	7	3	5	21	40	
0300	9	9	11	8	37	5	9	4	7	25	62	
0400	11	9	15	26	61	4	4	7	6	21	82	
0500	30	31	77	99	237	11	30	28	43	112	349	
0600	108	138	151	186	583	56	84	97	114	351	934	
0700	206	179	208	214	807	117	128	149	166	560	1367	
0800	210	170	159	156	695	127	131	137	131	526	1221	
0900	128	138	142	129	537	90	94	102	109	395	932	
1000	134	89	110	122	455	84	105	106	90	385	840	
1100	93	109	134	113	449	82	107	105	108	402	851	
1200	112	118	106	113	449	105	117	107	123	452	901	
1300	131	119	120	110	480	101	105	116	106	428	908	
1400	133	137	128	129	527	144	132	130	141	547	1074	
1500	146	130	141	139	556	154	189	185	169	697	1253	
1600	147	124	122	125	518	169	208	180	189	746	1264	
1700	137	133	145	123	538	158	227	181	204	770	1308	
1800	139	113	118	114	484	155	158	183	137	633	1117	
1900	103	87	76	72	338	159	126	114	112	511	849	
2000	73	73	58	54	258	100	132	83	77	392	650	
2100	67	45	40	52	204	67	71	65	56	259	463	
2200	44	60	46	41	191	53	51	46	43	193	384	
2300	31	33	20	15	99	23	19	16	14	72	171	
24-Hour Totals:					8581						8575	17156

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	811	0730	573	0715	1381
P.M.	1515	557	1700	770	1700	1308
Daily	0715	811	1700	770	0715	1381
Truck Percentage	7.00		6.00		6.00	

County: 87
 Station: 2532
 Description: SR 5/US-1, 200' S SR 94/KENDALL DR/SW 88 ST
 Start Date: 04/05/2005
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	60	37	53	28	178	98	72	60	57	287	465	
0100	34	29	19	24	106	51	47	48	23	169	275	
0200	10	15	18	15	58	24	27	18	18	87	145	
0300	16	14	22	19	71	20	10	10	13	53	124	
0400	17	23	43	43	126	15	13	25	20	73	199	
0500	67	136	201	221	625	18	34	54	55	161	786	
0600	361	443	565	558	1927	76	117	149	173	515	2442	
0700	537	423	351	299	1610	179	204	280	283	946	2556	
0800	336	318	360	382	1396	287	297	340	309	1233	2629	
0900	402	437	405	389	1633	324	323	360	332	1339	2972	
1000	401	385	367	361	1514	337	394	372	383	1486	3000	
1100	403	393	392	387	1575	379	460	448	466	1753	3328	
1200	433	416	427	447	1723	460	515	504	506	1985	3708	
1300	443	447	433	376	1699	512	465	476	503	1956	3655	
1400	385	419	401	412	1617	467	521	469	464	1921	3538	
1500	389	353	373	419	1534	497	521	515	581	2114	3648	
1600	371	395	348	354	1468	523	554	582	535	2194	3662	
1700	400	374	412	336	1522	565	579	610	591	2345	3867	
1800	345	359	352	293	1349	573	541	544	522	2180	3529	
1900	333	279	288	276	1176	422	477	437	409	1745	2921	
2000	252	237	246	223	958	408	398	361	315	1482	2440	
2100	249	253	207	224	933	339	330	281	229	1179	2112	
2200	183	172	155	143	653	263	212	205	201	881	1534	
2300	122	102	80	73	377	170	151	162	129	612	989	
24-Hour Totals:					25828						28696	54524

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0615	2103	1145	1945	1145	3608
P.M.	1245	1770	1715	2353	1700	3867
Daily	0615	2103	1715	2353	1700	3867
Truck Percentage	4.00		3.00		3.00	

**TRAFFIC ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS**

DATE: 10/10/2006 - Tuesday

TIME BEGUN: 0:0 AM

PAGE: 4455-4

LOCATION: SW 216 ST (HAINLIN MILL DR) WEST OF SW 134

STATION: 900

EASTBOUND QUARTER HOURS						WESTBOUND QUARTER HOURS						TWO-WAY
TIME	1st	2nd	3rd	4th	TOTAL	TIME	1st	2nd	3rd	4th	TOTAL	TOTAL
12 AM	3	2	2	4	11	12 AM	5	3	3	5	16	27
01 AM	4	3	3	1	11	01 AM	2	3	4	3	12	23
02 AM	0	1	1	0	2	02 AM	0	0	2	0	2	4
03 AM	1	1	0	0	2	03 AM	0	3	1	0	4	6
04 AM	1	3	2	2	8	04 AM	0	1	1	0	2	10
05 AM	5	3	11	18	37	05 AM	4	10	17	18	49	86
06 AM	26	47	43	43	159	06 AM	14	33	42	60	149	308
07 AM	41	58	45	41	185	07 AM	78	55	75	87	295	480
08 AM	73	79	48	47	247	08 AM	67	54	50	53	224	471
09 AM	36	35	47	23	141	09 AM	29	34	30	33	126	267
10 AM	41	31	47	43	162	10 AM	36	30	28	40	134	296
11 AM	38	50	32	48	168	11 AM	31	48	38	43	160	328
12 PM	40	49	34	35	158	12 PM	30	39	33	48	150	308
01 PM	51	54	36	39	180	01 PM	39	43	49	49	180	360
02 PM	55	40	40	62	197	02 PM	38	45	52	61	196	393
03 PM	50	75	64	54	243	03 PM	51	53	54	74	232	475
04 PM	50	57	76	70	253	04 PM	55	64	63	51	233	486
05 PM	86	55	68	42	251	05 PM	55	56	58	58	227	478
06 PM	51	48	27	32	158	06 PM	43	53	43	26	165	323
07 PM	31	43	28	30	132	07 PM	42	32	20	27	121	253
08 PM	17	22	12	15	66	08 PM	24	24	25	18	91	157
09 PM	18	6	11	8	43	09 PM	22	17	9	8	56	99
10 PM	9	7	8	5	29	10 PM	14	11	5	13	43	72
11 PM	2	3	4	4	13	11 PM	14	5	2	4	25	38
Total:					2856						2892	5748
P.H.P. --> $[(486 + 478) / 2] * 1.01 * 1.015 = 494 \text{ vph}$												
A.W.D.T. --> $5748 * 1.01 * 1.015 = 5890 \text{ vpd}$												
FACTORS		EASTBOUND			WESTBOUND			TWO-WAY				
PHF:		0.832			0.910			0.874				
K:	4-5 PM	0.089			0.081			0.085				
D:		0.521			0.479			1.000				
PHF:		0.832			0.910			0.874				
K:	4-6 PM	0.089			0.081			0.085				
D:		0.521			0.479			1.000				

SW 152ND STREET & SW 117TH AVENUE
 KENDALL, FLORIDA
 COUNTED BY: D. DUQUE & A. SANTOS
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00060265
 Start Date: 11/08/06
 File I.D. : 152ST117
 Page : 1

ALL VEHICLES

Date	SW 117TH AVENUE From North				SW 152ND STREET From East				SW 117TH AVENUE From South				SW 152ND STREET From West				Total
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	
11/08/06	-----																
07:00	113	93	0	30	33	138	1	18	10	72	0	22	35	448	1	335	1349
07:15	164	83	1	15	15	192	0	16	11	78	0	19	72	448	0	328	1442
07:30	171	113	0	32	32	184	0	36	8	90	0	27	52	396	0	337	1478
07:45	208	140	0	25	1	190	0	10	12	99	0	42	66	387	1	271	1452
Hr Total	656	429	1	102	81	704	1	80	41	339	0	110	225	1679	2	1271	5721
08:00	193	98	0	30	0	255	2	32	9	78	0	37	77	411	0	340	1562
08:15	204	110	0	35	16	229	0	18	20	77	0	30	56	453	0	355	1603
08:30	212	147	0	47	20	220	0	32	18	94	0	39	42	380	0	295	1546
08:45	225	134	1	46	43	208	2	64	41	126	5	81	27	245	4	278	1530
Hr Total	834	489	1	158	79	912	4	146	88	375	5	187	202	1489	4	1268	6241
----- * BREAK * -----																	
16:00	295	91	0	17	14	304	2	14	20	95	0	60	55	305	1	124	1397
16:15	299	93	0	25	16	302	3	13	25	72	0	48	55	278	1	71	1301
16:30	316	96	1	13	16	318	0	11	19	91	0	35	43	305	1	82	1347
16:45	329	99	0	14	13	338	1	15	16	91	0	37	64	282	0	89	1388
Hr Total	1239	379	1	69	59	1262	6	53	80	349	0	180	217	1170	3	366	5433
17:00	331	86	0	11	21	358	2	7	33	94	0	48	57	338	0	93	1479
17:15	296	97	0	20	32	367	2	18	30	106	0	50	60	318	0	86	1482
17:30	348	97	0	24	25	384	0	8	21	108	0	49	56	368	0	86	1574
17:45	383	93	0	24	19	381	5	22	30	86	0	38	52	329	0	100	1562
Hr Total	1358	373	0	79	97	1490	9	55	114	394	0	185	225	1353	0	365	6097

TOTAL	4087	1670	3	408	316	4368	20	334	323	1457	5	662	869	5691	9	3270	23492

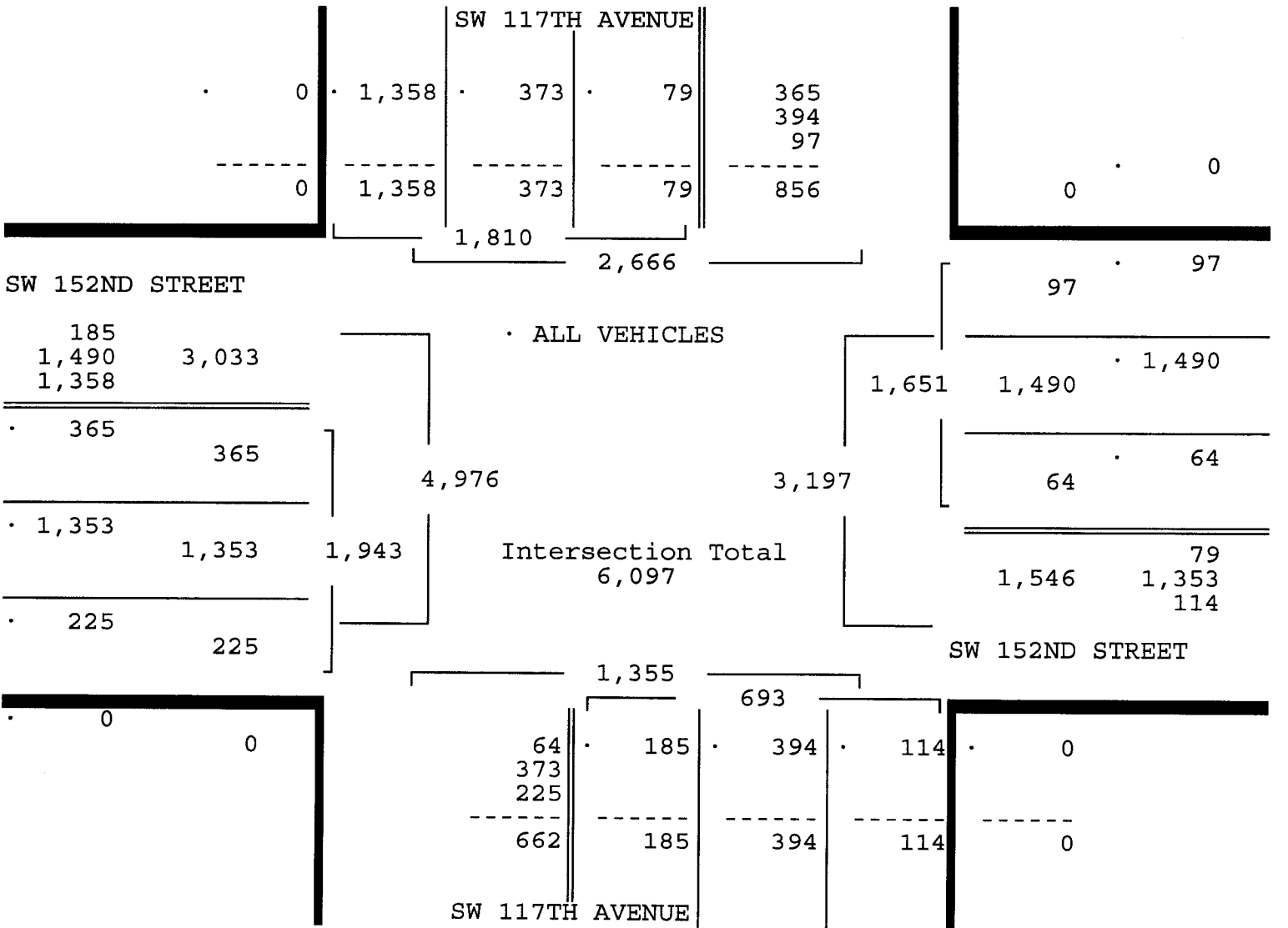
SW 152ND STREET & SW 117TH AVENUE
 KENDALL, FLORIDA
 COUNTED BY: D. DUQUE & A. SANTOS
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00060265
 Start Date: 11/08/06
 File I.D. : 152ST117
 Page : 3

ALL VEHICLES

SW 117TH AVENUE From North				SW 152ND STREET From East				SW 117TH AVENUE From South				SW 152ND STREET From West				Total
Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	
Date 11/08/06																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/08/06																
Peak start 17:00				17:00				17:00				17:00				
Volume	1358	373	0	79	97	1490	9	55	114	394	0	185	225	1353	0	365
Percent	75%	21%	0%	4%	6%	90%	1%	3%	16%	57%	0%	27%	12%	70%	0%	19%
Pk total	1810			1651			693			1943						
Highest	17:45			17:45			17:15			17:30						
Volume	383	93	0	24	19	381	5	22	30	106	0	50	56	368	0	86
Hi total	500			427			186			510						
PHF	.90			.97			.93			.95						



TRAFFIC SURVEY SPECIALISTS, INC.

SW 152ND STREET & SW 127TH AVENUE
 KENDALL, FLORIDA
 COUNTED BY: A. PERALTA & M. GOMEZ
 SIGNALIZED

624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00060265
 Start Date: 11/08/06
 File I.D. : 152ST127
 Page : 1

ALL VEHICLES

Date	SW 127TH AVENUE From North				SW 152ND STREET From East				SW 127TH AVENUE From South				SW 152ND STREET From West				Total
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	
07:00	28	0	0	58	15	173	0	2	0	0	0	0	1	522	1	23	823
07:15	26	0	0	35	22	225	1	3	2	0	0	0	0	606	0	12	932
07:30	51	0	0	46	13	267	0	2	0	0	0	0	0	610	0	18	1007
07:45	48	1	1	77	16	294	0	3	0	0	0	0	2	456	0	37	935
Hr Total	153	1	1	216	66	959	1	10	2	0	0	0	3	2194	1	90	3697
08:00	58	0	2	69	21	291	0	4	0	0	0	0	0	486	1	34	966
08:15	80	0	0	46	26	292	0	2	0	0	0	0	0	649	0	72	1167
08:30	37	1	0	54	19	271	0	8	0	0	0	0	0	605	0	5	1000
08:45	30	0	0	25	13	305	0	6	0	0	0	1	1	482	0	16	879
Hr Total	205	1	2	194	79	1159	0	20	0	0	0	1	1	2222	1	127	4012
* BREAK *																	
16:00	37	0	0	30	45	522	0	0	3	0	0	4	0	328	0	22	991
16:15	35	0	0	34	35	517	2	0	2	0	0	0	0	278	0	31	934
16:30	46	0	0	24	38	528	0	0	2	0	0	3	0	305	0	33	979
16:45	28	0	0	11	39	581	0	0	6	0	0	1	0	281	0	30	977
Hr Total	146	0	0	99	157	2148	2	0	13	0	0	8	0	1192	0	116	3881
17:00	42	0	1	23	52	564	0	0	7	0	0	1	0	287	1	30	1008
17:15	48	0	1	18	44	612	0	0	4	0	0	0	0	312	0	35	1074
17:30	33	0	0	21	43	628	0	0	3	0	0	4	0	310	0	39	1081
17:45	33	1	0	40	59	651	0	0	1	0	0	0	0	293	0	52	1130
Hr Total	156	1	2	102	198	2455	0	0	15	0	0	5	0	1202	1	156	4293
TOTAL	660	3	5	611	500	6721	3	30	30	0	0	14	4	6810	3	489	15883

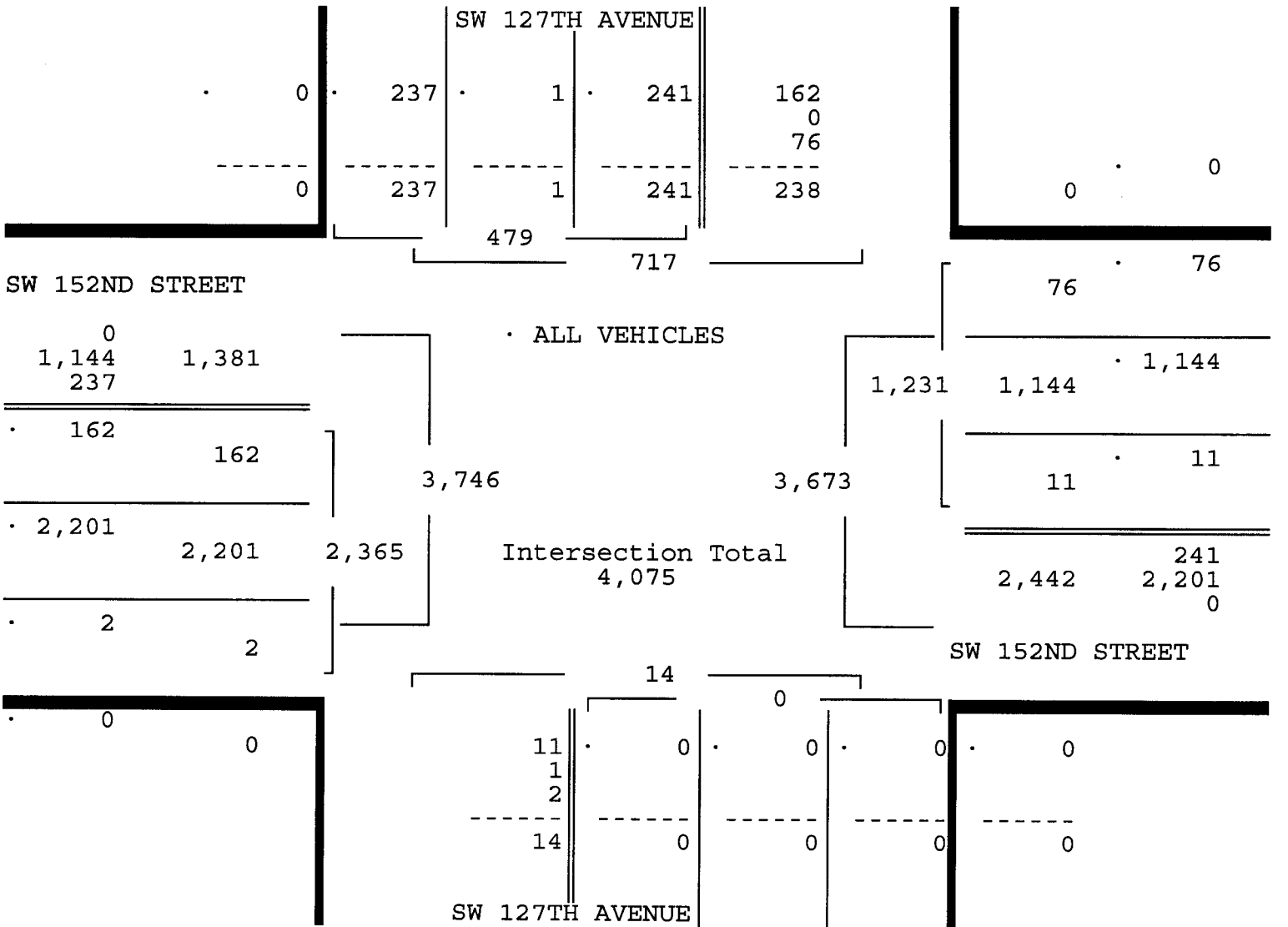
SW 152ND STREET & SW 127TH AVENUE
 KENDALL, FLORIDA
 COUNTED BY: A. PERALTA & M. GOMEZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00060265
 Start Date: 11/08/06
 File I.D. : 152ST127
 Page : 2

ALL VEHICLES

SW 127TH AVENUE From North				SW 152ND STREET From East				SW 127TH AVENUE From South				SW 152ND STREET From West				Total
Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	
Date 11/08/06																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/08/06																
Peak start 07:30				07:30				07:30				07:30				
Volume	237	1	3	238	76	1144	0	11	0	0	0	0	2	2201	1	161
Percent	49%	0%	1%	50%	6%	93%	0%	1%	0%	0%	0%	0%	0%	93%	0%	7%
Pk total	479			1231				0				2365				
Highest	08:00			08:15				07:00				08:15				
Volume	58	0	2	69	26	292	0	2	0	0	0	0	0	649	0	72
Hi total	129			320				0				721				
PHF	.93			.96				.0				.82				



SW 152ND STREET & SW 127TH AVENUE
 KENDALL, FLORIDA
 COUNTED BY: A. PERALTA & M. GOMEZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00060265
 Start Date: 11/08/06
 File I.D. : 152ST127
 Page : 3

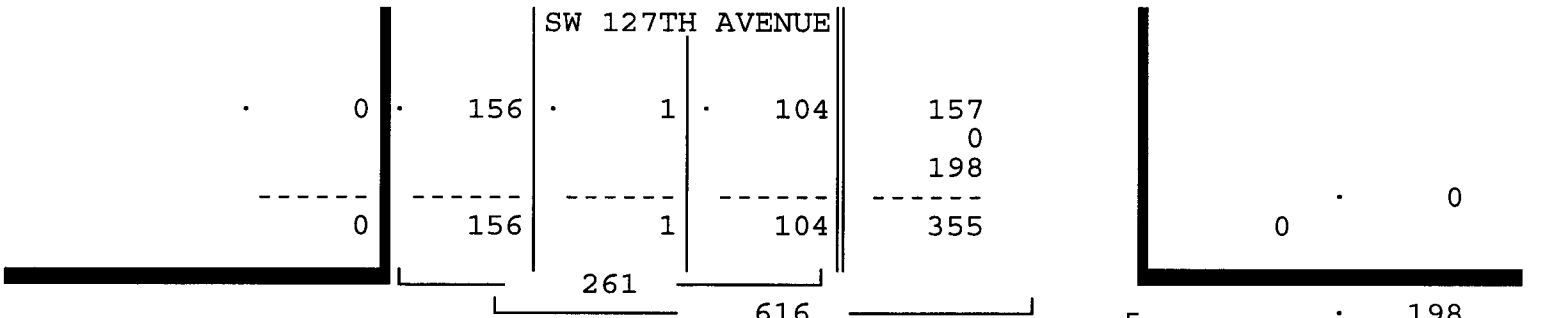
ALL VEHICLES

SW 127TH AVENUE From North				SW 152ND STREET From East				SW 127TH AVENUE From South				SW 152ND STREET From West				Total
Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	

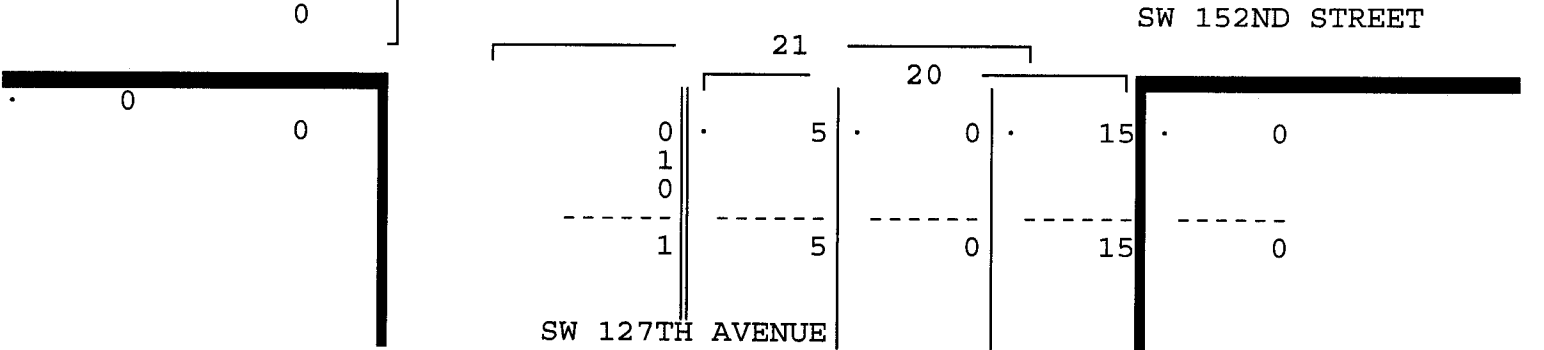
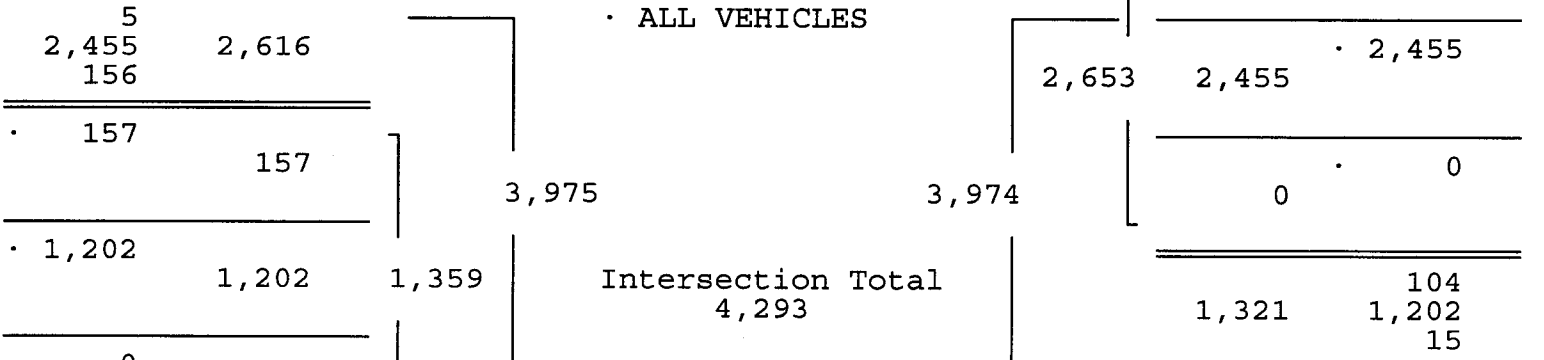
Date 11/08/06

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/08/06

Peak start	17:00				17:00				17:00				17:00			
Volume	156	1	2	102	198	2455	0	0	15	0	0	5	0	1202	1	156
Percent	60%	0%	1%	39%	7%	93%	0%	0%	75%	0%	0%	25%	0%	88%	0%	11%
Pk total	261				2653				20				1359			
Highest	17:45				17:45				17:00				17:30			
Volume	33	1	0	40	59	651	0	0	7	0	0	1	0	310	0	39
Hi total	74				710				8				349			
PHF	.88				.93				.62				.97			



SW 152ND STREET



ALL VEHICLES

Intersection Total
4,293

SW 152ND STREET

SW 127TH AVENUE

TRAFFIC SURVEY SPECIALISTS, INC.

SW 152ND STREET & SW 137TH AVENUE
 KENDALL, FLORIDA
 COUNTED BY: N. NAVARRO & R. DELGADO
 SIGNALIZED

624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00060265
 Start Date: 11/08/06
 File I.D. : 152S137A
 Page : 1

ALL VEHICLES

Date	SW 137TH AVENUE From North				SW 152ND STREET From East				SW 137TH AVENUE From South				SW 152ND STREET From West				Total
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	
11/08/06																	
07:00	24	145	1	112	90	72	0	24	96	280	1	11	18	287	0	151	1312
07:15	25	164	0	120	136	95	2	59	106	282	2	10	16	285	0	177	1479
07:30	45	220	0	144	157	94	0	36	146	333	1	15	8	320	1	144	1664
07:45	31	167	0	138	160	123	0	72	120	311	0	13	17	306	0	153	1611
Hr Total	125	696	1	514	543	384	2	191	468	1206	4	49	59	1198	1	625	6066
08:00	47	176	0	155	186	159	2	53	142	278	0	19	21	397	0	122	1757
08:15	48	175	1	167	165	149	0	57	151	292	0	27	22	363	0	121	1738
08:30	66	175	0	145	125	103	0	89	120	247	1	27	30	297	0	185	1610
08:45	72	194	1	140	151	120	1	80	113	228	2	35	14	253	0	123	1527
Hr Total	233	720	2	607	627	531	3	279	526	1045	3	108	87	1310	0	551	6632
* BREAK *																	
16:00	92	208	0	109	136	270	1	140	83	171	3	47	32	165	1	85	1543
16:15	84	283	1	118	118	257	0	126	69	179	1	50	24	133	0	68	1511
16:30	83	184	2	116	135	302	0	158	79	151	3	61	32	199	1	83	1589
16:45	133	263	0	110	128	263	0	159	68	188	2	83	28	136	1	84	1646
Hr Total	392	938	3	453	517	1092	1	583	299	689	9	241	116	633	3	320	6289
17:00	102	256	0	137	143	258	1	116	85	186	4	55	35	143	1	97	1619
17:15	128	241	0	117	154	334	0	157	74	194	2	87	39	201	0	70	1798
17:30	109	282	1	143	138	256	1	167	75	263	11	84	31	142	0	101	1804
17:45	121	217	1	143	156	341	0	138	72	186	8	88	35	196	1	102	1805
Hr Total	460	996	2	540	591	1189	2	578	306	829	25	314	140	682	2	370	7026
TOTAL	1210	3350	8	2114	2278	3196	8	1631	1599	3769	41	712	402	3823	6	1866	26013

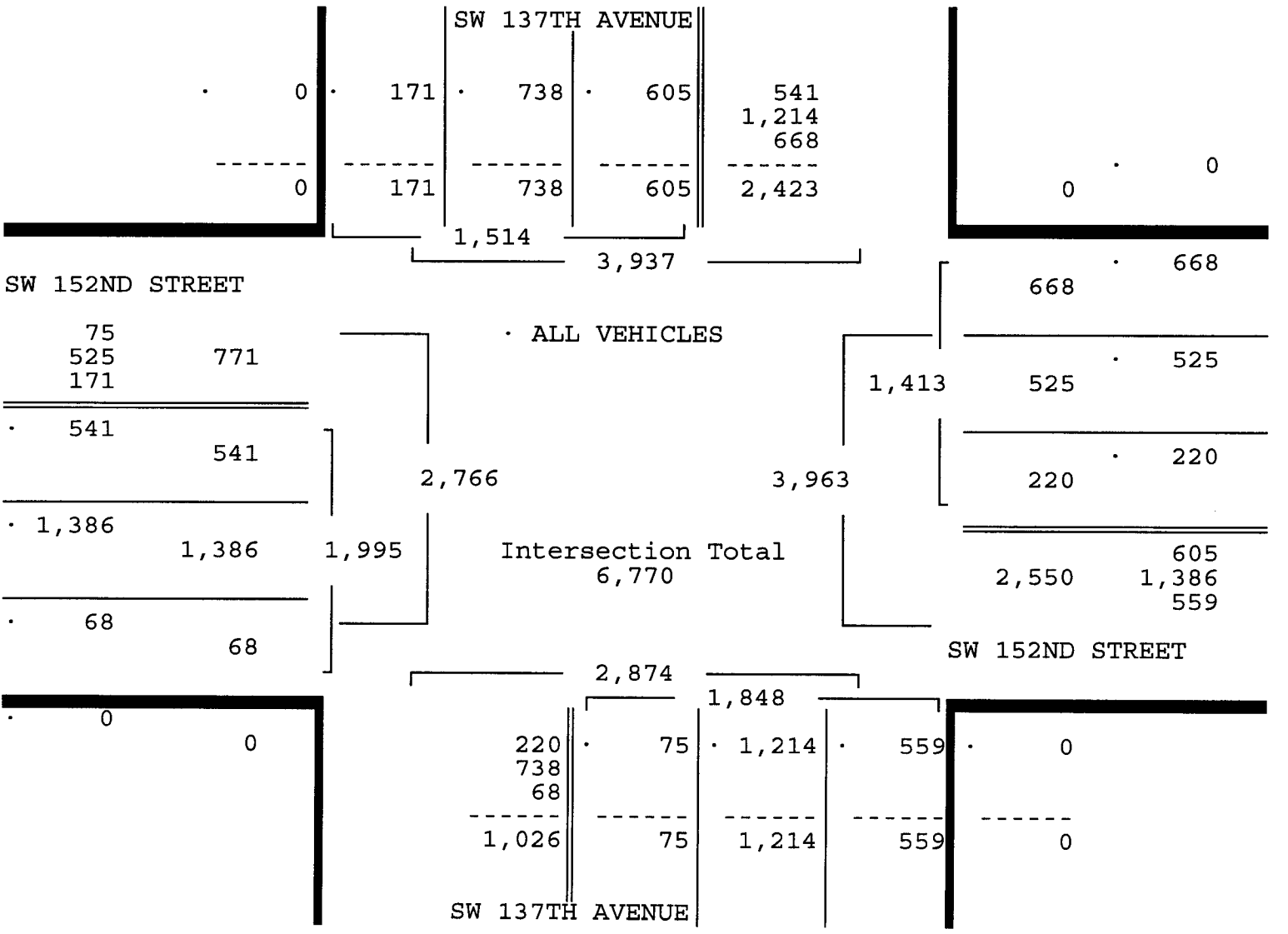
SW 152ND STREET & SW 137TH AVENUE
 KENDALL, FLORIDA
 COUNTED BY: N. NAVARRO & R. DELGADO
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00060265
 Start Date: 11/08/06
 File I.D. : 152S137A
 Page : 2

ALL VEHICLES

SW 137TH AVENUE From North				SW 152ND STREET From East				SW 137TH AVENUE From South				SW 152ND STREET From West				Total
Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	
Date 11/08/06																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/08/06																
Peak start 07:30				07:30				07:30				07:30				
Volume	171	738	1	604	668	525	2	218	559	1214	1	74	68	1386	1	540
Percent	11%	49%	0%	40%	47%	37%	0%	15%	30%	66%	0%	4%	3%	69%	0%	27%
Pk total	1514			1413				1848				1995				
Highest 07:30				08:00				07:30				08:00				
Volume	45	220	0	144	186	159	2	53	146	333	1	15	21	397	0	122
Hi total	409			400				495				540				
PHF	.93			.88				.93				.92				



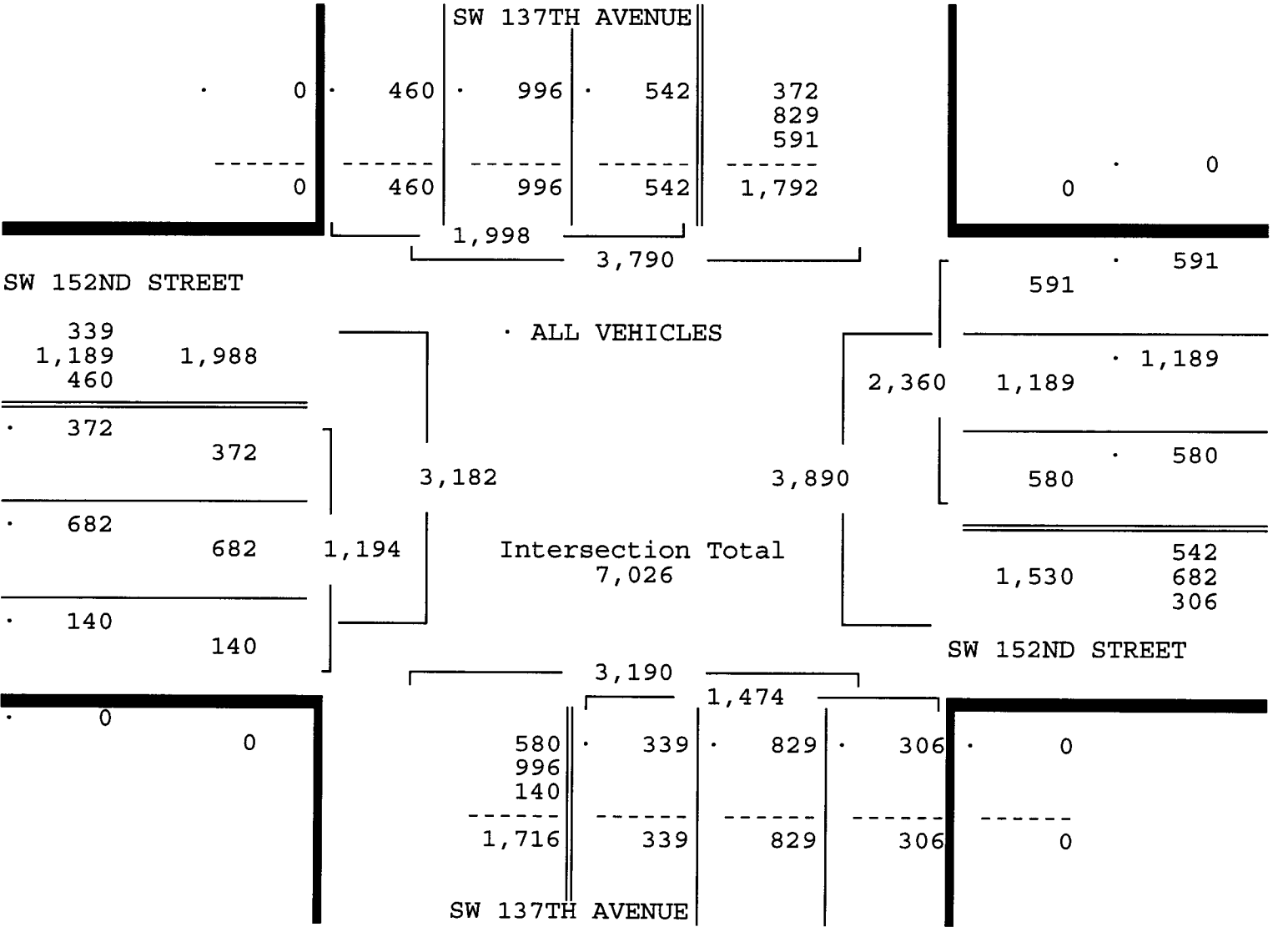
ALL VEHICLES

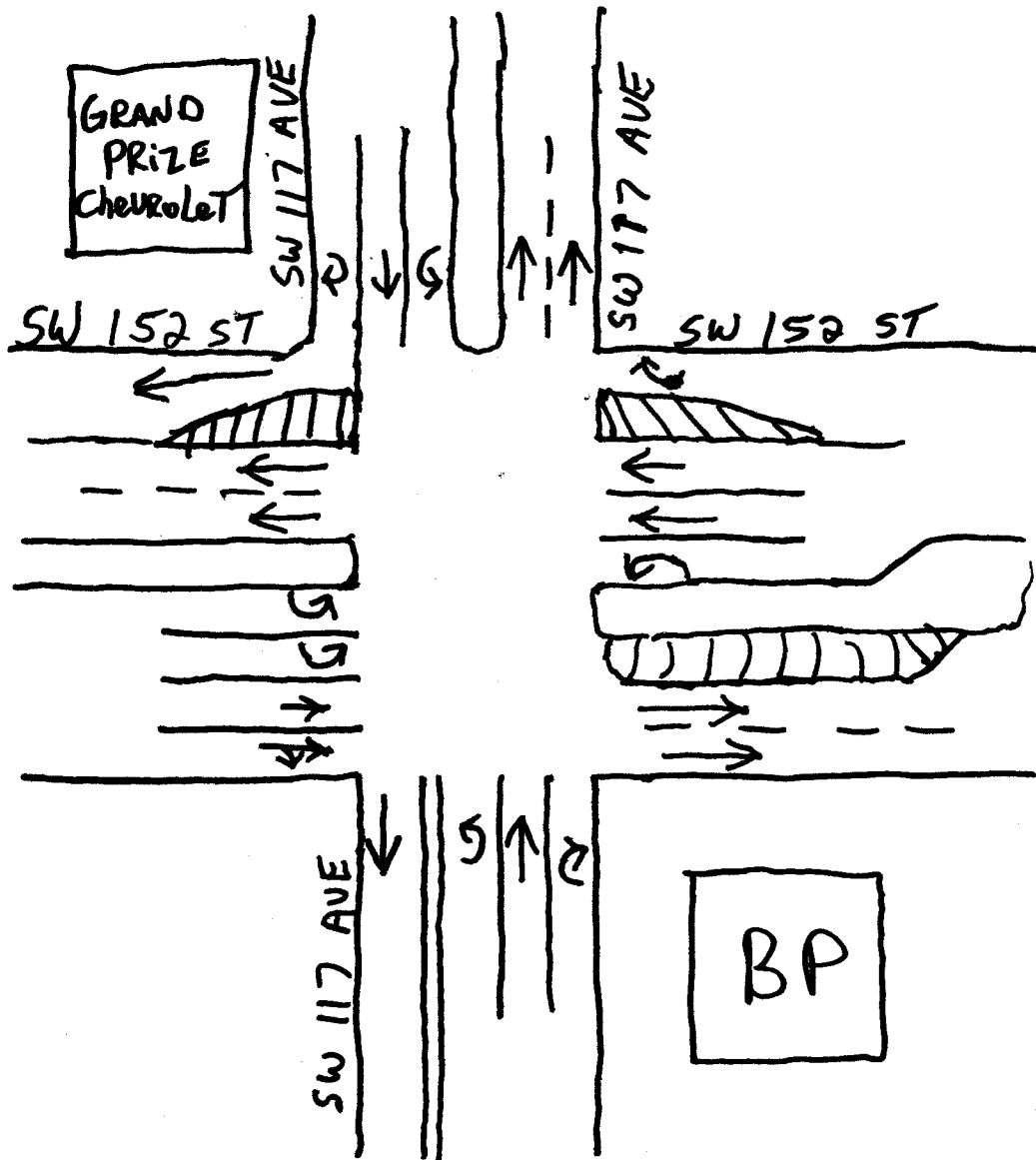
SW 137TH AVENUE From North				SW 152ND STREET From East				SW 137TH AVENUE From South				SW 152ND STREET From West				Total
Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	

Date 11/08/06

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/08/06

Peak start 17:00				17:00				17:00				17:00				
Volume	460	996	2	540	591	1189	2	578	306	829	25	314	140	682	2	370
Percent	23%	50%	0%	27%	25%	50%	0%	24%	21%	56%	2%	21%	12%	57%	0%	31%
Pk total	1998			2360			1474			1194						
Highest	17:30			17:15			17:30			17:45						
Volume	109	282	1	143	154	334	0	157	75	263	11	84	35	196	1	102
Hi total	535			645			433			334						
PHF	.93			.91			.85			.89						



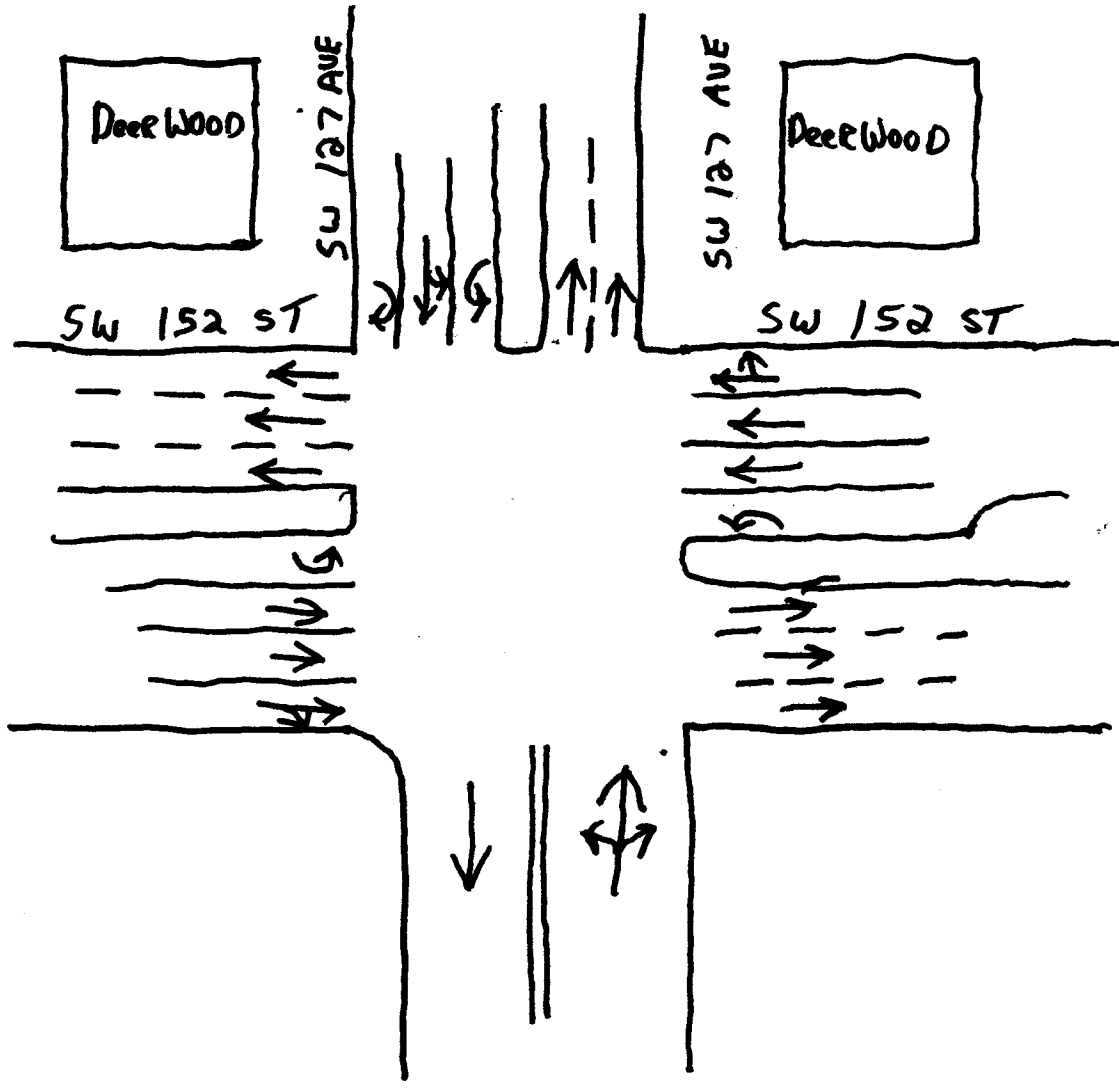


KENDALL, FLORIDA

11-09-06

DRAWN BY: RACIEL DELGADO

SIGNALIZED

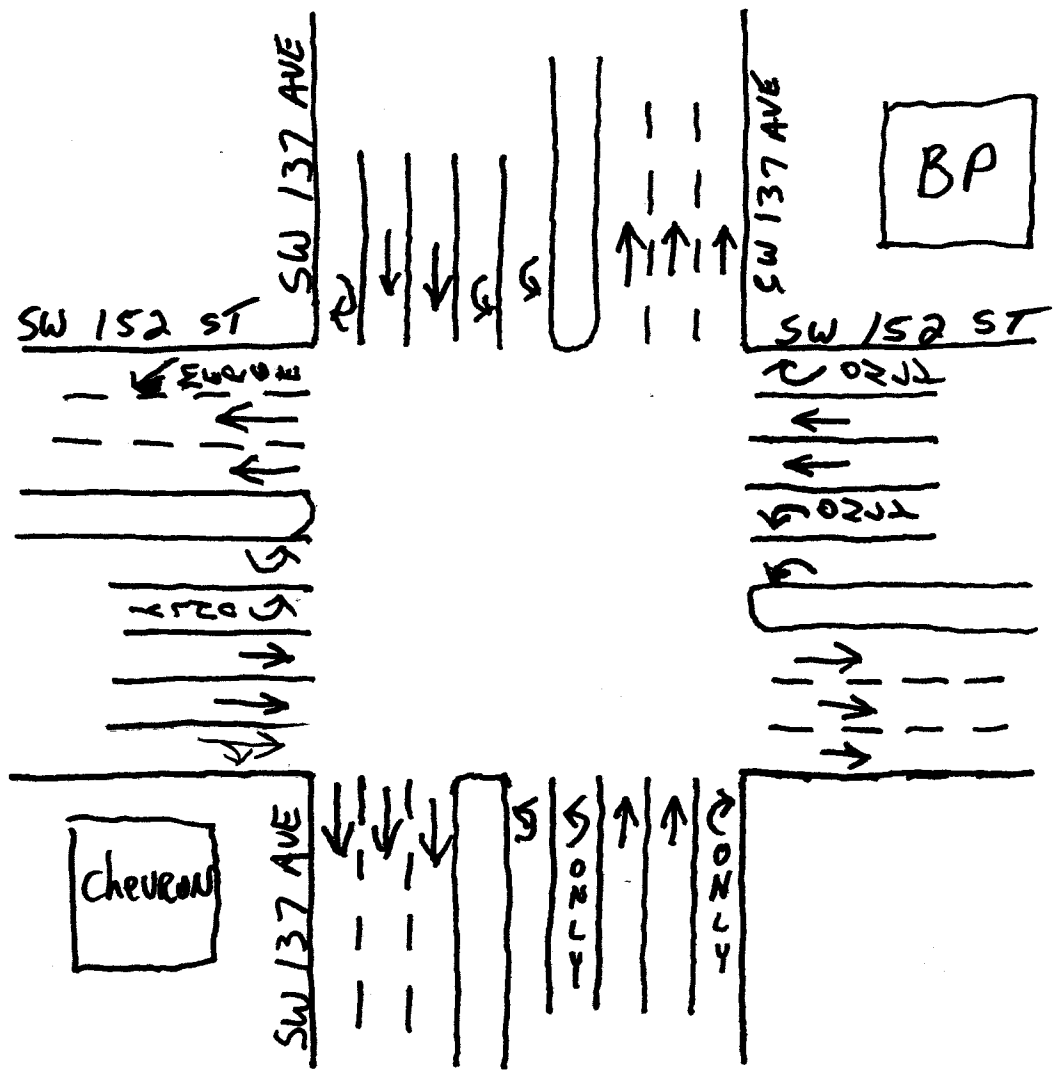


KENDALL, FLORIDA

11/9/06

DRAWN BY: RACIEL DELGADO

SIGNALIZED



KENDALL, FLORIDA

11-09-06

DRAWN BY: RACIEL DELGADO

SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.

SW 8TH STREET & KROME AVENUE
 MIAMI, FLORIDA
 COUNTED BY: PEDRO GOMEZ
 SIGNALIZED

624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00060293
 Start Date: 12/19/06
 File I.D. : 8STRKROM
 Page : 1

ALL VEHICLES

Date	KROME AVENUE From North				SW 8TH STREET From East				KROME AVENUE From South				SW 8TH STREET From West				Total
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	
07:00	8	42	0	28	41	16	6	37	68	136	0	13	5	11	0	2	413
07:15	7	63	0	13	60	26	3	44	118	159	0	27	5	11	0	2	538
07:30	10	55	0	28	65	23	3	50	77	154	0	37	8	14	0	2	526
07:45	18	54	0	22	74	36	2	45	58	141	0	37	8	13	0	1	509
Hr Total	43	214	0	91	240	101	14	176	321	590	0	114	26	49	0	7	1986
08:00	14	67	0	27	74	35	2	34	53	110	0	35	13	5	0	3	472
08:15	5	42	0	23	66	30	3	39	59	122	0	21	8	18	1	9	446
08:30	3	50	0	22	71	12	3	37	78	97	0	20	8	16	0	1	418
08:45	12	59	0	28	55	11	1	28	69	109	0	27	9	6	0	1	415
Hr Total	34	218	0	100	266	88	9	138	259	438	0	103	38	45	1	14	1751
* BREAK *																	
16:00	4	86	0	68	44	12	2	52	49	75	0	17	21	31	0	11	472
16:15	3	96	0	60	47	28	1	56	28	52	0	10	17	43	0	14	455
16:30	1	124	0	74	55	12	1	76	34	59	0	17	31	57	0	15	556
16:45	2	126	0	88	46	19	1	69	25	50	0	8	52	48	0	14	548
Hr Total	10	432	0	290	192	71	5	253	136	236	0	52	121	179	0	54	2031
17:00	4	107	0	82	51	17	1	58	35	83	0	21	48	35	0	10	552
17:15	1	164	0	73	66	10	3	65	31	67	0	11	44	44	0	4	583
17:30	3	140	0	76	53	15	1	64	41	65	0	8	21	16	1	6	510
17:45	1	139	0	81	55	9	0	78	40	69	0	10	16	24	0	5	527
Hr Total	9	550	0	312	225	51	5	265	147	284	0	50	129	119	1	25	2172
TOTAL	96	1414	0	793	923	311	33	832	863	1548	0	319	314	392	2	100	7940

SW 8TH STREET & KROME AVENUE
 MIAMI, FLORIDA
 COUNTED BY: PEDRO GOMEZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00060293
 Start Date: 12/19/06
 File I.D. : 8STRKROM
 Page : 2

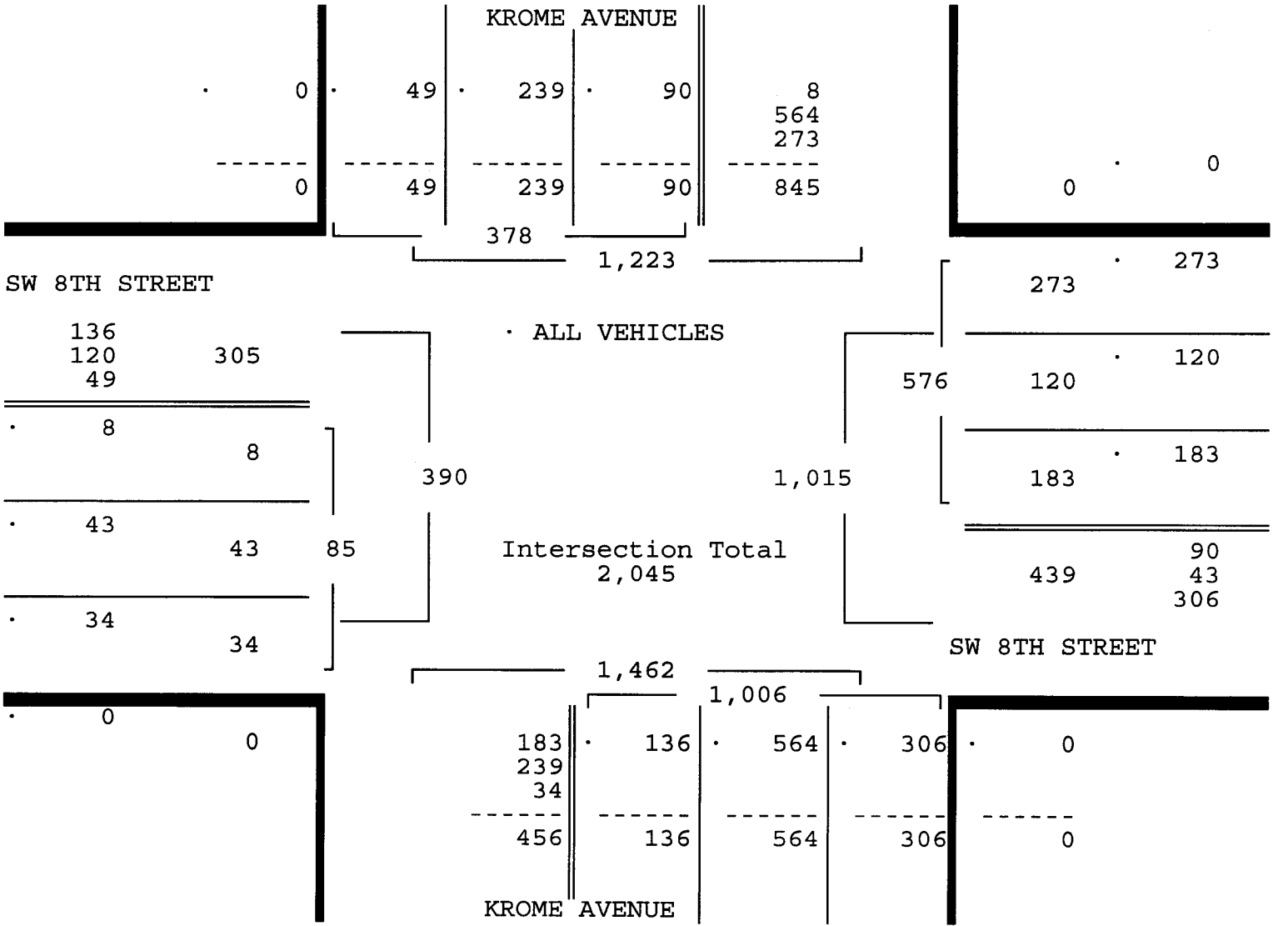
ALL VEHICLES

KROME AVENUE From North				SW 8TH STREET From East				KROME AVENUE From South				SW 8TH STREET From West				Total
Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	

Date 12/19/06

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/19/06

Peak start	07:15				07:15				07:15				07:15			
Volume	49	239	0	90	273	120	10	173	306	564	0	136	34	43	0	8
Percent	13%	63%	0%	24%	47%	21%	2%	30%	30%	56%	0%	14%	40%	51%	0%	9%
Pk total	378				576				1006				85			
Highest	08:00				07:45				07:15				07:30			
Volume	14	67	0	27	74	36	2	45	118	159	0	27	8	14	0	2
Hi total	108				157				304				24			
PHF	.88				.92				.83				.89			



SW 8TH STREET & KROME AVENUE
 MIAMI, FLORIDA
 COUNTED BY: PEDRO GOMEZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
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 DELRAY BEACH, FLORIDA 33444
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Site Code : 00060293
 Start Date: 12/19/06
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 Page : 3

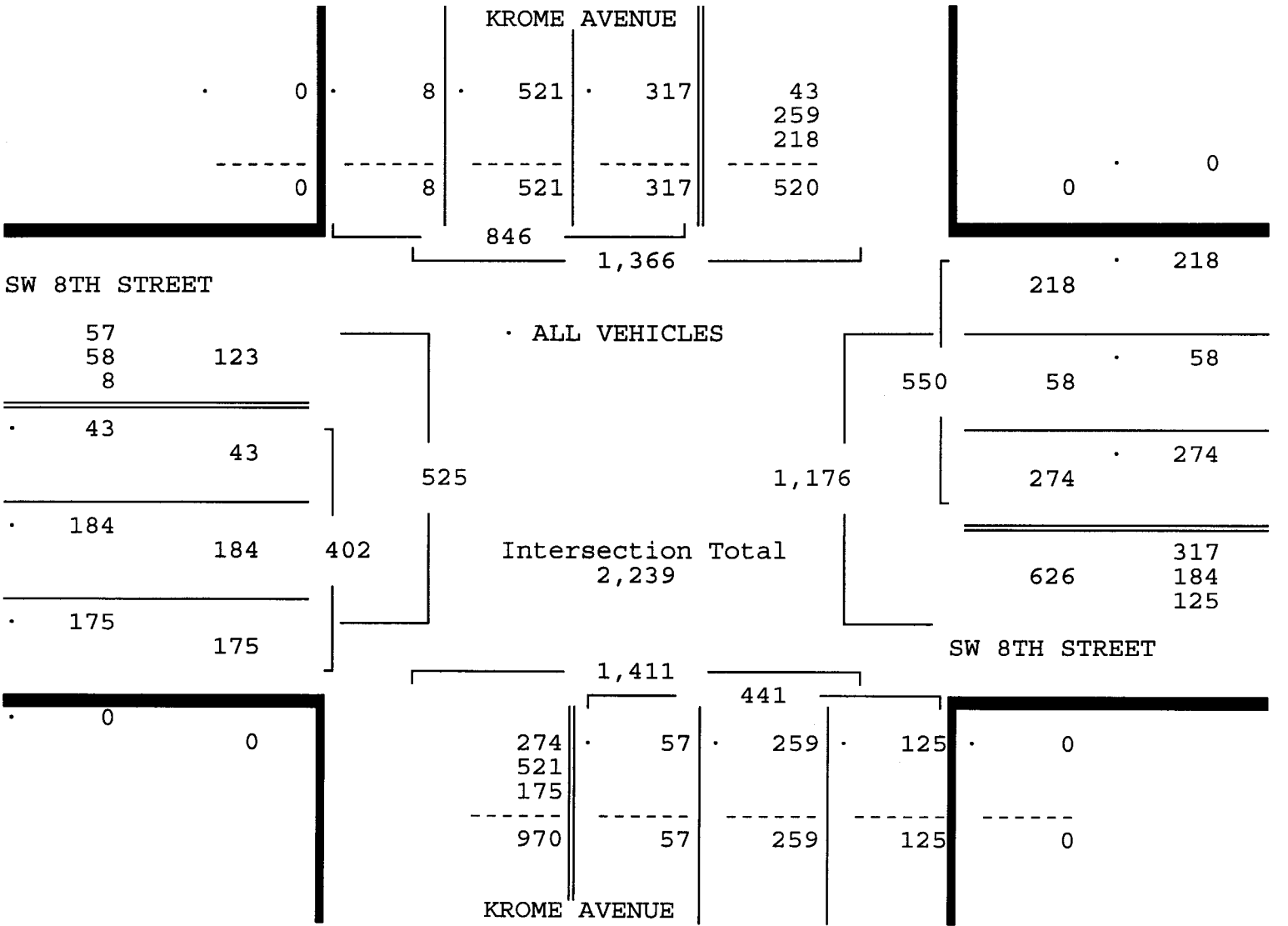
ALL VEHICLES

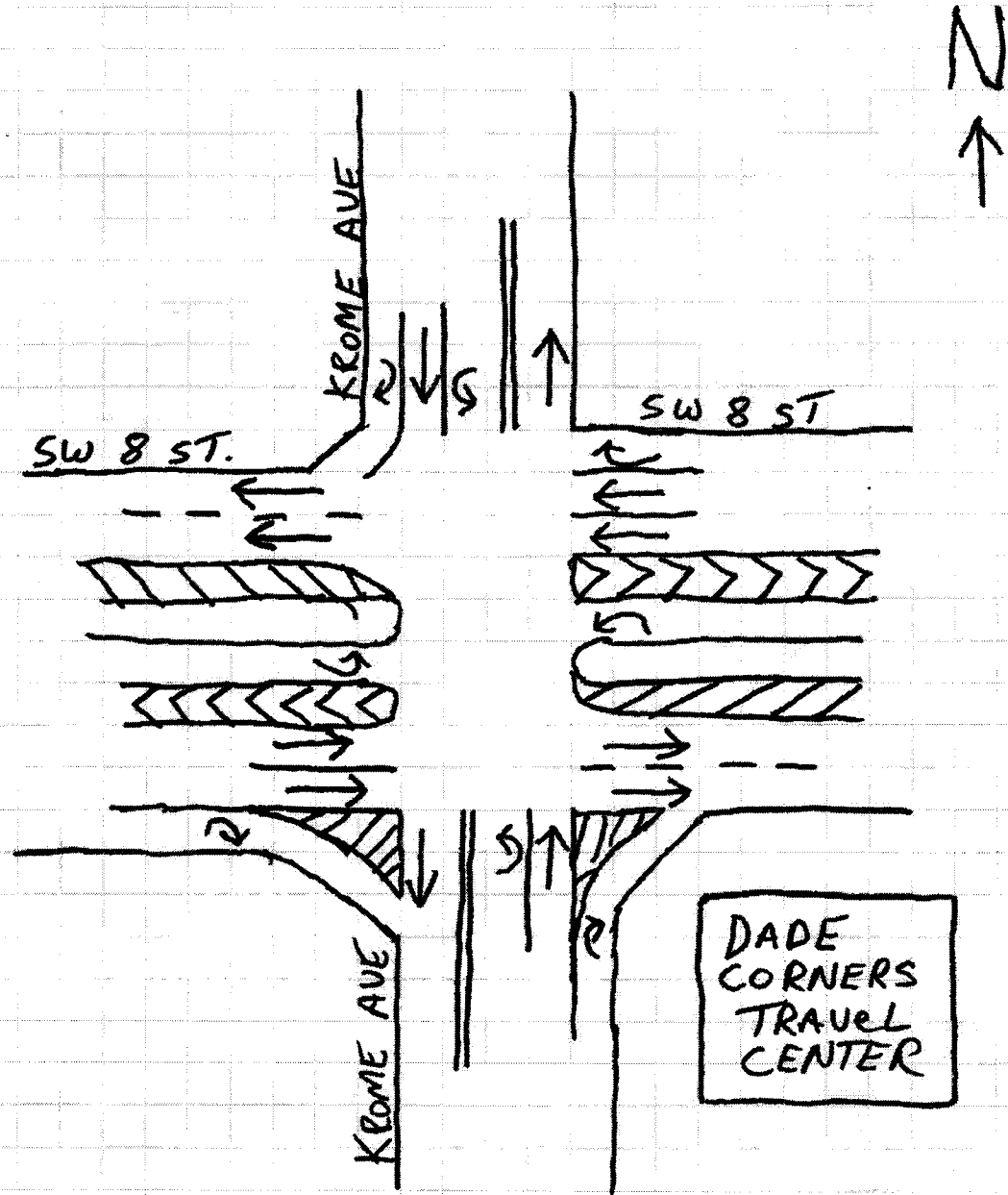
KROME AVENUE From North				SW 8TH STREET From East				KROME AVENUE From South				SW 8TH STREET From West				Total
Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	

Date 12/19/06

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/19/06

Peak start 16:30				16:30				16:30				16:30				
Volume	8	521	0	317	218	58	6	268	125	259	0	57	175	184	0	43
Percent	1%	62%	0%	37%	40%	11%	1%	49%	28%	59%	0%	13%	44%	46%	0%	11%
Pk total	846			550				441				402				
Highest	17:15			16:30				17:00				16:45				
Volume	1	164	0	73	55	12	1	76	35	83	0	21	52	48	0	14
Hi total	238			144				139				114				
PHF	.89			.95				.79				.88				





Miami, Florida

12-21-06

DRAWN BY: RACIEL DELGADO

SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.

624 GARDENIA TERRACE

DELRAY BEACH, FLORIDA 33444

(561) 272-3255 FAX (561) 272-4381

Site Code : 00060293

Start Date: 12/12/06

File I.D. : 216SKROM

Page : 1

SW 216TH STREET & KROME AVENUE

HOMESTEAD, FLORIDA

COUNTED BY: PEDRO GOMEZ

SIGNALIZED

ALL VEHICLES

Date 12/12/06	KROME AVENUE From North				SW 216TH STREET From East				KROME AVENUE From South				SW 216TH STREET From West				Total
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	
07:00	10	128	0	12	11	21	0	10	14	148	0	13	4	21	0	15	407
07:15	6	130	0	9	16	20	0	7	16	144	0	12	7	23	0	17	407
07:30	7	178	0	14	18	16	0	16	22	156	0	9	7	31	0	8	482
07:45	11	158	0	19	18	16	0	9	12	154	0	12	7	29	0	17	462
Hr Total	34	594	0	54	63	73	0	42	64	602	0	46	25	104	0	57	1758
08:00	11	166	0	14	12	16	0	9	10	132	0	7	9	18	0	13	417
08:15	8	109	0	5	6	22	0	6	10	114	0	6	3	26	0	17	332
08:30	6	102	0	6	14	20	0	8	3	109	0	6	10	8	0	9	301
08:45	9	88	0	6	11	13	0	5	9	119	0	9	6	13	0	8	296
Hr Total	34	465	0	31	43	71	0	28	32	474	0	28	28	65	0	47	1346
* BREAK *																	
16:00	10	162	0	10	7	12	0	12	11	154	0	7	5	22	0	14	426
16:15	9	139	0	10	17	23	0	16	11	158	0	12	8	20	0	13	436
16:30	12	162	0	21	8	24	0	16	12	127	0	9	27	20	0	8	446
16:45	14	156	0	9	17	27	0	9	14	141	0	7	11	28	0	12	445
Hr Total	45	619	0	50	49	86	0	53	48	580	0	35	51	90	0	47	1753
17:00	16	190	0	22	20	17	0	12	5	174	0	8	28	21	0	11	524
17:15	15	177	0	21	14	21	0	8	17	146	0	5	10	18	0	18	470
17:30	12	173	0	16	12	19	1	11	11	144	0	8	10	10	0	17	444
17:45	4	173	0	18	10	15	0	11	16	143	0	0	6	14	0	14	424
Hr Total	47	713	0	77	56	72	1	42	49	607	0	21	54	63	0	60	1862
TOTAL	160	2391	0	212	211	302	1	165	193	2263	0	130	158	322	0	211	6719

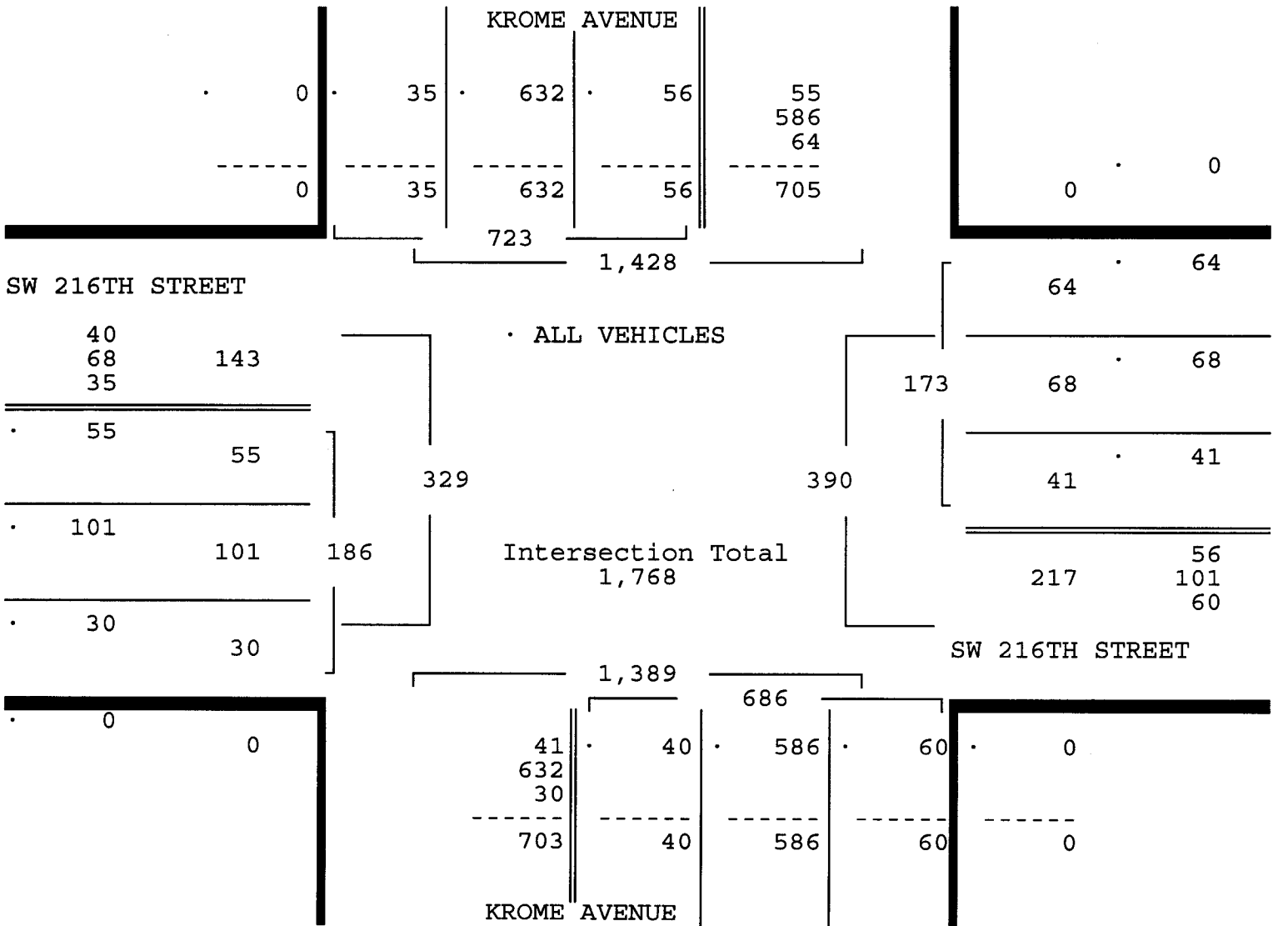
SW 216TH STREET & KROME AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: PEDRO GOMEZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00060293
 Start Date: 12/12/06
 File I.D. : 216SKROM
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ALL VEHICLES

KROME AVENUE From North				SW 216TH STREET From East				KROME AVENUE From South				SW 216TH STREET From West				Total
Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	
Date 12/12/06																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/12/06																
Peak start 07:15				07:15				07:15				07:15				
Volume	35	632	0	56	64	68	0	41	60	586	0	40	30	101	0	55
Percent	5%	87%	0%	8%	37%	39%	0%	24%	9%	85%	0%	6%	16%	54%	0%	30%
Pk total	723			173				686				186				
Highest 07:30				07:30				07:30				07:45				
Volume	7	178	0	14	18	16	0	16	22	156	0	9	7	29	0	17
Hi total	199			50				187				53				
PHF	.91			.86				.92				.88				



SW 216TH STREET & KROME AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: PEDRO GOMEZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
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 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00060293
 Start Date: 12/12/06
 File I.D. : 216SKROM
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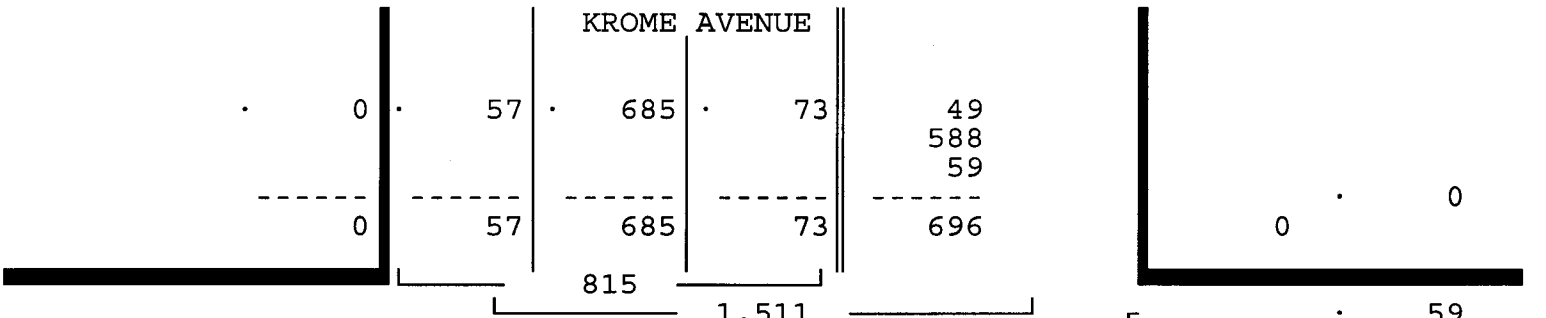
ALL VEHICLES

KROME AVENUE				SW 216TH STREET				KROME AVENUE				SW 216TH STREET				Total
From North				From East				From South				From West				
Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	

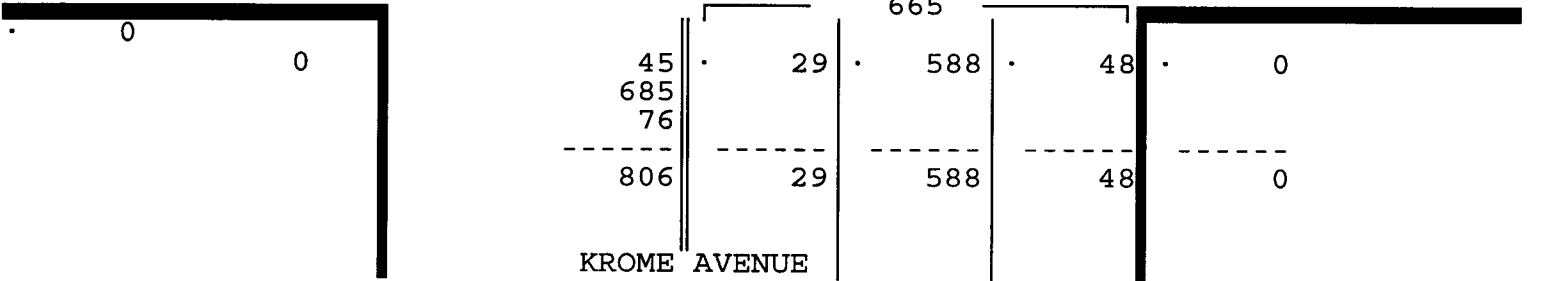
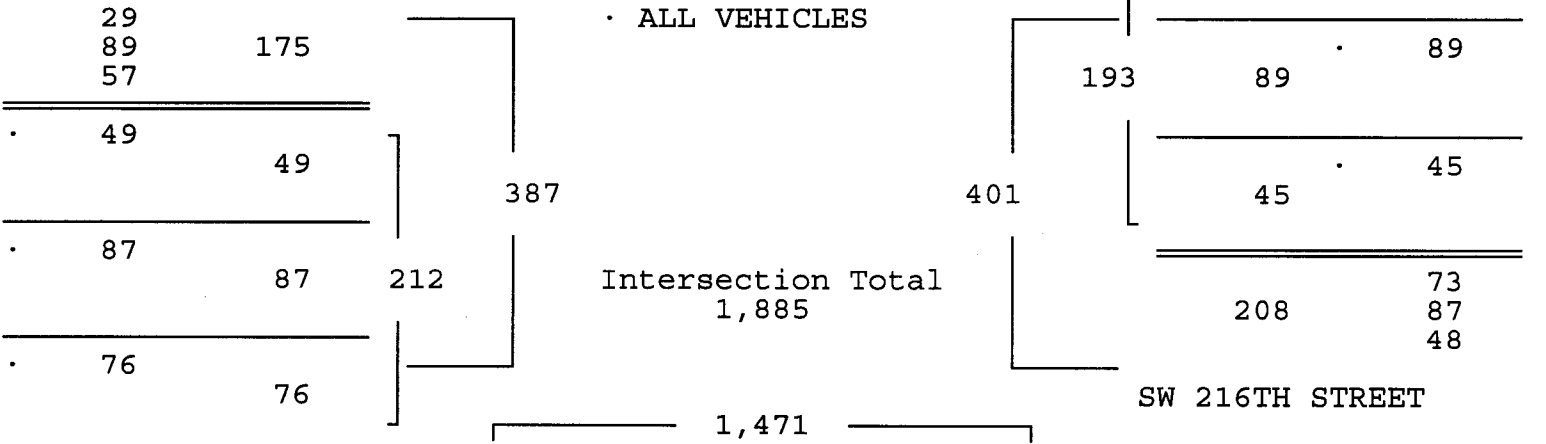
Date 12/12/06

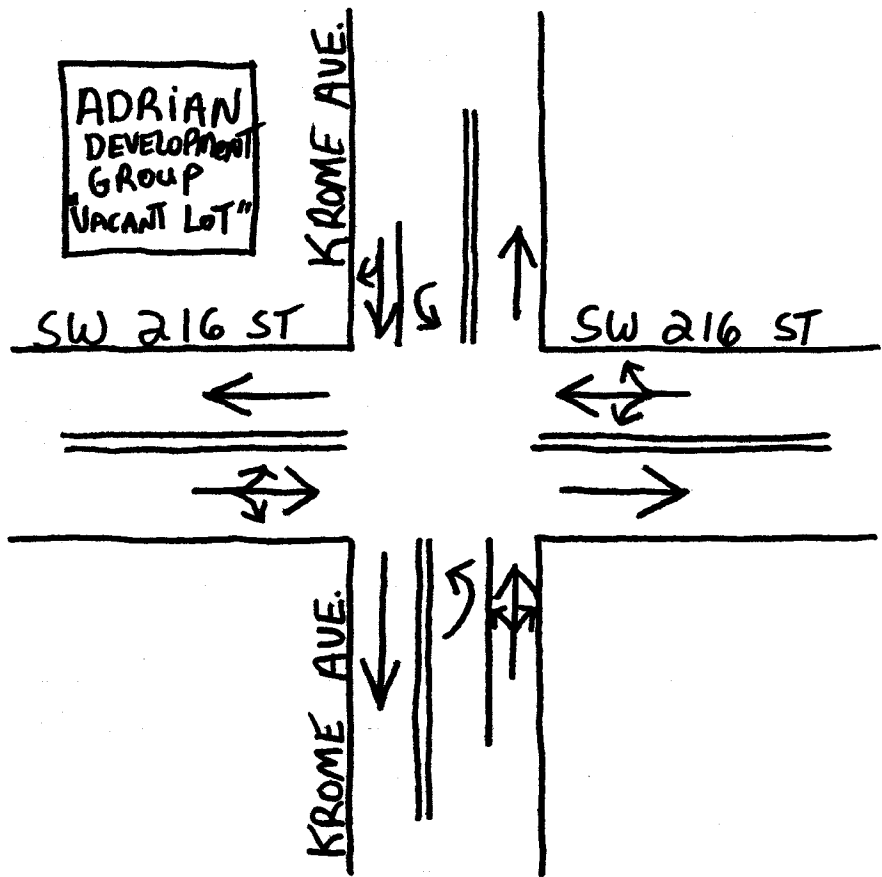
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/12/06

Peak start 16:30				16:30				16:30				16:30				
Volume	57	685	0	73	59	89	0	45	48	588	0	29	76	87	0	49
Percent	7%	84%	0%	9%	31%	46%	0%	23%	7%	88%	0%	4%	36%	41%	0%	23%
Pk total	815			193			665			212						
Highest	17:00			16:45			17:00			17:00						
Volume	16	190	0	22	17	27	0	9	5	174	0	8	28	21	0	11
Hi total	228			53			187			60						
PHF	.89			.91			.89			.88						



SW 216TH STREET





HOMESTEAD, FLORIDA

12/14/2006

DRAWN BY: RACIEL DELGADO

SIGNALIZED

SW 200TH STREET & KROME AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 624 GARDENIA TERRACE
 DELRAY BEACH, FLORIDA 33444
 (561) 272-3255 FAX (561) 272-4381

Site Code : 00060293
 Start Date: 12/12/06
 File I.D. : 200SKROM
 Page : 1

ALL VEHICLES

Date	KROME AVENUE From North				SW 200TH STREET From East				KROME AVENUE From South				SW 200TH STREET From West				Total
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	
07:00	11	139	0	43	35	14	0	14	25	124	0	7	10	27	0	31	480
07:15	7	128	0	26	48	12	0	12	16	149	0	2	14	28	0	21	463
07:30	7	175	0	37	42	20	0	14	26	111	0	11	9	24	0	31	507
07:45	9	166	0	33	38	19	0	16	28	125	0	14	5	38	0	29	520
Hr Total	34	608	0	139	163	65	0	56	95	509	0	34	38	117	0	112	1970
08:00	7	150	0	34	36	11	0	17	17	136	0	7	11	30	0	31	487
08:15	4	101	0	27	39	13	0	15	26	112	0	11	6	23	0	19	396
08:30	3	91	0	23	43	24	0	13	15	102	0	7	5	26	0	14	366
08:45	3	93	0	15	29	20	0	11	24	109	0	10	3	15	0	12	344
Hr Total	17	435	0	99	147	68	0	56	82	459	0	35	25	94	0	76	1593
* BREAK *																	
16:00	9	137	0	22	32	24	0	11	21	125	0	17	7	24	0	12	441
16:15	13	149	0	33	22	34	0	18	19	119	0	10	4	13	0	15	449
16:30	9	146	0	35	25	37	0	25	26	129	0	15	8	21	0	10	486
16:45	7	167	1	29	35	30	0	22	20	134	0	13	3	21	0	18	500
Hr Total	38	599	1	119	114	125	0	76	86	507	0	55	22	79	0	55	1876
17:00	11	149	0	31	35	36	0	20	21	151	0	24	7	26	0	23	534
17:15	16	155	0	28	30	27	0	19	30	145	0	7	10	34	0	18	519
17:30	11	172	0	35	29	25	0	22	28	151	0	21	4	22	0	19	539
17:45	10	171	0	42	24	35	0	16	24	123	0	13	3	15	0	14	490
Hr Total	48	647	0	136	118	123	0	77	103	570	0	65	24	97	0	74	2082
TOTAL	137	2289	1	493	542	381	0	265	366	2045	0	189	109	387	0	317	7521

TRAFFIC SURVEY SPECIALISTS, INC.

624 GARDENIA TERRACE

DELRAY BEACH, FLORIDA 33444

(561) 272-3255 FAX (561) 272-4381

Site Code : 00060293

Start Date: 12/12/06

File I.D. : 200SKROM

Page : 2

SW 200TH STREET & KROME AVENUE

HOMESTEAD, FLORIDA

COUNTED BY: MAURICE GOMEZ

SIGNALIZED

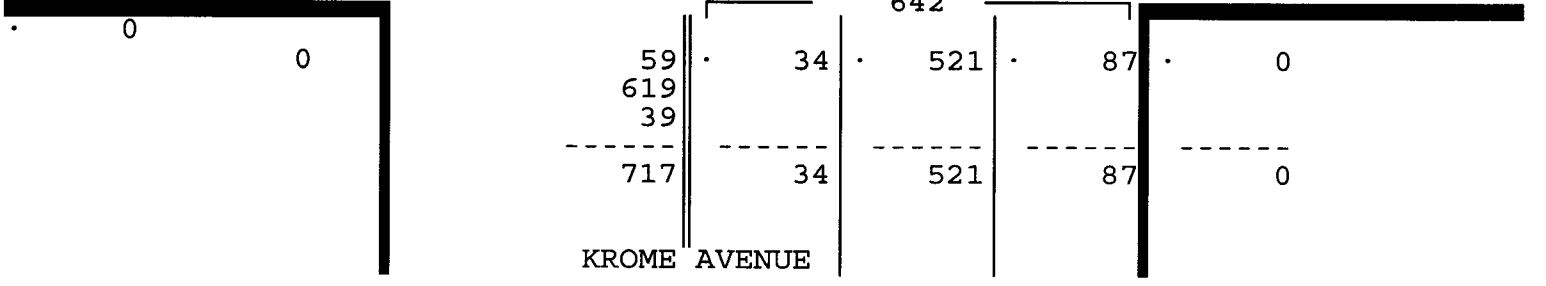
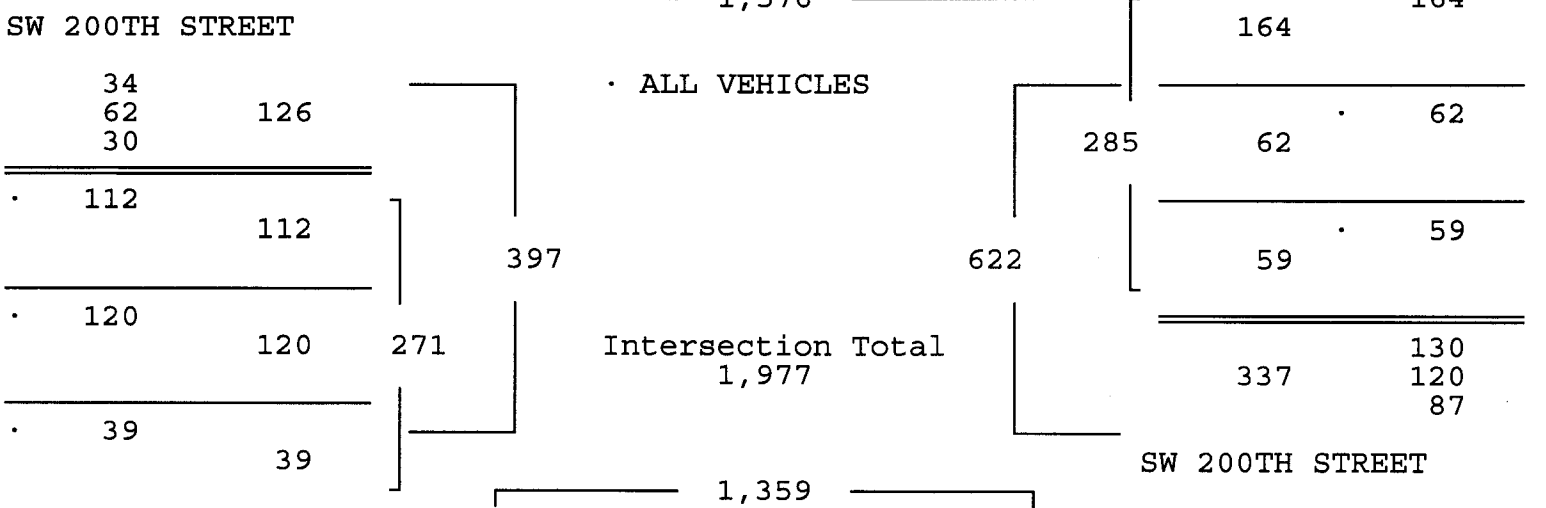
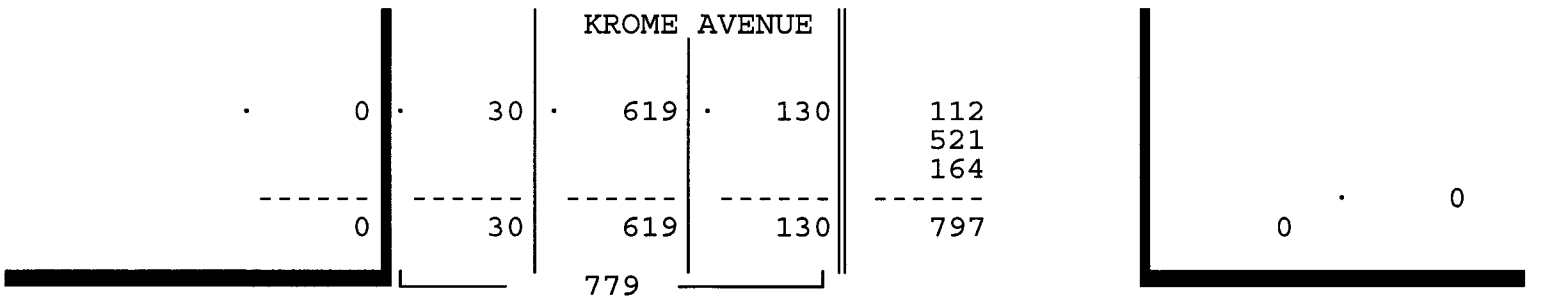
ALL VEHICLES

KROME AVENUE				SW 200TH STREET				KROME AVENUE				SW 200TH STREET				Total
From North				From East				From South				From West				
Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	

Date 12/12/06

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/12/06

Peak start	07:15				07:15				07:15				07:15			
Volume	30	619	0	130	164	62	0	59	87	521	0	34	39	120	0	112
Percent	4%	79%	0%	17%	58%	22%	0%	21%	14%	81%	0%	5%	14%	44%	0%	41%
Pk total	779				285				642				271			
Highest	07:30				07:30				07:15				07:45			
Volume	7	175	0	37	42	20	0	14	16	149	0	2	5	38	0	29
Hi total	219				76				167				72			
PHF	.89				.94				.96				.94			



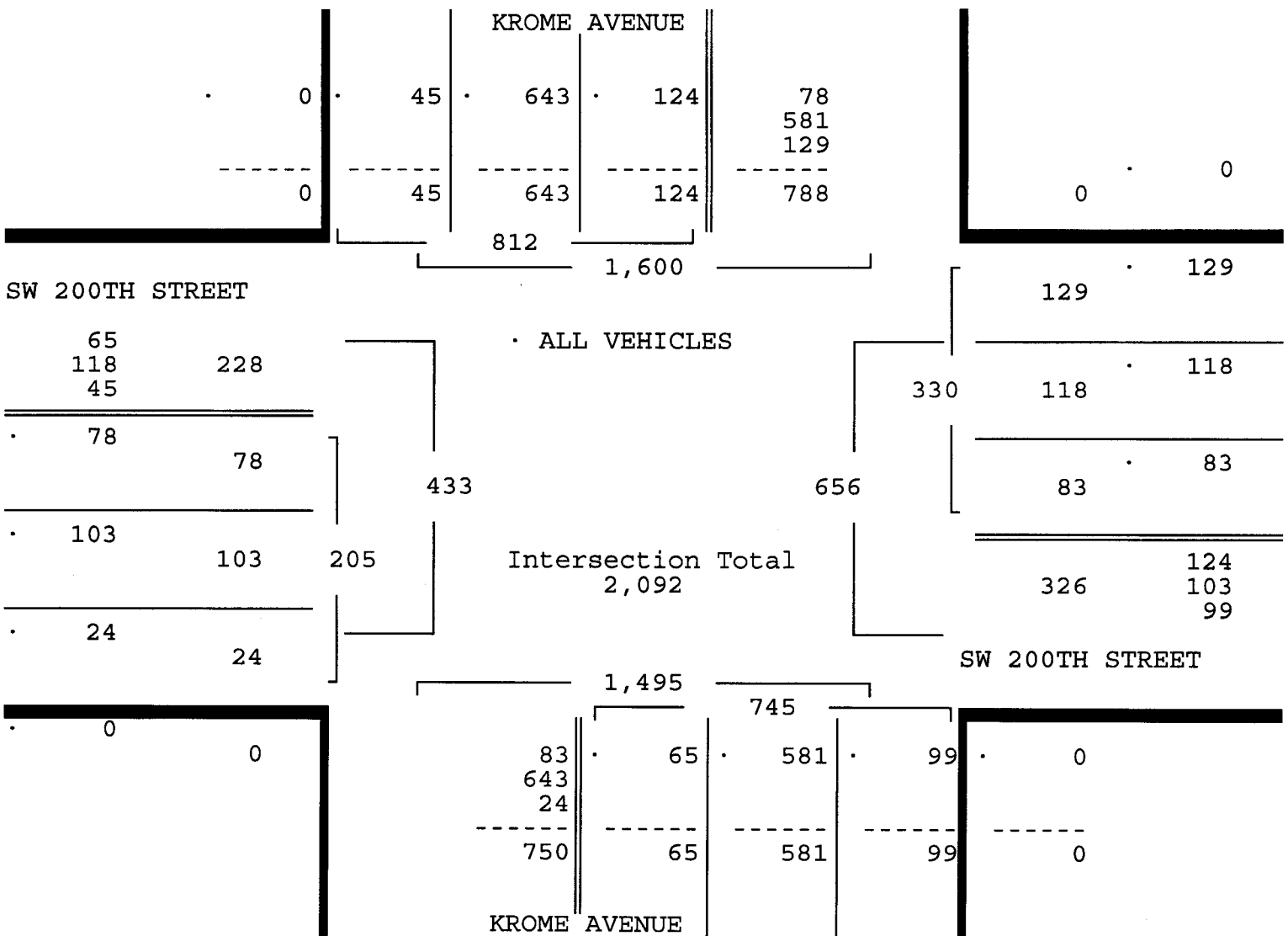
SW 200TH STREET & KROME AVENUE
 HOMESTEAD, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 SIGNALIZED

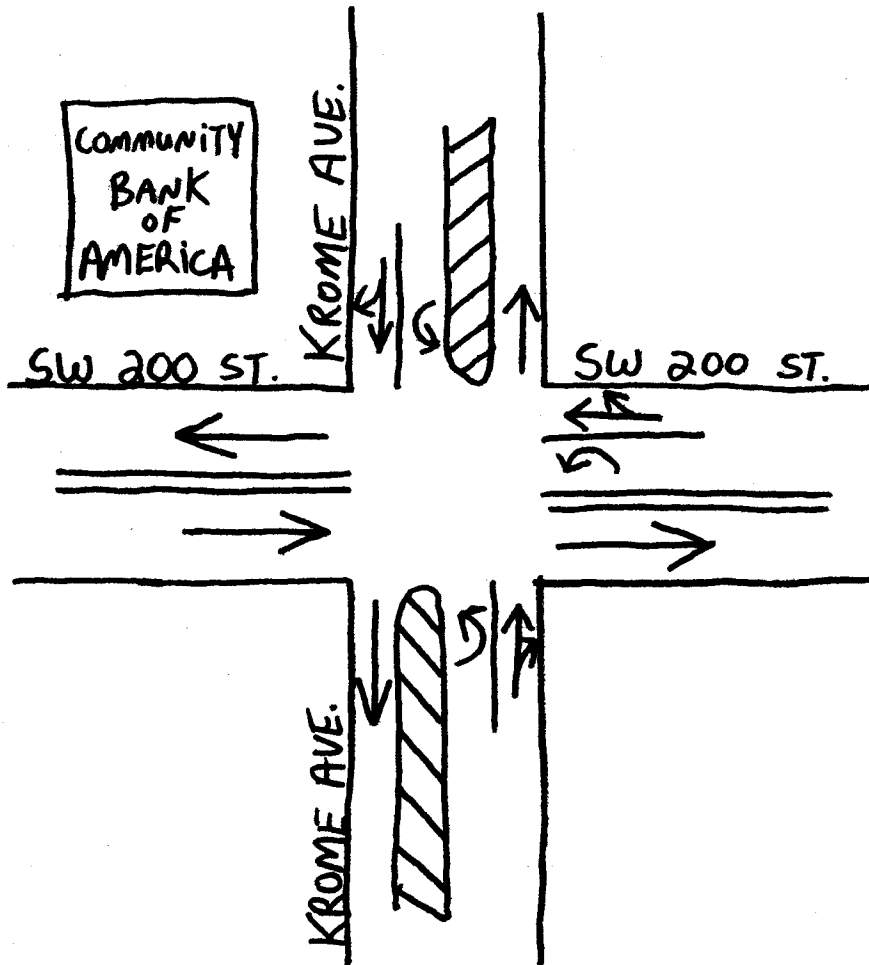
TRAFFIC SURVEY SPECIALISTS, INC.
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 Page : 3

ALL VEHICLES

KROME AVENUE From North				SW 200TH STREET From East				KROME AVENUE From South				SW 200TH STREET From West				Total							
Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left								
Date 12/12/06																							
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/12/06																							
Peak start 16:45								16:45								16:45							
Volume	45	643	1	123	129	118	0	83	99	581	0	65	24	103	0	78							
Percent	6%	79%	0%	15%	39%	36%	0%	25%	13%	78%	0%	9%	12%	50%	0%	38%							
Pk total	812				330				745				205										
Highest	17:30				17:00				17:30				17:15										
Volume	11	172	0	35	35	36	0	20	28	151	0	21	10	34	0	18							
Hi total	218				91				200				62										
PHF	.93				.91				.93				.83										





HOMESTEAD, FLORIDA

12/14/2006

DRAWN BY: RACIEL DELGADO

SIGNALIZED

APPENDIX 21-6

March 2007 Submittal

Updated
Committed Development Information

**TABLE 21-6-A
PARKLAND DRI
UNBUILT COMMITTED DEVELOPMENT IN THE STUDY AREA**

KENDALL COMMONS TND

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Multi-Family	1,256	DU	230	$T = 0.52 (X)$	653	67%	438	33%	215

KENDALL TOWN CENTER DRI

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Mixed Use Office, Retail, Theatre, Hotel, Hospital, Recreation			See Appendix 21-6		3,549	39%	1,374	61%	2,175

METROZOO DRI

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Unbuilt Attraction Uses			See Appendix 21-6		430	63%	270	37%	160

UM TND AT METROZOO

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Mixed Use Residential, Retail, Office, School			See Appendix 21-6		1,192	59%	704	41%	488

LONDON SQUARE

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Mixed Use Office, Retail, Restaurant			See Appendix 21-6		1,877	49%	914	51%	963

CENTURY GARDENS

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Single Family	184	DU	210	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	186	63%	117	37%	69
Condo/Townhomes	324	DU	230	$\text{Ln}(T) = 0.82 \text{Ln}(X) + 0.32$	158	67%	106	33%	52
GROSS TRIPS					344	65%	223	35%	121

GAROE HOLDING, LLC

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Single Family	114	DU	210	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	121	63%	76	37%	45
GROSS TRIPS					121	63%	76	37%	45

SOUTH DADE COMMERCIAL PARK

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Retail	76,500	SF	820	$\text{Ln}(T) = 0.66 \text{Ln}(X) + 3.40$	525	48%	252	52%	273
Office	92,000	SF	710	$T = 1.12 (X) + 78.81$	182	17%	31	83%	151
GROSS TRIPS					707	40%	283	60%	424
INTERNALIZATION			20.00%	Between Retail and Office	141	40%	57	60%	84
PASS BY FOR EXTERNAL RETAIL TRIPS			42.00%	$\text{Ln}(TP) = -0.291 \text{Ln}(X) + 5.001$	176	48%	85	52%	91
NET EXTERNAL TRIPS					389	36%	141	64%	249

CORSICA SQUARE

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Retail	84,079	SF	820	$\text{Ln}(T) = 0.66 \text{Ln}(X) + 3.40$	558	48%	268	52%	290
GROSS TRIPS					558	48%	268	52%	290
PASS BY FOR RETAIL TRIPS			41.00%	$\text{Ln}(TP) = -0.291 \text{Ln}(X) + 5.001$	229	48%	110	52%	119
NET EXTERNAL TRIPS					329	48%	158	52%	171

LUXOR ESTATES

WEEKDAY PM PEAK HOUR APPROVED USE	UNITS		ITE LUC	ITE 7TH EDITION TRIP RATE OR FORMULA	TRIPS	IN		OUT	
						%	TRIPS	%	TRIPS
Condo/Townhomes	163	DU	230	$\text{Ln}(T) = 0.82 \text{Ln}(X) + 0.32$	90	67%	60	33%	30
GROSS TRIPS					90	67%	60	33%	30

APPENDIX 21-7

March 2007 Submittal

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

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

No.	INTERSECTION	PM PEAK HOUR													EXISTING LANE GEOMETRY	FUTURE LANE GEOMETRY
		MVMT	12-12-06 2006 VOLUMES	FDOT PSCF	PEAK SEASON 2006 VOLUMES	GROWTH RATE TO 2015	2015 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.-%	2015 TOTAL VOLUMES		
1	SW 177 Avenue and SW 200 Street Signalized	EB	78	0.99	77	1.06%	81	0	81	0	0.00%	0	0.00%	81	1LTR	1LTR
		EB THRU RIGHT	103	0.99	102	1.06%	107	0	107	0	0.00%	0	0.00%	107	1LTR	1LTR
		WB	24	0.99	24	1.06%	25	0	25	0	0.00%	0	0.00%	25	1L	1TR
		WB LEFT THRU RIGHT	83	0.99	82	1.06%	86	0	86	0	0.00%	0	0.00%	86	1L	1TR
		WB THRU RIGHT	118	0.99	117	1.06%	122	0	122	0	0.00%	0	0.00%	122	1L	1TR
		WB THRU RIGHT	129	0.99	128	1.06%	134	0	134	23	1.00%	7	1.00%	164	1L	1TR
		NB	65	0.99	64	1.06%	67	0	67	0	0.00%	0	0.00%	67	1L	1L
		NB LEFT THRU RIGHT	581	0.99	575	1.06%	602	19	621	46	2.00%	7	1.00%	674	1TR	1TR
		NB THRU RIGHT	99	0.99	98	1.06%	103	0	103	0	0.00%	0	0.00%	103	1R	1R
		SB	124	0.99	123	1.06%	128	0	128	12	1.00%	12	1.00%	152	1L	1L
SB LEFT THRU RIGHT	643	0.99	637	1.06%	666	30	696	12	1.00%	12	1.00%	720	1TR	1TR		
SB THRU RIGHT	45	0.99	45	1.06%	47	0	47	0	0.00%	0	0.00%	47	1R	1R		
2	SW 177 Avenue and SW 216 Street Signalized	EB	49	0.99	49	1.06%	51	0	51	0	0.00%	0	0.00%	51	1LTR	1LTR
		EB THRU RIGHT	87	0.99	86	1.06%	90	0	90	0	0.00%	0	0.00%	90	1LTR	1LTR
		WB	76	0.99	75	1.06%	79	0	79	0	0.00%	0	0.00%	79	1L	1TR
		WB LEFT THRU RIGHT	45	0.99	45	1.06%	47	0	47	0	0.00%	0	0.00%	47	1L	1TR
		WB THRU RIGHT	89	0.99	88	1.06%	92	0	92	0	0.00%	0	0.00%	92	1L	1TR
		WB THRU RIGHT	59	0.99	58	1.06%	61	0	61	23	1.00%	0	0.00%	84	1L	1TR
		NB	29	0.99	29	1.06%	30	0	30	0	0.00%	0	0.00%	30	1L	1L
		NB LEFT THRU RIGHT	588	0.99	582	1.06%	609	19	628	23	1.00%	7	1.00%	688	1TR	1TR
		NB THRU RIGHT	48	0.99	48	1.06%	50	0	50	0	0.00%	0	0.00%	50	1R	1R
		SB	73	0.99	72	1.06%	76	0	76	12	1.00%	0	0.00%	88	1L	1L
SB LEFT THRU RIGHT	685	0.99	678	1.06%	709	30	739	12	1.00%	12	1.00%	763	1TR	1TR		
SB THRU RIGHT	57	0.99	56	1.06%	59	0	59	0	0.00%	0	0.00%	59	1R	1R		

BKGD= BACKGROUND
 MVMT= MOVEMENT

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

No.	INTERSECTION	MVMT	03-11-05 2005 VOLUMES	FDOT PSCF	PEAK SEASON 2005 VOLUMES	GROWTH RATE TO 2015	2015 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.-%	2015 TOTAL VOLUMES	EXISTING LANE GEOMETRY	FUTURE LANE GEOMETRY
3	SW 184 Street and Krome Avenue Signalized	EB	62	1.00	62	1.06%	65	0	65	0	0.00%	0	0.00%	65	1LTR	1LTR
		LEFT	30	1.00	30	1.06%	32	0	32	0	0.00%	0	0.00%	32	1LTR	
		THRU	7	1.00	7	1.06%	7	0	7	0	0.00%	0	0.00%	7		
		WB	212	1.00	212	1.06%	223	0	223	0	0.00%	0	0.00%	223	1L	1L
		LEFT	25	1.00	25	1.06%	26	0	26	0	0.00%	0	0.00%	26	1T	1T
		THRU	99	1.00	99	1.06%	104	23	138	23	1.00%	7	1.00%	168	1R	1R
		NB	3	1.00	3	1.06%	3	0	3	0	0.00%	0	0.00%	3	1L	WO + WP 1L
		LEFT	609	1.00	609	1.06%	640	19	659	69	3.00%	15	2.00%	743	1T	1T
		THRU	196	1.00	196	1.06%	206	0	206	0	0.00%	0	0.00%	206	1R	1R
		SB	156	1.00	156	1.06%	164	39	203	12	1.00%	12	1.00%	227	1L	WO + WP 1L
		LEFT	688	1.00	688	1.06%	723	30	753	36	3.00%	25	2.00%	814	1T	1T
		THRU	26	1.00	26	1.06%	27	0	27	0	0.00%	0	0.00%	27	1R	1R

BKGD= BACKGROUND
MVMT= MOVEMENT

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

No.	INTERSECTION	MVNT	PM PEAK HOUR										FUTURE LANE GEOMETRY		
			3-11-05 2005 VOLUMES	FDOT PSCF	PEAK SEASON 2005 VOLUMES	GROWTH RATE TO 2015	2015 BKGD VOLUMES	COMMITTED PROJECT VOLUMES	FUTURE WITHOUT PROJECT	In = 2,288 Out = 1,201 PROJECT PRODUCTIONS	/NBOUND AND OUTBOUND DIST.:%	In = 745 Out = 1,241 PROJECT ATTRACTIONS		/NBOUND AND OUTBOUND DIST.:%	2015 TOTAL VOLUMES
4	SW 177 Avenue and SW 136 Street Signalized	EB	0	1.00	0	1.06%	0	0	0	0	0	0.00%	0	0.00%	0
		LEFT	0	1.00	0	1.06%	0	0	0	0	0	0.00%	0	0.00%	0
		THRU	0	1.00	0	1.06%	0	0	0	0	0	0.00%	0	0.00%	0
		RIGHT	0	1.00	0	1.06%	0	0	0	0	0	0.00%	0	0.00%	0
		WB	0	1.00	0	1.06%	0	0	0	0	0	0.00%	0	0.00%	0
		LEFT	0	1.00	0	1.06%	0	0	0	0	0	0.00%	0	0.00%	0
5	SW 177 Avenue and SW 152 Street Signalized	THRU	770	1.00	770	1.06%	809	53	862	60	5.00%	25	2.00%	947	
		RIGHT	0	1.00	0	1.06%	0	0	0	0	0.00%	0	0.00%	0	
		NB	0	1.00	0	1.06%	0	0	0	0	108	9.00%	62	5.00%	170
		LEFT	0	1.00	0	1.06%	0	0	0	0	0	0.00%	0	0.00%	0
		THRU	870	1.00	870	1.06%	914	69	983	114	5.00%	15	2.00%	1112	
		RIGHT	0	1.00	0	1.06%	0	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**

No.	INTERSECTION	MVNT	03-11-05 2005 VOLUMES	FDOT PSCF	PEAK SEASON 2005 VOLUMES	GROWTH RATE TO 2015	2015 BKGD VOLUMES	COMMITTED PROJECT VOLUMES	FUTURE WITHOUT PROJECT	In = 2,288 Out = 1,201 PROJECT PRODUCTIONS	/BOUND AND OUTBOUND DIST.-%	In = 745 Out = 1,241 PROJECT ATTRACTIONS	/BOUND AND OUTBOUND DIST.-%	2015 TOTAL VOLUMES	EXISTING LANE GEOMETRY	FUTURE LANE GEOMETRY	
																	PM PEAK HOUR
6	SW 88 Street and SW 177 Avenue Signalized	EB	11	1.00	11	1.06%	12	0	12	0	0.00%	0	0.00%	12	1LTR	1LTR	
		LEFT	12	1.00	12	1.06%	13	0	13	0	0.00%	0	0.00%	13			
		RIGHT	5	1.00	5	1.06%	5	0	5	0	0.00%	0	0.00%	5			
		WB	319	1.00	319	1.06%	335	69	404	404	46	2.00%	15	2.00%	465	1L	1L
		LEFT	3	1.00	3	1.06%	3	0	3	3	0	0.00%	0	0.00%	3	1LT	1T
		THRU	159	1.00	159	1.06%	167	57	224	224	0	0.00%	0	0.00%	224	1R	1R
		RIGHT	3	1.00	3	1.06%	3	0	3	3	0	0.00%	0	0.00%	3		
		LEFT	399	1.00	399	1.06%	419	0	419	419	144	12.00%	62	5.00%	625	1T	1T
		THRU	392	1.00	392	1.06%	412	53	465	465	24	2.00%	25	2.00%	514	1R	1R
		RIGHT	342	1.00	342	1.06%	359	44	403	403	0	0.00%	0	0.00%	403	1L	2L
LEFT	472	1.00	472	1.06%	496	0	496	496	275	12.00%	37	5.00%	808	1T	1T		
THRU	12	1.00	12	1.06%	13	0	13	13	0	0.00%	0	0.00%	13	1R	1R		
RIGHT																	
PM PEAK HOUR																	
7	SW 177 Avenue and SW 8 Street Signalized	EB	43	1.01	43	1.06%	45	0	45	0	0.00%	0	0.00%	45	1L	1L	
		LEFT	184	1.01	186	1.06%	194	0	194	0	0.00%	0	0.00%	194	2T	2T	
		THRU	175	1.01	177	1.06%	185	0	185	185	0	0.00%	0	0.00%	185	1R	1R
		RIGHT	274	1.01	277	1.06%	289	20	309	309	252	11.00%	37	5.00%	598	1L	1L
		WB	58	1.01	59	1.06%	61	0	61	61	0	0.00%	0	0.00%	61	2T	2T
		LEFT	218	1.01	220	1.06%	230	0	230	230	0	0.00%	0	0.00%	230	1R	1R
		THRU	57	1.01	58	1.06%	60	0	60	60	0	0.00%	0	0.00%	60	1L	1L
		LEFT	259	1.01	262	1.06%	274	37	311	311	12	1.00%	12	1.00%	335	1T	1T
		THRU	125	1.01	126	1.06%	132	20	152	152	132	11.00%	62	5.00%	346	1R	1R
		RIGHT	317	1.01	320	1.06%	335	0	335	335	0	0.00%	0	0.00%	335	1L	1L
LEFT	521	1.01	526	1.06%	550	24	574	574	23	1.00%	7	1.00%	604	1T	1T		
THRU	8	1.01	8	1.06%	8	0	8	8	0	0.00%	0	0.00%	8	1R	1R		
RIGHT																	

BKGD= BACKGROUND
MVNT= MOVEMENT

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

No.	INTERSECTION	MVNT	PM PEAK HOUR											EXISTING LANE GEOMETRY	FUTURE LANE GEOMETRY	
			12-08-05 2005 VOLUMES	FDOT PSCF	PEAK SEASON 2005 VOLUMES	GROWTH RATE TO 2015	2015 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.%			2015 TOTAL VOLUMES
8	SW 152 Street and SW 157 Avenue Unsignalized	EB	6	0.99	6	1.06%	6	11	17	60	5.00%	87	7.00%	164	1L	1L
		LEFT	77	0.99	76	1.06%	80	16	96	312	26.00%	434	35.00%	843	3T	3T
		RIGHT	23	0.99	23	1.06%	24	0	24	180	15.00%	62	5.00%	266	1R	1R
		WB	67	0.99	66	1.06%	70	0	70	0	0.00%	0	0.00%	70	1L	1L
		LEFT	121	0.99	120	1.06%	126	36	162	595	26.00%	238	32.00%	995	3T	3T
		THRU	119	0.99	118	1.06%	124	11	135	0	0.00%	0	0.00%	135	1R	1R
		RIGHT	39	0.99	39	1.06%	41	0	41	343	15.00%	37	5.00%	421	1L	1L
		NB	86	0.99	85	1.06%	89	18	107	0	0.00%	0	0.00%	107	2T	2T
		LEFT	70	0.99	69	1.06%	73	0	73	0	0.00%	0	0.00%	73	1R	1R
		THRU	186	1.03	192	1.06%	201	0	201	114	5.00%	75	10.00%	390	1L	1L
		RIGHT	165	1.03	170	1.06%	179	22	201	0	0.00%	0	0.00%	201	2T	2T
					28	1.03	29	1.06%	30	34	64	0	0	0.00%	64	1R

BKGD= BACKGROUND
MVNT= MOVEMENT

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

No.	INTERSECTION	PM PEAK HOUR												EXISTING LANE GEOMETRY	FUTURE LANE GEOMETRY			
		MVNT	12-09-05 2005 VOLUMES	FDOT PSCF	PEAK SEASON 2005 VOLUMES	GROWTH RATE TO 2015	2015 BKGD VOLUMES	COMMITTED PROJECT VOLUMES	FUTURE WITHOUT PROJECT	PRODUCTIONS	INBOUND AND OUTBOUND DIST. %	IN = 745 Out = 1,241 PROJECT ATTRACTIONS	INBOUND AND OUTBOUND DIST. %			2015 TOTAL VOLUMES		
9	SW 152 Street and SW 147 Avenue Unsignalized	EB	0	0.99	0	1.06%	0	0	0	0	0.00%	0	0.00%	0	0.00%	0	1T	3T
		LEFT	507	0.99	502	1.06%	528	56	584	312	26.00%	372	30.00%	1269	1T	1R		
		THRU	25	0.99	25	1.06%	26	0	26	0	0.00%	25	2.00%	51	1TR			
		RIGHT																
		WB	427	0.99	423	1.06%	444	40	484	0	0.00%	0	0.00%	484	1L	1L		
		LEFT	723	0.99	716	1.06%	752	47	799	595	26.00%	209	28.00%	1602	2T	3T		
		THRU	0	0.99	0	1.06%	0	0	0	0	0.00%	0	0.00%	0	1R	1R		
		RIGHT																
		NB	25	0.99	25	1.06%	26	0	26	0	0.00%	15	2.00%	41	1L	1L		
		LEFT	0	0.99	0	1.06%	0	0	0	0	0.00%	0	0.00%	0	1R	1R		
		THRU	303	0.99	300	1.06%	315	57	372	0	0.00%	0	0.00%	372	1R	1R		
		RIGHT																
SB	0	0.99	0	1.06%	0	0	0	0	0.00%	0	0.00%	0						
LEFT	0	0.99	0	1.06%	0	0	0	0	0.00%	0	0.00%	0						
THRU	0	0.99	0	1.06%	0	0	0	0	0.00%	0	0.00%	0						
RIGHT	0	0.99	0	1.06%	0	0	0	0	0.00%	0	0.00%	0						
10	SW 152 Street and SW 137 Avenue Signalized	EB	289	1.00	289	1.06%	304	0	304	48	4.00%	25	2.00%	377	2L	2L		
		LEFT	606	1.00	606	1.06%	637	113	750	216	18.00%	236	19.00%	1202	2T	3T		
		THRU	114	1.00	114	1.06%	120	0	120	48	4.00%	87	7.00%	255	1TR	1R		
		RIGHT																
		WB	582	1.00	582	1.06%	612	0	612	0	0.00%	0	0.00%	612	2L	2L		
		LEFT	1086	1.00	1,086	1.06%	1,142	0	1,142	412	18.00%	142	19.00%	1,695	2T	3T		
		THRU	555	1.00	555	1.06%	583	263	846	0	0.00%	0	0.00%	846	1R	1R		
		RIGHT																
		NB	294	1.00	294	1.06%	309	0	309	92	4.00%	52	7.00%	453	2L	2L		
		LEFT	732	1.00	732	1.06%	769	79	848	0	0.00%	0	0.00%	848	2T	2T		
		THRU	269	1.00	269	1.06%	283	210	493	0	0.00%	0	0.00%	493	1R	1R		
		RIGHT																
SB	532	1.00	532	1.06%	559	56	615	0	0.00%	0	0.00%	615	2L	2L				
LEFT	1022	1.00	1,022	1.06%	1,074	232	1,306	0	0.00%	0	0.00%	1,306	2T	2T				
THRU	349	1.00	349	1.06%	367	87	454	92	4.00%	15	2.00%	560	1R	1R				
RIGHT																		

BKGD= BACKGROUND
MVNT= MOVEMENT

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

No.	INTERSECTION	PM PEAK HOUR											EXISTING LANE GEOMETRY	FUTURE LANE GEOMETRY			
		12-08-05 2005 VOLUMES	FDOT PSCF	PEAK SEASON 2005 VOLUMES	GROWTH RATE TO 2015	2015 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.-%			2015 TOTAL VOLUMES		
11	SW 184 Street and SW 147 Avenue Unsignalized	EB	43	0.99	43	1.06%	45	0	45	12	1.00%	0	0.00%	0	57	1LTR	1L
		LEFT THRU	288	0.99	285	1.06%	300	43	343	156	13.00%	50	4.00%	50	549	1LTR	2T
		RIGHT	81	0.99	80	1.06%	84	0	84	24	2.00%	12	1.00%	12	120	1R	1R
		WB	19	0.99	19	1.06%	20	0	20	0	0.00%	0	0.00%	0	20	1LTR	1L
		LEFT THRU	112	0.99	111	1.06%	117	48	165	275	12.00%	30	4.00%	30	469	1LTR	2T
		RIGHT	66	0.99	65	1.06%	69	10	79	0	0.00%	0	0.00%	0	79	1R	1R
		NB	80	0.99	79	1.06%	83	0	83	46	2.00%	7	1.00%	7	136	1LTR	1LTR
		LEFT THRU	246	0.99	244	1.06%	256	0	256	0	0.00%	0	0.00%	0	256	1LTR	1LTR
		RIGHT	49	0.99	49	1.06%	51	9	60	0	0.00%	0	0.00%	0	60	1LTR	1LTR
		SB	78	0.99	77	1.06%	81	0	81	0	0.00%	0	0.00%	0	81	1LTR	1LTR
		LEFT THRU	201	0.99	199	1.06%	209	0	209	0	0.00%	0	0.00%	0	209	1LTR	1LTR
RIGHT	27	0.99	27	1.06%	28	0	28	23	1.00%	0	0.00%	0	51	1LTR	1LTR		
12	SW 184 Street and SW 157 Avenue Unsignalized	EB	112	0.99	111	1.06%	117	0	117	12	1.00%	0	0.00%	0	117	1LTR	1LTR
		LEFT THRU	335	0.99	332	1.06%	349	0	349	12	1.00%	12	1.00%	12	373	1LTR	1LTR
		RIGHT	0	0.99	0	1.06%	0	0	0	0	0.00%	0	0.00%	0	0	1LTR	1LTR
		WB	0	0.99	0	1.06%	0	0	0	0	0.00%	0	0.00%	0	0	1LTR	1LTR
		LEFT THRU	159	0.99	157	1.06%	165	0	165	23	1.00%	7	1.00%	7	195	1LTR	1LTR
		RIGHT	75	0.99	74	1.06%	78	48	126	343	15.00%	37	5.00%	37	506	1LTR	1LTR
		NB	0	0.99	0	1.06%	0	0	0	0	0.00%	0	0.00%	0	0	1LTR	1LTR
		LEFT THRU	1	0.99	1	1.06%	1	0	1	0	0.00%	0	0.00%	0	1	1LTR	1LTR
		RIGHT	1	0.99	1	1.06%	1	0	1	0	0.00%	0	0.00%	0	1	1LTR	1LTR
		SB	86	0.99	85	1.06%	89	43	132	180	15.00%	62	5.00%	62	374	1LTR	1L
		LEFT THRU	0	0.99	0	1.06%	0	0	0	0	0.00%	0	0.00%	0	0	1TR	1TR
RIGHT	156	0.99	154	1.06%	162	0	162	0	0.00%	0	0.00%	0	162	1R	1R		

BKGD= BACKGROUND
MVNT= MOVEMENT

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)

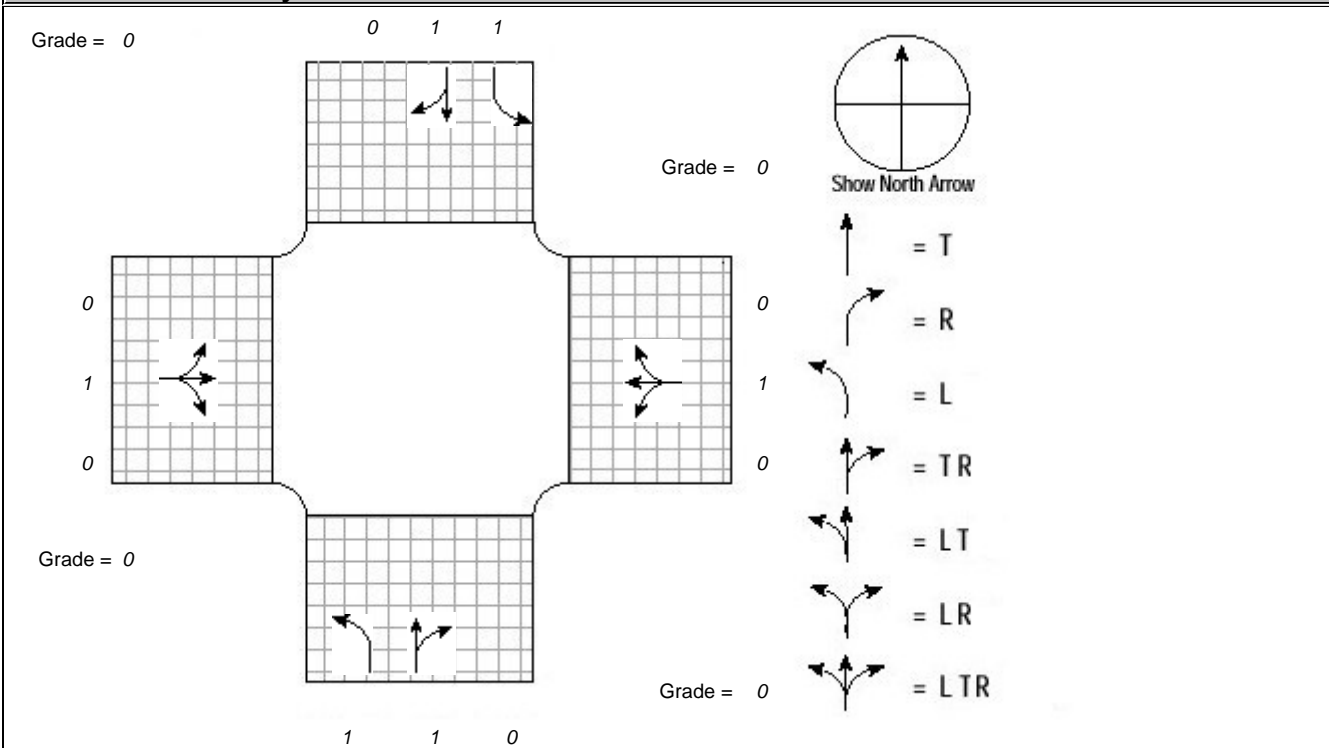
PAT	OF	NSG	G	Y	R	EWG	Y	R	NSL	Y	S	Y	M	CYC
1	T	0	40	1	4	1	15	4	1	7	3	7	76	DAY 0/8
2	T	0	40	1	4	1	15	4	1	7	3	6	76	NITE 8/0
3	T	0	45	1	4	1	15	4	1	7	3	7	81	EARLY AM PEA
4	T	0	45	1	4	1	15	4	1	7	3	7	81	EARLY AFT. 0
5	T	0	40	1	4	1	15	4	1	7	3	7	76	LATE PM / EV
6	T	0	45	1	4	1	15	4	1	7	3	7	81	SCHOOL IN 0/
7	T	0	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

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	02/15/2007	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)	P	P	P	P	P	P	P	P	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	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 =
	Y = 5	Y =	Y =	Y =	Y = 3	Y = 5	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	--	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	--	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

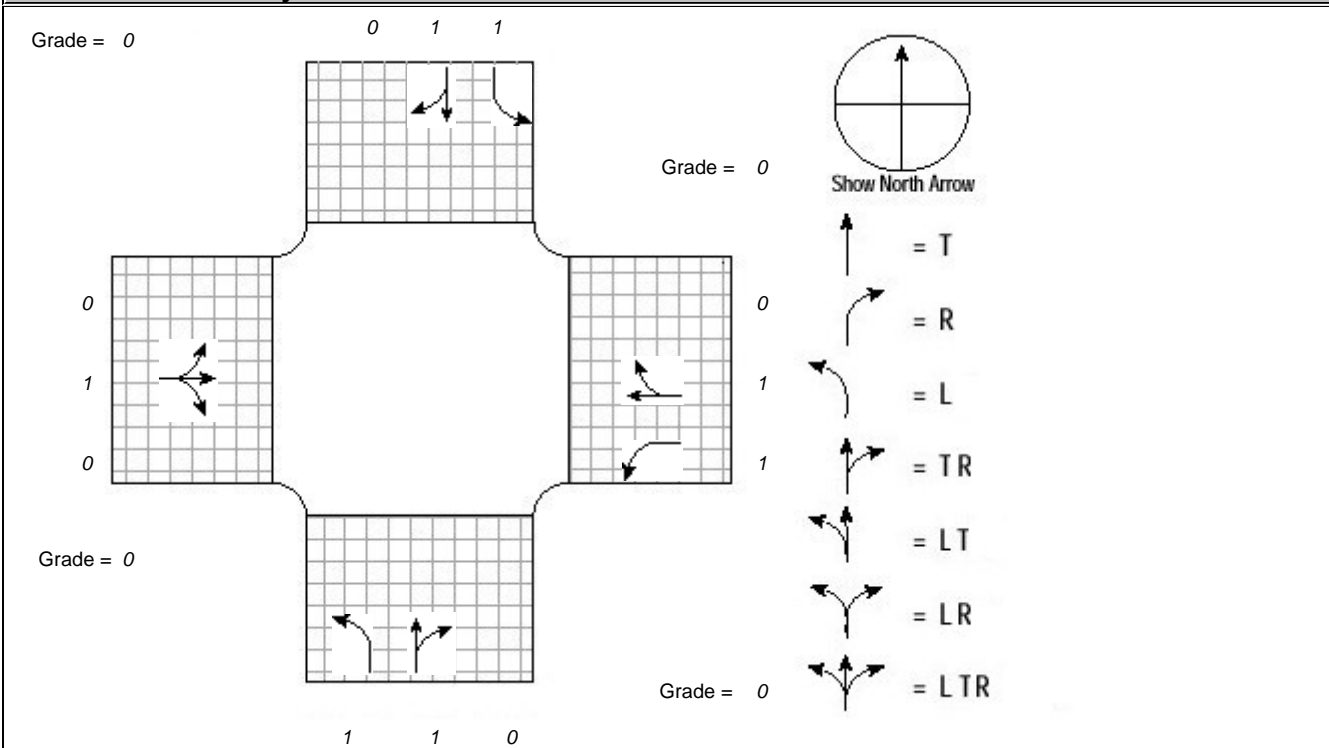
	EB		WB		NB		SB	
Lane Group	LTR		LTR		L	TR	L	TR
Adjusted Flow Rate	239		210		33	708	81	825
Lane Group Capacity	286		282		288	942	370	942
v/c Ratio	0.84		0.74		0.11	0.75	0.22	0.88
Green Ratio	0.20		0.20		0.67	0.54	0.67	0.54
Uniform Delay d_1	29.3		28.7		10.3	13.6	8.1	15.3
Delay Factor k	0.50		0.50		0.50	0.50	0.50	0.50
Incremental Delay d_2	24.1		16.3		0.8	5.5	1.4	11.2
PF Factor	1.000		1.000		1.000	1.000	1.000	1.000

Control Delay		53.4			45.0		11.1	19.1		9.5	26.5	
Lane Group LOS		<i>D</i>			<i>D</i>		<i>B</i>	<i>B</i>		<i>A</i>	<i>C</i>	
Approach Delay	53.4		45.0			18.7			25.0			
Approach LOS	<i>D</i>		<i>D</i>			<i>B</i>			<i>C</i>			
Intersection Delay	28.0		Intersection LOS						<i>C</i>			

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	02/15/2007	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)	P	P	P	P	P	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	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 =
	Y = 5	Y =	Y =	Y =	Y = 3	Y = 5	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	<i>LTR</i>		<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>
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	<i>LTR</i>		<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>
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		0.50	0.50		0.50	0.50		0.50	0.50
Incremental Delay d_2	318.0		5.4	9.6		1.5	7.5		3.7	7.7
PF Factor	1.000		1.000	1.000		1.000	1.000		1.000	1.000

Control Delay		348.5		31.3	37.6		11.5	23.2		14.1	23.4	
Lane Group LOS		F		C	D		B	C		B	C	
Approach Delay	348.5		36.0			22.2			22.0			
Approach LOS	F		D			C			C			
Intersection Delay	59.7		Intersection LOS						E			

Pedestrian Timing		3.2			3.2			3.2			3.2		
	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08					
Timing	G = 7.0	G = 15.0	G =	G =	G = 7.0	G = 35.0	G =	G =					
	Y = 3	Y = 5	Y =	Y =	Y = 3	Y = 5	Y =	Y =					
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.0							

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	43	186	177	277	59	220	58	262	126	320	526	8
PHF	0.88	0.88	0.88	0.95	0.95	0.95	0.79	0.79	0.79	0.89	0.89	0.89
Adjusted Flow Rate	49	211	133	292	62	232	73	332	159	360	591	9
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	49	211	133	292	62	232	73	332	159	360	591	9
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	1	2	1	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	1.000
f_{HV}	0.980	0.980	0.980	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	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	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_{LT}	0.715	1.000	--	0.950	1.000	--	0.415	1.000	--	0.950	1.000	--
Secondary f_{LT}			--	0.473	0.837	--			--	0.410		--

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	1331	3547	1583	1770	3547	1583	773	1759	1583	1770	1759	1583
Secondary Adjusted Satflow			--	881	2967	--			--	764		--

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	49	211	133	292	62	232	73	332	159	360	591	9
Satflow Rate	1331	3547	1583	1770	3547	1583	773	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	2.0	2.0	2.0
Green Ratio	0.19	0.19	0.19	0.31	0.31	0.31	0.44	0.44	0.44	0.56	0.56	0.56
Lane Group Capacity	250	665	297	353	1108	495	338	770	693	518	989	890
v/c Ratio	0.20	0.32	0.45	0.83	0.06	0.47	0.22	0.43	0.23	0.69	0.60	0.01
Flow Ratio	0.04	0.06	0.08	0.09	0.02	0.15	0.09	0.19	0.10	0.09	0.34	0.01
Critical Lane Group	N	N	N	Y	N	N	N	N	N	Y	N	N
Sum Flow Ratios	0.60											
Lost Time/Cycle	10.00											
Critical v/c Ratio	0.68											

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	49	211	133	292	62	232	73	332	159	360	591	9
Lane Group Capacity	250	665	297	353	1108	495	338	770	693	518	989	890
v/c Ratio	0.20	0.32	0.45	0.83	0.06	0.47	0.22	0.43	0.23	0.69	0.60	0.01
Green Ratio	0.19	0.19	0.19	0.31	0.31	0.31	0.44	0.44	0.44	0.56	0.56	0.56
Uniform Delay d_1	27.4	28.1	28.8	26.9	19.2	22.2	14.0	15.6	14.1	15.4	11.5	7.7
Delay Factor k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Incremental Delay d_2	1.7	1.3	4.8	19.5	0.1	3.2	1.5	1.8	0.8	7.5	2.7	0.0

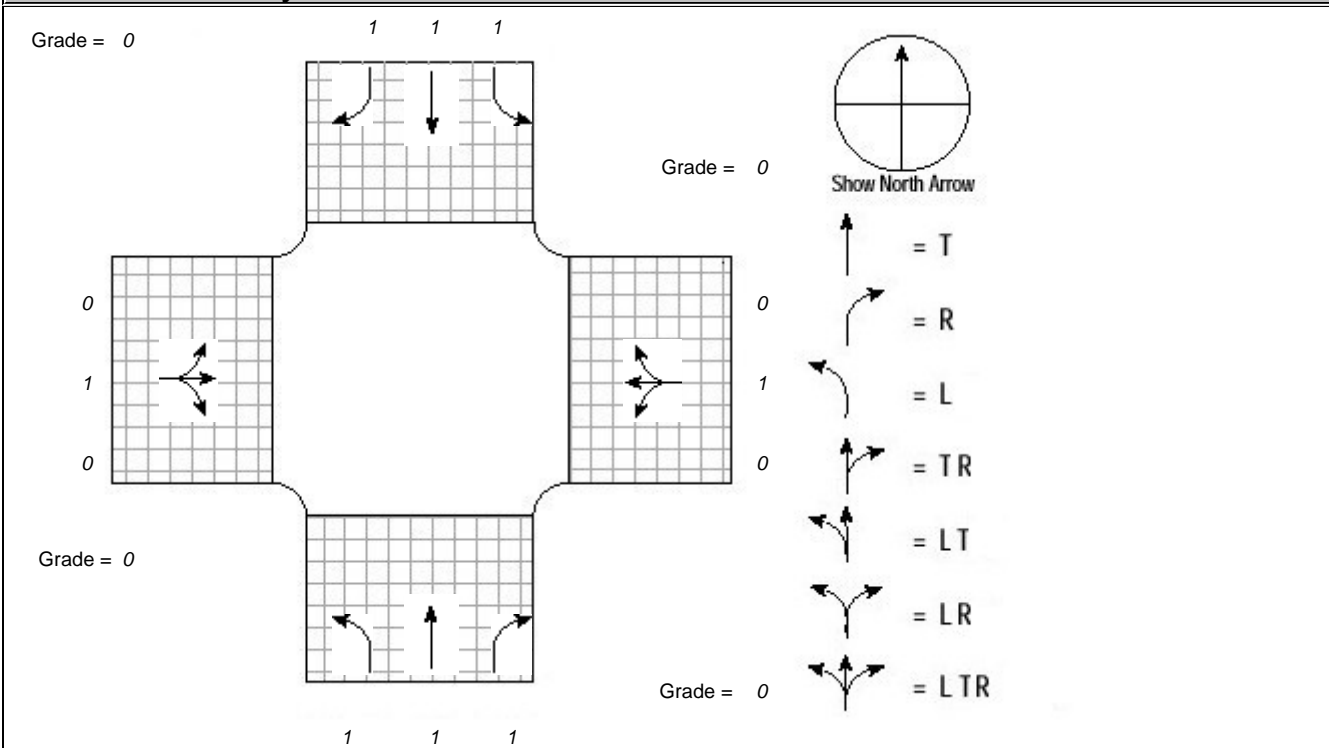
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	29.2	29.3	33.6	46.4	19.3	25.3	15.4	17.4	14.8	22.9	14.2	7.7
Lane Group LOS	C	C	C	D	B	C	B	B	B	C	B	A
Approach Delay	30.8			35.2			16.4			17.4		
Approach LOS	C			D			B			B		
Intersection Delay	23.4			Intersection LOS						C		

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	02/15/2007	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)	51	90	79	47	92	61	30	628	50	76	739	59
% 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)	P	P	P	P	P	P	P	P	P	P	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 =
	Y = 5	Y =	Y =	Y =	Y = 3	Y = 5	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	51	90	79	47	92	61	30	628	50	76	739	59
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	54	95	83	49	97	64	32	661	53	80	778	62
Lane Group		LTR			LTR		L	T	R	L	T	R
Adjusted Flow Rate		232			210		32	661	53	80	778	62
Proportion of LT or RT	0.233	--	0.358	0.233	--	0.305	0.000	--	0.000	0.000	--	0.000

Saturation Flow Rate

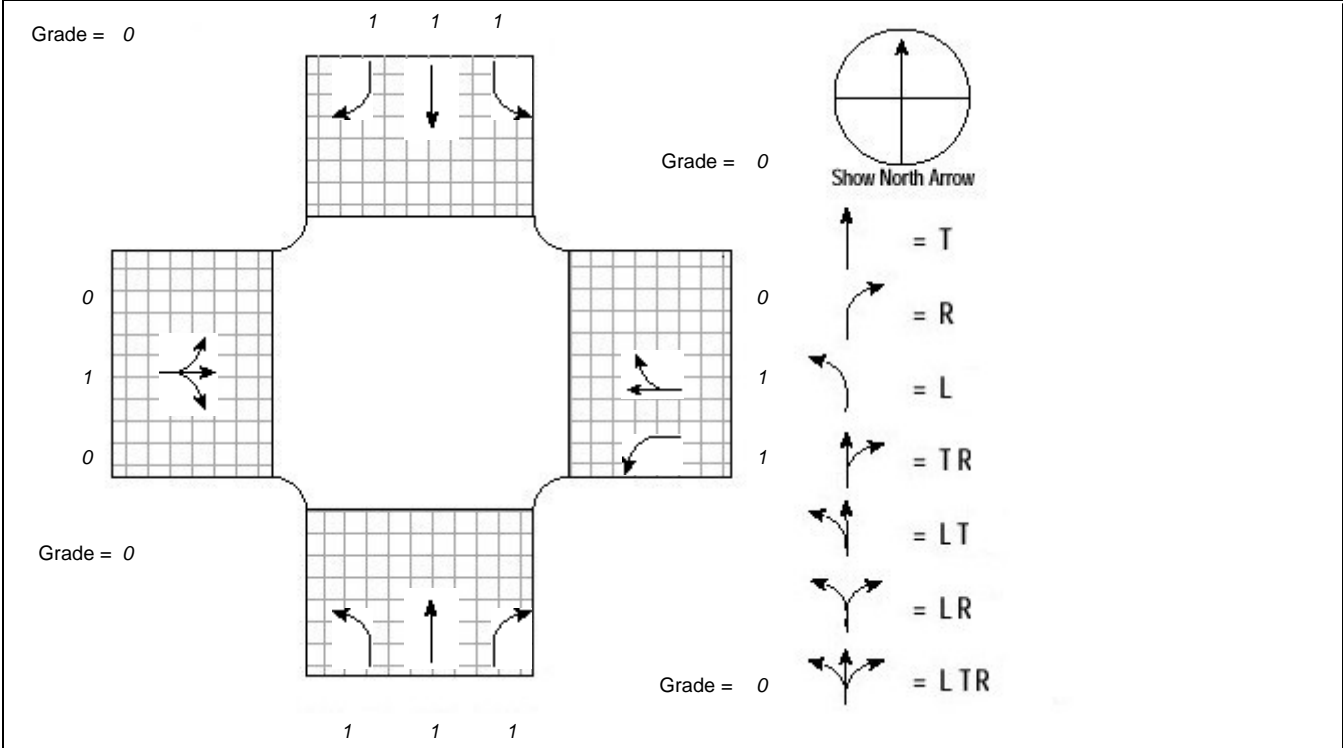
Base Satflow		1900			1900		1900	1900	1900	1900	1900	1900
Number of Lanes	0	1	0	0	1	0	1	1	1	1	1	1
f_w		1.000			1.000		1.000	1.000	1.000	1.000	1.000	1.000
f_{HV}		0.980			0.980		0.980	0.926	0.980	0.980	0.926	0.980
f_g		1.000			1.000		1.000	1.000	1.000	1.000	1.000	1.000
f_p		1.000			1.000		1.000	1.000	1.000	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}		0.821	--		0.808	--	0.950	1.000	--	0.950	1.000	--
Secondary f_{LT}			--			--	0.146		--	0.223		--

Control Delay		50.4			44.3		9.7	17.1	8.5	8.4	22.3	8.6
Lane Group LOS		<i>D</i>			<i>D</i>		<i>A</i>	<i>B</i>	<i>A</i>	<i>A</i>	<i>C</i>	<i>A</i>
Approach Delay	50.4		44.3			16.2			20.2			
Approach LOS	<i>D</i>		<i>D</i>			<i>B</i>			<i>C</i>			
Intersection Delay	24.5		Intersection LOS						<i>C</i>			

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	02/15/2007	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)	81	107	25	86	122	134	67	621	103	128	696	47
% 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)	P	P	P	P	P	P	P	P	P	P	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 =
	Y = 5	Y =	Y =	Y =	Y = 3	Y = 5	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	81	107	25	86	122	134	67	621	103	128	696	47
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	85	113	26	91	128	141	71	654	108	135	733	49
Lane Group		LTR		L	TR		L	T	R	L	T	R
Adjusted Flow Rate		224		91	269		71	654	108	135	733	49
Proportion of LT or RT	0.379	--	0.116	0.000	--	0.524	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	1	1	0	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}		0.358	--	0.548	1.000	--	0.950	1.000	--	0.950	1.000	--
Secondary f_{LT}			--			--	0.157		--	0.211		--

Control Delay		284.3		30.7	37.4		11.6	19.3	10.1	11.6	23.1	9.6
Lane Group LOS		F		C	D		B	B	B	B	C	A
Approach Delay	284.3		35.7			17.5			20.7			
Approach LOS	F		D			B			C			
Intersection Delay	47.2		Intersection LOS						D			

Pedestrian Timing		3.2			3.2			3.2			3.2		
	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08					
Timing	G = 7.0	G = 15.0	G =	G =	G = 7.0	G = 35.0	G =	G =					
	Y = 3	Y = 5	Y =	Y =	Y = 3	Y = 5	Y =	Y =					
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.0							

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	45	194	185	309	61	230	60	311	152	335	574	8
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	47	204	132	325	64	242	63	327	160	353	604	8
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	47	204	132	325	64	242	63	327	160	353	604	8
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	1	2	1	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	1.000
f_{HV}	0.980	0.980	0.980	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	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	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_{LT}	0.713	1.000	--	0.950	1.000	--	0.403	1.000	--	0.950	1.000	--
Secondary f_{LT}			--	0.481	0.841	--			--	0.415		--

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	1329	3547	1583	1770	3547	1583	750	1759	1583	1770	1759	1583
Secondary Adjusted Satflow			--	897	2982	--			--	773		--

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	47	204	132	325	64	242	63	327	160	353	604	8
Satflow Rate	1329	3547	1583	1770	3547	1583	750	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	2.0	2.0	2.0
Green Ratio	0.19	0.19	0.19	0.31	0.31	0.31	0.44	0.44	0.44	0.56	0.56	0.56
Lane Group Capacity	249	665	297	357	1108	495	328	770	693	522	989	890
v/c Ratio	0.19	0.31	0.44	0.91	0.06	0.49	0.19	0.42	0.23	0.68	0.61	0.01
Flow Ratio	0.04	0.06	0.08	0.09	0.02	0.15	0.08	0.19	0.10	0.09	0.34	0.01
Critical Lane Group	N	N	N	Y	N	N	N	N	N	Y	N	N
Sum Flow Ratios	0.62											
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	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	47	204	132	325	64	242	63	327	160	353	604	8
Lane Group Capacity	249	665	297	357	1108	495	328	770	693	522	989	890
v/c Ratio	0.19	0.31	0.44	0.91	0.06	0.49	0.19	0.42	0.23	0.68	0.61	0.01
Green Ratio	0.19	0.19	0.19	0.31	0.31	0.31	0.44	0.44	0.44	0.56	0.56	0.56
Uniform Delay d_1	27.4	28.0	28.8	28.1	19.3	22.3	13.8	15.5	14.1	15.0	11.7	7.7
Delay Factor k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Incremental Delay d_2	1.7	1.2	4.8	29.6	0.1	3.4	1.3	1.7	0.8	6.9	2.8	0.0

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	29.0	29.2	33.6	57.7	19.4	25.7	15.1	17.3	14.9	21.8	14.5	7.7
Lane Group LOS	C	C	C	E	B	C	B	B	B	C	B	A
Approach Delay	30.7			41.5			16.3			17.1		
Approach LOS	C			D			B			B		
Intersection Delay	25.1			Intersection LOS						C		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>LSB</i>	Intersection	<i>SW 152 Street/SW 157 Avenue</i>
Agency/Co.	<i>Cathy Sweetapple & Associates</i>	Jurisdiction	<i>Miami-Dade</i>
Date Performed	<i>03/08/2007</i>	Analysis Year	<i>Future without Project</i>
Analysis Time Period	<i>PM Peak Hour</i>		
Project Description <i>Parkland DRI</i>			
East/West Street: <i>SW 152 Street</i>		North/South Street: <i>SW 157 Avenue</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	17	96	24	70	162	135
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	17	101	25	73	170	142
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	41	107	73	201	201	64
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	43	112	76	211	211	67
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration	<i>LT</i>		<i>TR</i>	<i>LT</i>		<i>TR</i>

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>	<i>LTR</i>	<i>LT</i>		<i>TR</i>	<i>LT</i>		<i>TR</i>
v (veh/h)	17	73	99		132	316		172
C (m) (veh/h)	1248	1460	266		578	301		508
v/c	0.01	0.05	0.37		0.23	1.05		0.34
95% queue length	0.04	0.16	1.65		0.87	11.86		1.48
Control Delay (s/veh)	7.9	7.6	26.3		13.1	104.2		15.7
LOS	A	A	D		B	F		C

Approach Delay (s/veh)	--	--	18.8	73.0
Approach LOS	--	--	C	F

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>LSB</i>	Intersection	<i>SW 152 Street/SW 147 Avenue</i>
Agency/Co.	<i>Cathy Sweetapple & Associates</i>	Jurisdiction	<i>Miami-Dade</i>
Date Performed	<i>03/08/2007</i>	Analysis Year	<i>Future without Project</i>
Analysis Time Period	<i>PM Peak Hour</i>		
Project Description <i>Parkland DRI</i>			
East/West Street: <i>SW 152 Street</i>		North/South Street: <i>SW 147 Avenue</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		584	26	484	799	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	614	27	509	841	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		<i>T</i>	<i>TR</i>	<i>L</i>	<i>T</i>	
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	26		372			
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	27	0	391	0	0	0
Percent Heavy Vehicles	2	2	2	2	2	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	<i>L</i>		<i>R</i>			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>L</i>	<i>L</i>		<i>R</i>			
v (veh/h)		509	27		391			
C (m) (veh/h)		939	22		676			
v/c		0.54	1.23		0.58			
95% queue length		3.34	3.51		3.73			
Control Delay (s/veh)		13.3	524.7		17.4			
LOS		<i>B</i>	<i>F</i>		<i>C</i>			

Approach Delay (s/veh)	--	--	50.1	
Approach LOS	--	--	F	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>LSB</i>	Intersection	<i>SW 184 Street/SW 157 Avenue</i>
Agency/Co.	<i>Cathy Sweetapple & Associates</i>	Jurisdiction	<i>Miami-Dade</i>
Date Performed	<i>8/11/2006</i>	Analysis Year	<i>Future without Project</i>
Analysis Time Period	<i>PM Peak Hour</i>		

Project Description <i>Parkland DRI</i>	
East/West Street: <i>SW 184 Street</i>	North/South Street: <i>SW 157 Avenue</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	<i>117</i>	<i>349</i>	<i>0</i>	<i>0</i>	<i>165</i>	<i>126</i>
Peak-Hour Factor, PHF	<i>0.95</i>	<i>0.95</i>	<i>0.95</i>	<i>0.95</i>	<i>0.95</i>	<i>0.95</i>
Hourly Flow Rate, HFR (veh/h)	<i>123</i>	<i>367</i>	<i>0</i>	<i>0</i>	<i>173</i>	<i>132</i>
Percent Heavy Vehicles	<i>2</i>	<i>--</i>	<i>--</i>	<i>2</i>	<i>--</i>	<i>--</i>
Median Type	<i>Undivided</i>					
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>1</i>	<i>0</i>
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal		<i>0</i>			<i>0</i>	

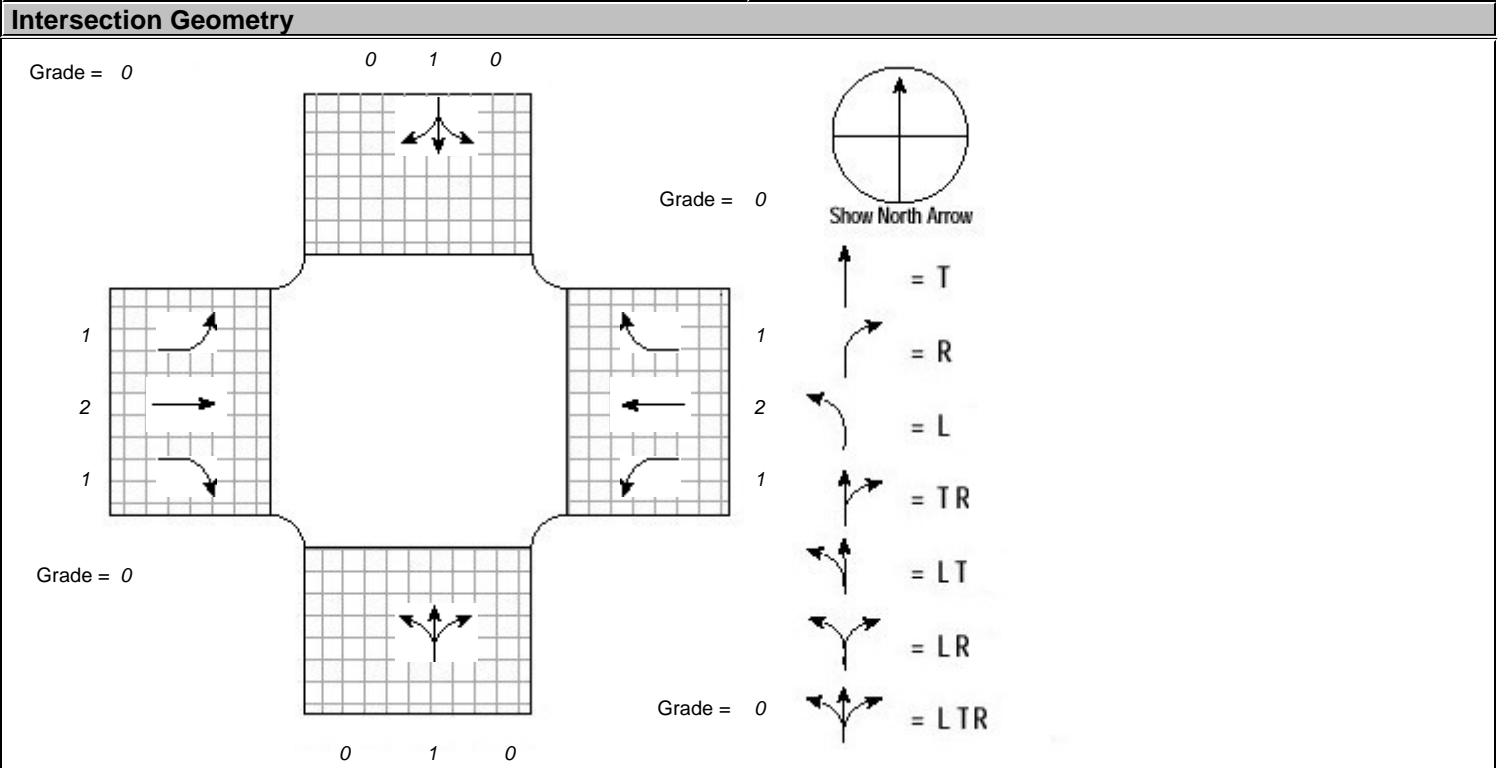
Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	<i>0</i>	<i>1</i>	<i>1</i>	<i>132</i>	<i>0</i>	<i>162</i>
Peak-Hour Factor, PHF	<i>0.95</i>	<i>0.95</i>	<i>0.95</i>	<i>0.95</i>	<i>0.95</i>	<i>0.95</i>
Hourly Flow Rate, HFR (veh/h)	<i>0</i>	<i>1</i>	<i>1</i>	<i>138</i>	<i>0</i>	<i>170</i>
Percent Heavy Vehicles	<i>2</i>	<i>2</i>	<i>2</i>	<i>2</i>	<i>2</i>	<i>0</i>
Percent Grade (%)		<i>0</i>			<i>0</i>	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		<i>0</i>			<i>0</i>	
RT Channelized			<i>0</i>			<i>0</i>
Lanes	<i>0</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>1</i>	<i>0</i>
Configuration		<i>LTR</i>			<i>LTR</i>	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>	<i>LTR</i>	<i>LTR</i>			<i>LTR</i>		
v (veh/h)	<i>123</i>	<i>0</i>		<i>2</i>			<i>308</i>	
C (m) (veh/h)	<i>1256</i>	<i>1192</i>		<i>352</i>			<i>405</i>	
v/c	<i>0.10</i>	<i>0.00</i>		<i>0.01</i>			<i>0.76</i>	
95% queue length	<i>0.32</i>	<i>0.00</i>		<i>0.02</i>			<i>6.28</i>	
Control Delay (s/veh)	<i>8.2</i>	<i>8.0</i>		<i>15.3</i>			<i>37.1</i>	
LOS	<i>A</i>	<i>A</i>		<i>C</i>			<i>E</i>	
Approach Delay (s/veh)	<i>--</i>	<i>--</i>	<i>15.3</i>			<i>37.1</i>		
Approach LOS	<i>--</i>	<i>--</i>	<i>C</i>			<i>E</i>		

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	8/10/2006	Jurisdiction	Miami-Dade
Time Period	PM Peak Hour	Analysis Year	Future without Project



Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	45	343	84	20	165	79	83	256	60	81	209	28
% 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	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 = 57.0	G =	G =	G =	G = 54.0	G =	G =	G =				

Y = 5	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25				Cycle Length C = 120.0			

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	45	343	84	20	165	79	83	256	60	81	209	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	47	361	88	21	174	83	87	269	63	85	220	29
Lane Group	L	T	R	L	T	R		LTR			LTR	
Adjusted Flow Rate	47	361	88	21	174	83		419			334	
Proportion of LT or RT	0.000	--	0.000	0.000	--	0.000	0.208	--	0.150	0.254	--	0.087

Saturation Flow Rate

Base Satflow	1900	1900	1900	1900	1900	1900		1900			1900	
Number of Lanes	1	2	1	1	2	1	0	1	0	0	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	1.000	0.952	1.000		1.000			1.000	
f_{LT}	0.642	1.000	--	0.514	1.000	--		0.847	--		0.781	--
Secondary f_{LT}			--			--			--			--
f_{RT}	--	1.000	0.850	--	1.000	0.850	--	0.980		--	0.988	
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	
Adjusted Satflow	1196	3547	1583	957	3547	1583		1546			1438	

Secondary Adjusted Satflow			--			--			--			--
----------------------------	--	--	----	--	--	----	--	--	----	--	--	----

CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
	L	T	R	L	T	R		LTR			LTR	
Lane Group												
Adjusted Flow Rate	47	361	88	21	174	83		419			334	
Satflow Rate	1196	3547	1583	957	3547	1583		1546			1438	
Lost Time	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	
Green Ratio	0.47	0.47	0.47	0.47	0.47	0.47		0.45			0.45	
Lane Group Capacity	568	1685	752	455	1685	752		696			647	
v/c Ratio	0.08	0.21	0.12	0.05	0.10	0.11		0.60			0.52	
Flow Ratio	0.04	0.10	0.06	0.02	0.05	0.05		0.27			0.23	
Critical Lane Group	N	Y	N	N	N	N		Y			N	
Sum Flow Ratios	0.37											
Lost Time/Cycle	9.00											
Critical v/c Ratio	0.40											

Lane Group Capacity, Control Delay, and LOS Determination

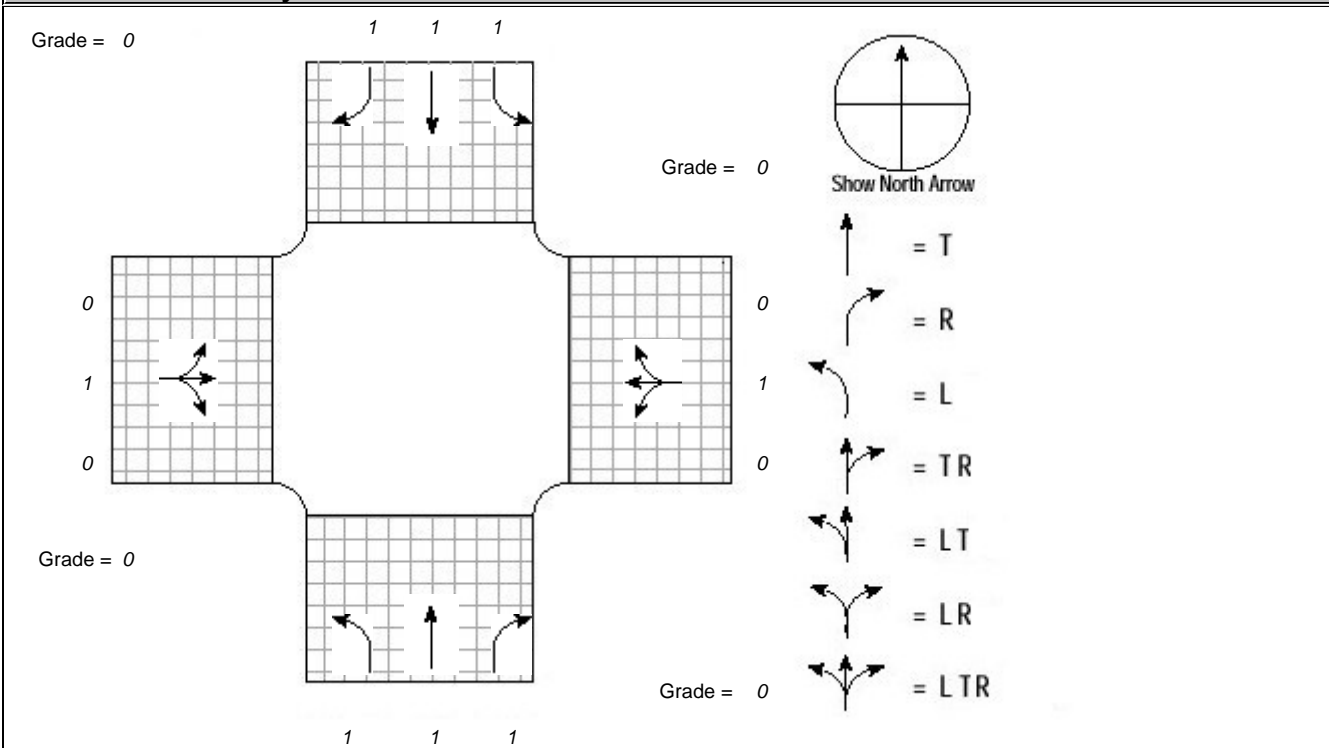
	EB			WB			NB			SB		
	L	T	R	L	T	R		LTR			LTR	
Lane Group												
Adjusted Flow Rate	47	361	88	21	174	83		419			334	
Lane Group Capacity	568	1685	752	455	1685	752		696			647	
v/c Ratio	0.08	0.21	0.12	0.05	0.10	0.11		0.60			0.52	
Green Ratio	0.47	0.47	0.47	0.47	0.47	0.47		0.45			0.45	
Uniform Delay d_1	17.2	18.4	17.5	16.9	17.4	17.5		24.9			23.6	
Delay Factor k	0.11	0.11	0.11	0.11	0.11	0.11		0.19			0.12	
Incremental Delay d_2	0.1	0.1	0.1	0.0	0.0	0.1		1.5			0.7	
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000		1.000			1.000	
Control Delay	17.3	18.5	17.6	17.0	17.4	17.5		26.4			24.4	
Lane Group LOS	B	B	B	B	B	B		C			C	
Approach Delay	18.2			17.4				26.4			24.4	
Approach LOS	B			B				C			C	
Intersection Delay	21.6			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	02/15/2007	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)	51	90	79	47	92	84	30	658	50	88	763	59
% 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)	P	P	P	P	P	P	P	P	P	P	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	51	90	79	47	92	84	30	658	50	88	763	59
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	54	95	83	49	97	88	32	693	53	93	803	62
Lane Group		LTR			LTR		L	T	R	L	T	R
Adjusted Flow Rate		232			234		32	693	53	93	803	62
Proportion of LT or RT	0.233	--	0.358	0.209	--	0.376	0.000	--	0.000	0.000	--	0.000

Saturation Flow Rate

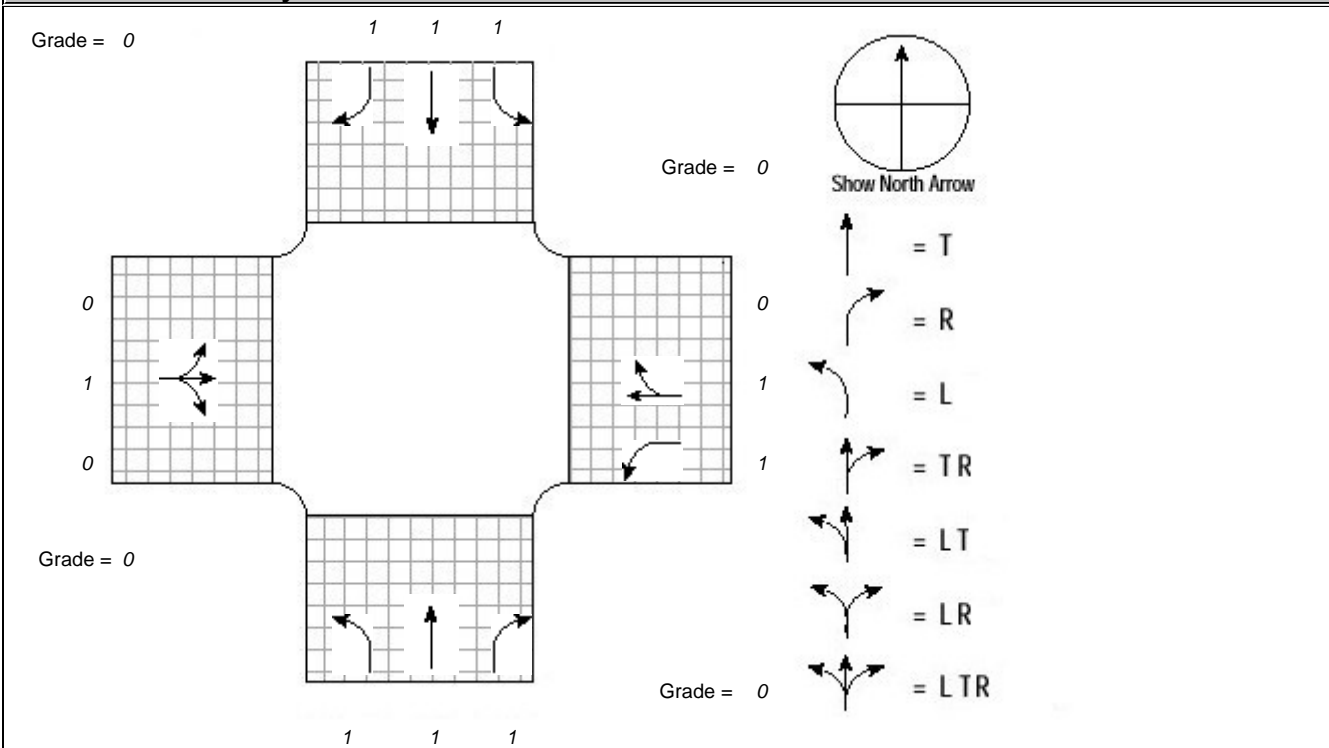
Base Satflow		1900			1900		1900	1900	1900	1900	1900	1900
Number of Lanes	0	1	0	0	1	0	1	1	1	1	1	1
f_w		1.000			1.000		1.000	1.000	1.000	1.000	1.000	1.000
f_{HV}		0.980			0.980		0.980	0.926	0.980	0.980	0.926	0.980
f_g		1.000			1.000		1.000	1.000	1.000	1.000	1.000	1.000
f_p		1.000			1.000		1.000	1.000	1.000	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}		0.790	--		0.823	--	0.950	1.000	--	0.950	1.000	--
Secondary f_{LT}			--			--	0.130		--	0.202		--

Control Delay		54.3			51.1		10.4	18.2	8.5	9.5	24.0	8.6
Lane Group LOS		D			D		B	B	A	A	C	A
Approach Delay	54.3		51.1			17.2			21.6			
Approach LOS	D		D			B			C			
Intersection Delay	26.6		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	02/15/2007	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)	81	107	25	86	122	164	67	674	103	152	720	47
% 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)	P	P	P	P	P	P	P	P	P	P	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 = 25.0	G =	G =	G =	G = 6.0	G = 35.0	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	81	107	25	86	122	164	67	674	103	152	720	47
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	85	113	26	91	128	173	71	709	108	160	758	49
Lane Group		LTR		L	TR		L	T	R	L	T	R
Adjusted Flow Rate		224		91	301		71	709	108	160	758	49
Proportion of LT or RT	0.379	--	0.116	0.000	--	0.575	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	1	1	0	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}		0.534	--	0.588	1.000	--	0.950	1.000	--	0.950	1.000	--
Secondary f_{LT}			--			--	0.105		--	0.105		--

Control Delay		37.6		22.0	26.6		18.5	37.1	13.6	31.5	47.9	12.8
Lane Group LOS		D		C	C		B	D	B	C	D	B
Approach Delay		37.6		25.5			32.8			43.4		
Approach LOS		D		C			C			D		
Intersection Delay		36.2		Intersection LOS						D		

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 = 8.0	G = 54.0	G =
	Y = 5	Y =	Y =	Y =	Y = 3	Y = 5	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0	

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	65	32	7	223	26	168	3	743	206	227	814	27
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	68	34	7	235	27	177	3	782	217	239	857	28
Lane Group		LTR		L	T	R	L	T	R	L	TR	
Adjusted Flow Rate		109		235	27	177	3	782	217	239	885	
Proportion of LT or RT	0.624	--	0.064	0.000	--	0.000	0.000	--	0.000	0.000	--	0.032

Saturation Flow Rate

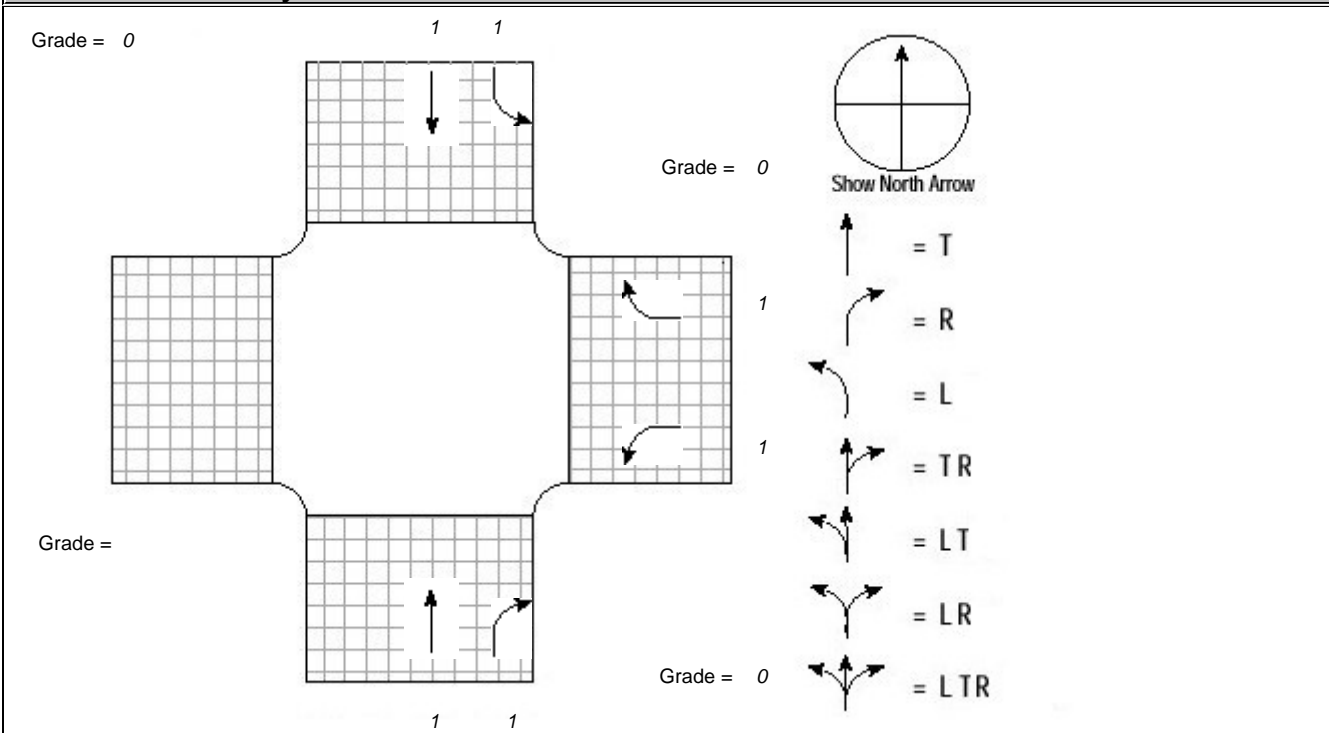
Base Satflow		1900		1900	1900	1900	1900	1900	1900	1900	1900	
Number of Lanes	0	1	0	1	1	1	1	1	1	1	1	0
f_w		1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
f_{HV}		0.980		0.980	0.980	0.980	0.980	0.926	0.980	0.980	0.928	
f_g		1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
f_p		1.000		1.000	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}		0.804	--	0.697	1.000	--	0.950	1.000	--	0.950	1.000	--
Secondary f_{LT}			--			--	0.074		--	0.140		--

Control Delay		32.4		47.4	28.8	35.3	16.2	27.1	13.0	38.9	38.5	
Lane Group LOS		<i>C</i>		<i>D</i>	<i>C</i>	<i>D</i>	<i>B</i>	<i>C</i>	<i>B</i>	<i>D</i>	<i>D</i>	
Approach Delay		32.4		41.4			24.0			38.6		
Approach LOS		<i>C</i>		<i>D</i>			<i>C</i>			<i>D</i>		
Intersection Delay		33.3		Intersection LOS						<i>C</i>		

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	02/13/2007	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		991	114	129	983	
% 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		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	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 = 10.0	G =	G =	G =	G = 10.0	G = 51.0	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		991	114	129	983	
PHF				0.95		0.95		0.95	0.95	0.95	0.95	
Adjusted Flow Rate				89		89		1043	15	136	1035	
Lane Group				L		R		T	R	L	T	
Adjusted Flow Rate				89		89		1043	15	136	1035	
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		1	1	1	1	
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		1.000	1.000	1.000	1.000	
f_{LT}			--	0.950		--		1.000	--	0.950	1.000	--
Secondary f_{LT}			--			--			--	0.073		--

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		1759	1583	1770	1759	
Secondary Adjusted Satflow			--			--			--	135		--

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		1043	15	136	1035	
Satflow Rate				1770		1583		1759	1583	1770	1759	
Lost Time				2.0		2.0		2.0	2.0	2.0	2.0	
Green Ratio				0.12		0.12		0.60	0.60	0.76	0.76	
Lane Group Capacity				208		186		1055	950	295	1345	
v/c Ratio				0.43		0.48		0.99	0.02	0.46	0.77	
Flow Ratio				0.05		0.06		0.59	0.01	0.08	0.59	
Critical Lane Group				N		Y		Y	N	Y	N	
Sum Flow Ratios	0.73											
Lost Time/Cycle	15.00											
Critical v/c Ratio	0.88											

Lane Group Capacity, Control Delay, and LOS Determination

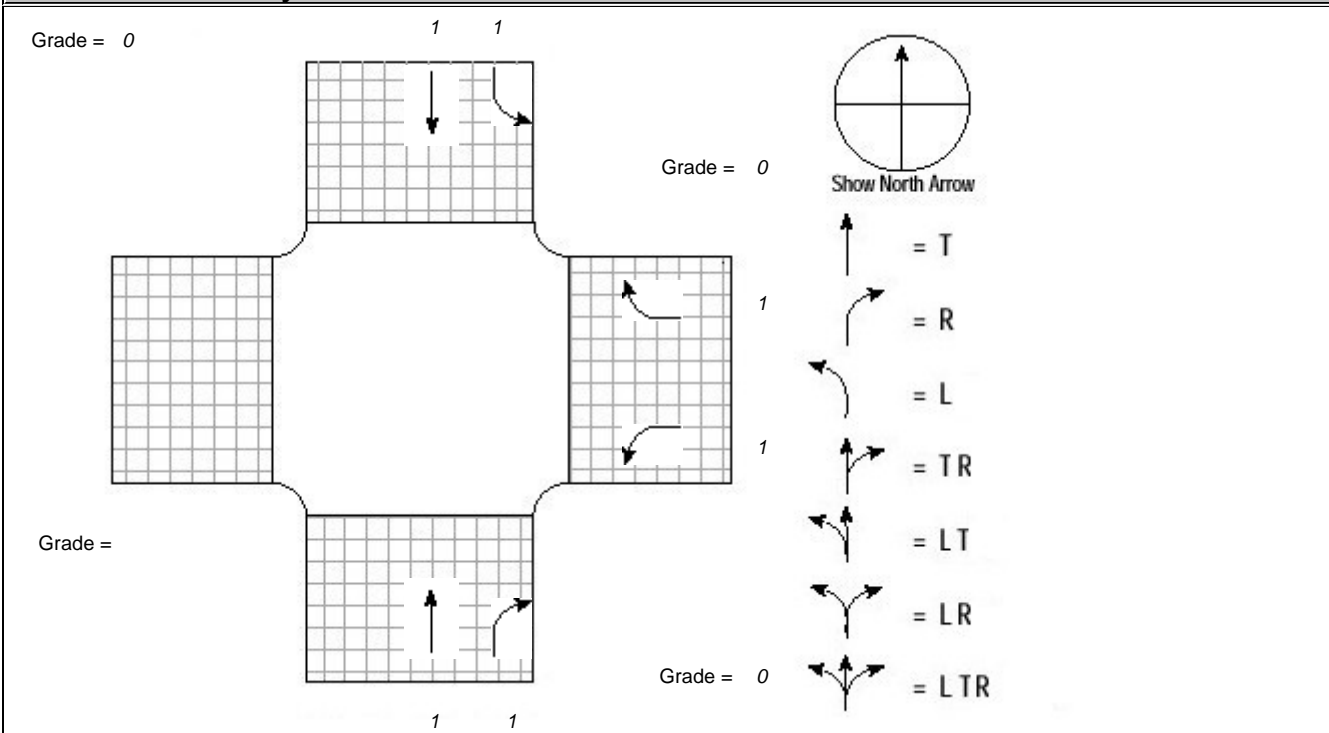
	EB			WB			NB			SB		
Lane Group				L		R		T	R	L	T	
Adjusted Flow Rate				89		89		1043	15	136	1035	
Lane Group Capacity				208		186		1055	950	295	1345	
v/c Ratio				0.43		0.48		0.99	0.02	0.46	0.77	
Green Ratio				0.12		0.12		0.60	0.60	0.76	0.76	
Uniform Delay d_1				34.8		35.1		16.7	6.9	17.8	5.7	
Delay Factor k				0.11		0.11		0.49	0.11	0.11	0.32	
				1.4		1.9		24.9	0.0	1.1	2.8	

Incremental Delay d_2											
PF Factor			1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay			36.3		37.0		41.6	6.9	19.0	8.5	
Lane Group LOS			D		D		D	A	B	A	
Approach Delay			36.6		41.1		9.7				
Approach LOS			D		D		A				
Intersection Delay	25.5		Intersection LOS					C			

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	02/13/2007	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		947	0	243	1112	
% 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		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	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 = 10.0	G =	G =	G =	G = 10.0	G = 51.0	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		947	0	243	1112	
PHF				0.95		0.95		0.95	0.95	0.95	0.95	
Adjusted Flow Rate				0		179		997	0	256	1171	
Lane Group				L		R		T	R	L	T	
Adjusted Flow Rate				0		179		997	0	256	1171	
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		1	1	1	1	
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		1.000	1.000	1.000	1.000	
f_{LT}			--	0.950		--		1.000	--	0.950	1.000	--
Secondary f_{LT}			--			--			--	0.073		--

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		1759	1583	1770	1759	
Secondary Adjusted Satflow			--			--			--	135		--

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		997	0	256	1171	
Satflow Rate				1770		1583		1759	1583	1770	1759	
Lost Time				2.0		2.0		2.0	2.0	2.0	2.0	
Green Ratio				0.12		0.12		0.60	0.60	0.76	0.76	
Lane Group Capacity				208		186		1055	950	295	1345	
v/c Ratio				0.00		0.96		0.95	0.00	0.87	0.87	
Flow Ratio				0.00		0.11		0.57	0.00	0.12	0.67	
Critical Lane Group				N		Y		Y	N	Y	N	
Sum Flow Ratios	0.80											
Lost Time/Cycle	15.00											
Critical v/c Ratio	0.97											

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		997	0	256	1171	
Lane Group Capacity				208		186		1055	950	295	1345	
v/c Ratio				0.00		0.96		0.95	0.00	0.87	0.87	
Green Ratio				0.12		0.12		0.60	0.60	0.76	0.76	
Uniform Delay d_1				33.1		37.3		15.7	6.8	26.2	7.0	
Delay Factor k				0.11		0.47		0.46	0.11	0.40	0.40	
				0.0		54.9		16.2	0.0	22.9	6.5	

Incremental Delay d_2											
PF Factor			1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay			33.1		92.2		31.9	6.8	49.1	13.5	
Lane Group LOS			C		F		C	A	D	B	
Approach Delay			92.2		31.9		19.9				
Approach LOS			F		C		B				
Intersection Delay	29.5		Intersection LOS					C			

Pedestrian Timing		3.2			3.2			3.2			3.2		
	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08					
Timing	G = 16.9	G = 5.9	G =	G =	G = 13.0	G = 32.2	G =	G =					
	Y = 4	Y = 5	Y =	Y =	Y = 3	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	12	13	5	465	3	224	3	625	514	403	808	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	489	3	236	3	658	436	424	851	14
Lane Group		LTR		L	T	R	L	T	R	L	T	R
Adjusted Flow Rate		32		489	3	236	3	658	436	424	851	14
Proportion of LT or RT	0.406	--	0.156	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
Number of Lanes	0	1	0	1	1	1	1	1	1	2	1	1
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	0.926	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	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}		0.866	--	0.950	1.000	--	0.217	1.000	--	0.950	1.000	--
Secondary f_{LT}			--	0.707	1.000	--			--			--

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	--
f_{Rpb}	--	1.000		--	1.000	1.000	--	1.000	1.000	--	1.000	1.000
Adjusted Satflow		1580		1770	1863	1583	405	1759	1583	3539	1759	1583
Secondary Adjusted Satflow			--	1316	1863	--			--			--

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	T	R
Adjusted Flow Rate	32		489	3	236	3	658	436	424	851	14
Satflow Rate	1580		1770	1863	1583	405	1759	1583	3539	1759	1583
Lost Time	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Green Ratio	0.07		0.32	0.32	0.32	0.38	0.38	0.64	0.15	0.57	0.57
Lane Group Capacity	110		505	587	499	153	666	1008	541	997	898
v/c Ratio	0.29		0.97	0.01	0.47	0.02	0.99	0.43	0.78	0.85	0.02
Flow Ratio	0.02		0.20	0.00	0.15	0.01	0.37	0.28	0.12	0.48	0.01
Critical Lane Group	N		Y	N	N	N	Y	N	Y	N	N
Sum Flow Ratios	0.80										
Lost Time/Cycle	13.00										
Critical v/c Ratio	0.94										

Lane Group Capacity, Control Delay, and LOS Determination

	EB		WB			NB			SB		
Lane Group	LTR		L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	32		489	3	236	3	658	436	424	851	14
Lane Group Capacity	110		505	587	499	153	666	1008	541	997	898
v/c Ratio	0.29		0.97	0.01	0.47	0.02	0.99	0.43	0.78	0.85	0.02
Green Ratio	0.07		0.32	0.32	0.32	0.38	0.38	0.64	0.15	0.57	0.57
Uniform Delay d_1	37.6		27.6	20.0	23.4	16.5	26.2	7.8	34.6	15.4	8.0
Delay Factor k	0.11		0.48	0.11	0.11	0.11	0.49	0.11	0.33	0.39	0.11
Incremental Delay d_2	1.5		32.0	0.0	0.7	0.1	31.7	0.3	7.4	7.3	0.0

PF Factor		1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay		39.0		59.6	20.0	24.1	16.6	57.9	8.0	42.1	22.7	8.0
Lane Group LOS		D		E	B	C	B	E	A	D	C	A
Approach Delay		39.0		47.9			38.0			28.9		
Approach LOS		D		D			D			C		
Intersection Delay		36.6		Intersection LOS						D		

Pedestrian Timing		3.2			3.2			3.2			3.2		
	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08					
Timing	G = 21.0	G = 22.0	G =	G =	G = 11.0	G = 30.0	G =	G =					
	Y = 3	Y = 5	Y =	Y =	Y = 3	Y = 5	Y =	Y =					
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0							

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	45	194	185	598	61	230	60	335	346	335	604	8
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	47	204	132	629	64	242	63	353	364	353	636	8
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	47	204	132	629	64	242	63	353	364	353	636	8
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	1	2	1	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	1.000
f_{HV}	0.980	0.980	0.980	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	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	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
f_{LT}	0.713	1.000	--	0.950	1.000	--	0.260	1.000	--	0.950	1.000	--
Secondary f_{LT}			--	0.501	0.856	--			--	0.265		--

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	1329	3547	1583	1770	3547	1583	484	1759	1583	1770	1759	1583
Secondary Adjusted Satflow			--	933	3037	--			--	494		--

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	47	204	132	629	64	242	63	353	364	353	636	8
Satflow Rate	1329	3547	1583	1770	3547	1583	484	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	2.0	2.0	2.0
Green Ratio	0.22	0.22	0.22	0.46	0.46	0.46	0.30	0.30	0.30	0.44	0.44	0.44
Lane Group Capacity	292	780	348	605	1632	728	145	528	475	358	774	697
v/c Ratio	0.16	0.26	0.38	1.04	0.04	0.33	0.43	0.67	0.77	0.99	0.82	0.01
Flow Ratio	0.04	0.06	0.08	0.21	0.02	0.15	0.13	0.20	0.23	0.11	0.36	0.01
Critical Lane Group	N	N	N	Y	N	N	N	N	N	Y	N	N
Sum Flow Ratios	0.92											
Lost Time/Cycle	10.00											
Critical v/c Ratio	1.02											

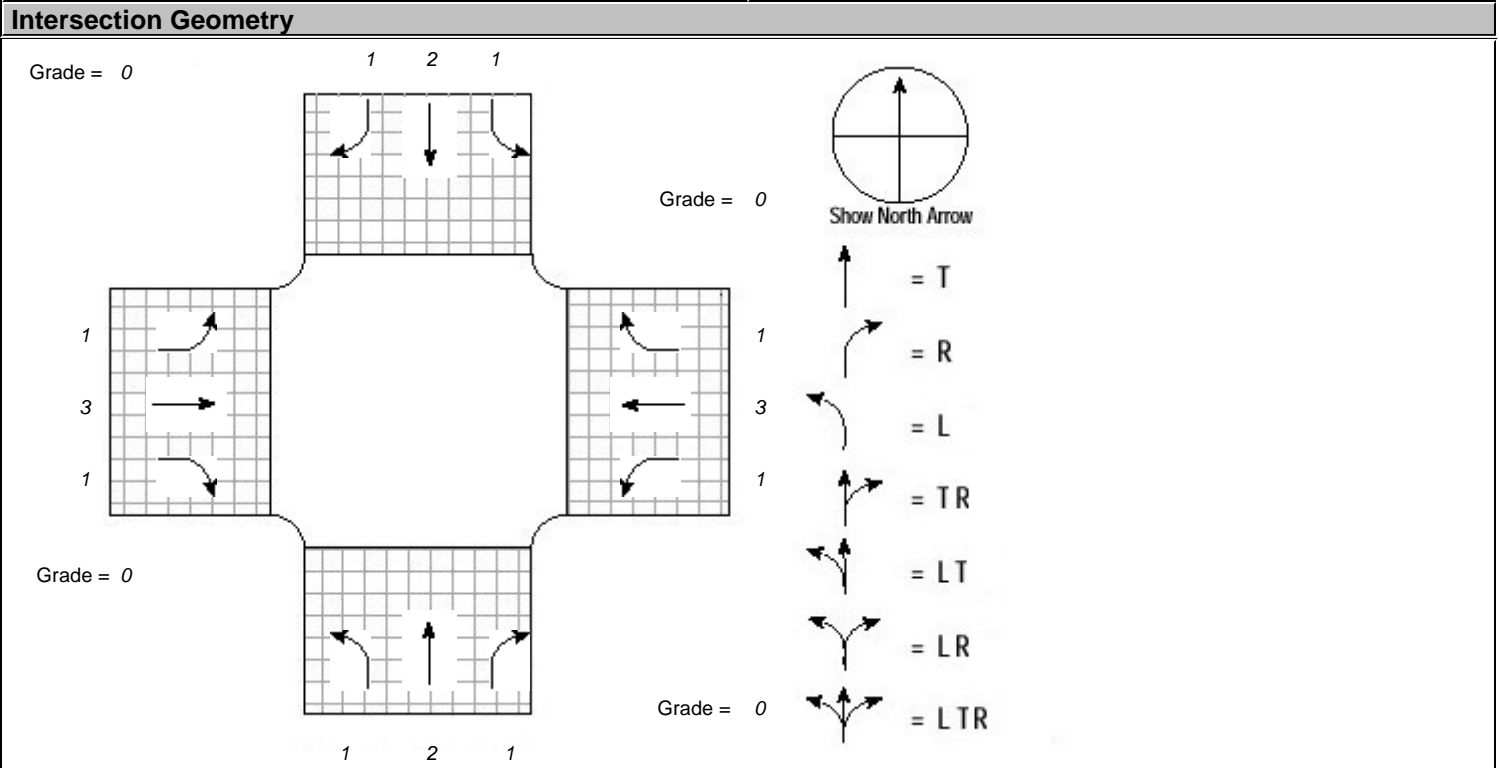
Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	47	204	132	629	64	242	63	353	364	353	636	8
Lane Group Capacity	292	780	348	605	1632	728	145	528	475	358	774	697
v/c Ratio	0.16	0.26	0.38	1.04	0.04	0.33	0.43	0.67	0.77	0.99	0.82	0.01
Green Ratio	0.22	0.22	0.22	0.46	0.46	0.46	0.30	0.30	0.30	0.44	0.44	0.44
Uniform Delay d_1	31.5	32.3	33.2	31.5	14.8	17.2	28.2	30.6	31.8	32.0	24.6	15.8
Delay Factor k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Incremental Delay d_2	1.2	0.8	3.1	47.3	0.0	1.2	9.2	6.6	11.2	44.2	9.6	0.0

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	32.7	33.1	36.3	78.8	14.9	18.4	37.4	37.2	43.0	76.2	34.1	15.8
Lane Group LOS	C	C	D	E	B	B	D	D	D	E	C	B
Approach Delay	34.2			58.8			40.0			48.9		
Approach LOS	C			E			D			D		
Intersection Delay	47.8			Intersection LOS						D		

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	8/10/2006	Jurisdiction	Miami-Dade
Time Period	PM Peak Hour	Analysis Year	Future with Project



Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)	164	843	266	70	1018	135	421	107	73	368	201	64
% 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	EW Perm	03	04	Excl. Left	NS Perm	07	08				
Timing	G = 10.0	G = 40.0	G =	G =	G = 20.0	G = 30.0	G =	G =				

Y = 4	Y = 6	Y =	Y =	Y = 4	Y = 6	Y =	Y =
Duration of Analysis (hrs) = 0.25				Cycle Length C = 120.0			

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	164	843	266	70	1018	135	421	107	73	368	201	64
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	173	887	280	74	1072	142	443	113	77	387	212	67
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	173	887	280	74	1072	142	443	113	77	387	212	67
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	1	3	1	1	3	1	1	2	1	1	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}	1.000	0.908	1.000	1.000	0.908	1.000	1.000	0.952	1.000	1.000	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}	0.125	0.125	--	0.184	--	--	0.511	--	--	0.619	--	--
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	1770	5074	1583	1770	5074	1583	1770	3547	1583	1770	3547	1583

Secondary Adjusted Satflow	232	633	--	343		--	952		--	1154		--
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CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Lane Group												
Adjusted Flow Rate	173	887	280	74	1072	142	443	113	77	387	212	67
Satflow Rate	1770	5074	1583	1770	5074	1583	1770	3547	1583	1770	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	0.45	0.33	0.33	0.45	0.33	0.33	0.45	0.25	0.25	0.45	0.25	0.25
Lane Group Capacity	233	1691	528	274	1691	528	565	887	396	622	887	396
v/c Ratio	0.74	0.52	0.53	0.27	0.63	0.27	0.78	0.13	0.19	0.62	0.24	0.17
Flow Ratio	0.08	0.17	0.18	0.04	0.21	0.09	0.17	0.03	0.05	0.17	0.06	0.04
Critical Lane Group	Y	N	N	N	Y	N	Y	N	N	N	N	N
Sum Flow Ratios	0.62											
Lost Time/Cycle	18.00											
Critical v/c Ratio	0.73											

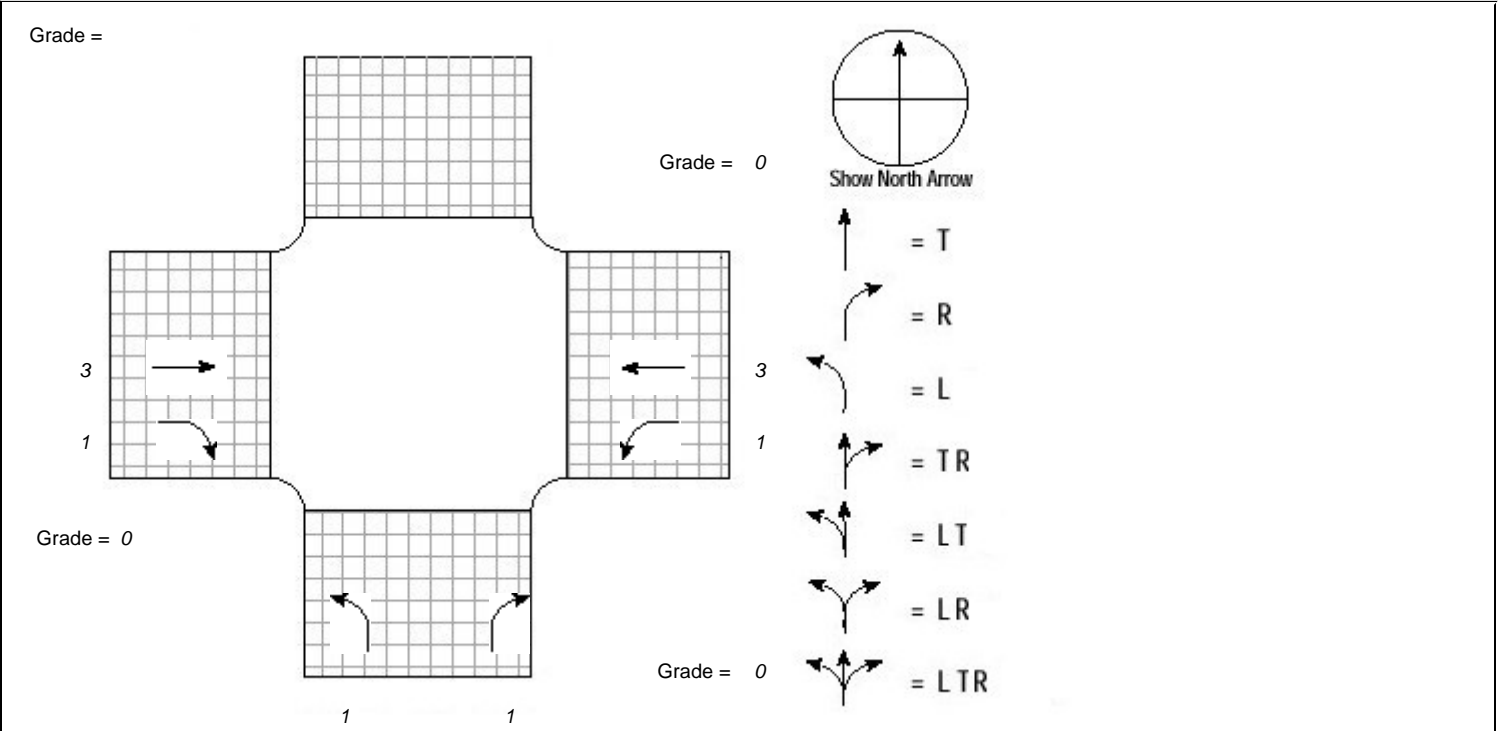
Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Lane Group												
Adjusted Flow Rate	173	887	280	74	1072	142	443	113	77	387	212	67
Lane Group Capacity	233	1691	528	274	1691	528	565	887	396	622	887	396
v/c Ratio	0.74	0.52	0.53	0.27	0.63	0.27	0.78	0.13	0.19	0.62	0.24	0.17
Green Ratio	0.45	0.33	0.33	0.45	0.33	0.33	0.45	0.25	0.25	0.45	0.25	0.25
Uniform Delay d_1	23.4	32.3	32.4	20.4	33.8	29.3	29.4	34.9	35.5	23.3	35.9	35.2
Delay Factor k	0.30	0.50	0.50	0.11	0.50	0.50	0.33	0.11	0.11	0.21	0.11	0.11
Incremental Delay d_2	12.1	1.2	3.8	0.5	1.8	1.2	7.1	0.1	0.2	1.9	0.1	0.2
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	35.5	33.5	36.2	21.0	35.6	30.5	36.6	34.9	35.7	25.2	36.0	35.4
Lane Group LOS	D	C	D	C	D	C	D	C	D	C	D	D
Approach Delay	34.3			34.2			36.2			29.7		
Approach LOS	C			C			D			C		
Intersection Delay	33.8			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	8/10/2006	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)		1281	51	484	1610		147		372			
% 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 = 35.0	G =	G =	G = 25.0	G =	G =	G =				

Y = 4	Y = 6	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25				Cycle Length C = 90.0			

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		1281	51	484	1610		147		372			
PHF		0.95	0.95	0.95	0.95		0.95		0.95			
Adjusted Flow Rate		1348	54	509	1695		155		392			
Lane Group		T	R	L	T		L		R			
Adjusted Flow Rate		1348	54	509	1695		155		392			
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		3	1	1	3		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}		0.908	1.000	1.000	0.908		1.000		1.000			
f_{LT}		1.000	--	0.950	1.000	--	0.950		--		--	
Secondary f_{LT}			--	0.103	0.762	--			--		--	
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		5074	1583	1770	5074		1770		1583			

Secondary Adjusted Satflow			--	191	3865	--			--			--
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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	1348	54	509	1695	155	392		
Satflow Rate	5074	1583	1770	5074	1770	1583		
Lost Time	2.0	2.0	2.0	2.0	2.0	2.0		
Green Ratio	0.39	0.39	0.60	0.60	0.28	0.28		
Lane Group Capacity	1973	616	378	3044	492	440		
v/c Ratio	0.68	0.09	1.35	0.56	0.32	0.89		
Flow Ratio	0.27	0.03	0.17	0.33	0.09	0.25		
Critical Lane Group	N	N	Y	N	N	Y		
Sum Flow Ratios	1.53							
Lost Time/Cycle	11.00							
Critical v/c Ratio	1.75							

Lane Group Capacity, Control Delay, and LOS Determination

	EB		WB		NB		SB	
Lane Group	T	R	L	T	L	R		
Adjusted Flow Rate	1348	54	509	1695	155	392		
Lane Group Capacity	1973	616	378	3044	492	440		
v/c Ratio	0.68	0.09	1.35	0.56	0.32	0.89		
Green Ratio	0.39	0.39	0.60	0.60	0.28	0.28		
Uniform Delay d_1	22.9	17.4	26.0	10.8	25.7	31.2		
Delay Factor k	0.50	0.50	0.50	0.50	0.11	0.41		
Incremental Delay d_2	1.9	0.3	172.7	0.7	0.4	19.8		
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000		
Control Delay	24.8	17.7	198.7	11.6	26.1	51.0		
Lane Group LOS	C	B	F	B	C	D		
Approach Delay	24.6		54.8		43.9			
Approach LOS	C		D		D			
Intersection Delay	43.1		Intersection LOS				D	

Y = 4	Y = 6	Y =	Y =	Y = 4	Y = 4	Y = 6	Y =
Duration of Analysis (hrs) = 0.25				Cycle Length C = 144.0			

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	304	750	120	612	1142	846	309	848	493	615	1306	454
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	320	789	126	644	1202	680	325	893	519	647	1375	478
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	320	789	126	644	1202	680	325	893	519	647	1375	478
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	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}	1.000	1.000	1.000	0.971	0.908	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	3437	5074	1583	3539	3725	1583	3539	3725	1583

Secondary Adjusted Satflow			--			--			--			--
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CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

Lane Group	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	320	789	126	644	1202	680	325	893	519	647	1375	478
Satflow Rate	3539	5588	1583	3437	5074	1583	3539	3725	1583	3539	3725	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	0.13	0.23	0.39	0.13	0.23	0.39	0.12	0.28	0.45	0.22	0.38	0.55
Lane Group Capacity	477	1284	617	463	1166	617	418	1035	719	774	1410	878
v/c Ratio	0.67	0.61	0.20	1.39	1.03	1.10	0.78	0.86	0.72	0.84	0.98	0.54
Flow Ratio	0.09	0.14	0.08	0.19	0.24	0.43	0.09	0.24	0.33	0.18	0.37	0.30
Critical Lane Group	N	N	N	Y	N	Y	N	N	N	N	Y	N
Sum Flow Ratios	0.99											
Lost Time/Cycle	14.00											
Critical v/c Ratio	1.09											

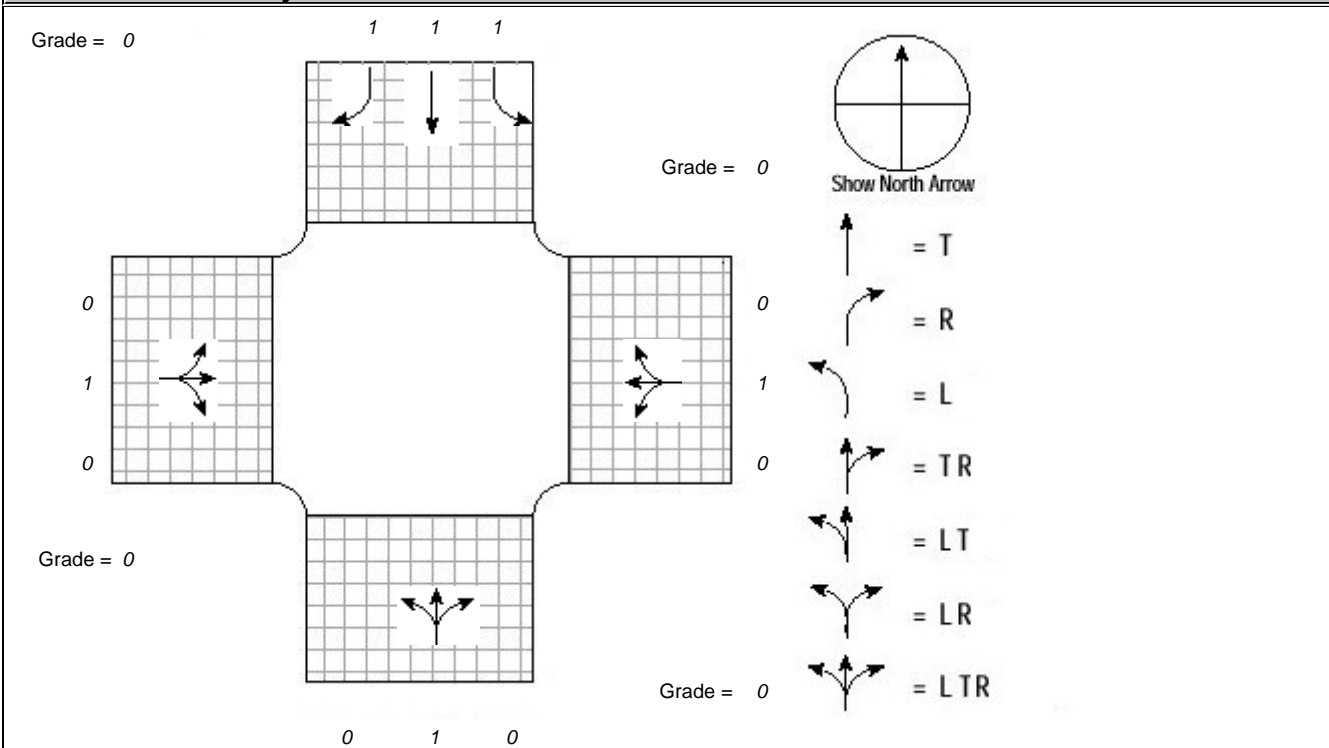
Lane Group Capacity, Control Delay, and LOS Determination

Lane Group	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Adjusted Flow Rate	320	789	126	644	1202	680	325	893	519	647	1375	478
Lane Group Capacity	477	1284	617	463	1166	617	418	1035	719	774	1410	878
v/c Ratio	0.67	0.61	0.20	1.39	1.03	1.10	0.78	0.86	0.72	0.84	0.98	0.54
Green Ratio	0.13	0.23	0.39	0.13	0.23	0.39	0.12	0.28	0.45	0.22	0.38	0.55
Uniform Delay d_1	59.3	49.7	29.1	62.3	55.5	44.0	61.7	49.4	31.9	53.8	44.1	20.4
Delay Factor k	0.24	0.20	0.11	0.50	0.50	0.50	0.50	0.50	0.28	0.50	0.50	0.14
Incremental Delay d_2	3.7	0.9	0.2	188.8	34.6	67.4	13.3	9.5	3.6	10.4	18.7	0.7
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.831	1.000	0.917	0.672
Control Delay	62.9	50.6	29.3	251.1	90.0	111.4	74.9	58.9	30.1	64.2	59.1	14.4
Lane Group LOS	E	D	C	F	F	F	E	E	C	E	E	B
Approach Delay	51.6			136.8			53.3			51.9		
Approach LOS	D			F			D			D		
Intersection Delay	79.0			Intersection LOS						E		

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	02/16/2007	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)	117	373	0	0	195	506	0	1	1	374	0	162
% 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	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 = 45.0	G =	G =	G =	G = 25.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.0		

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	117	373	0	0	195	506	0	1	1	374	0	162
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	123	393	0	0	205	533	0	1	1	394	0	171
Lane Group		LTR			LTR			LTR		L	T	R
Adjusted Flow Rate		516			738			2		394	0	171
Proportion of LT or RT	0.238	--	0.000	0.000	--	0.722	0.000	--	0.500	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}		0.587	--		1.000	--		1.000	--	0.757	1.000	--
Secondary f_{LT}			--			--			--			--

f_{RT}	--	1.000		--	0.902		--	0.933		--	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		1093			1681			1737		1409	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	516		738		2		394	0	171
Satflow Rate	1093		1681		1737		1409	1863	1583
Lost Time	2.0		2.0		2.0		2.0	2.0	2.0
Green Ratio	0.56		0.56		0.31		0.31	0.31	0.31
Lane Group Capacity	615		946		543		440	582	495
v/c Ratio	0.84		0.78		0.00		0.90	0.00	0.35
Flow Ratio	0.47		0.44		0.00		0.28	0.00	0.11
Critical Lane Group	Y		N		N		Y	N	N
Sum Flow Ratios	0.75								
Lost Time/Cycle	10.00								
Critical v/c Ratio	0.86								

Lane Group Capacity, Control Delay, and LOS Determination

	EB		WB		NB		SB		
Lane Group	LTR		LTR		LTR		L	T	R
Adjusted Flow Rate	516		738		2		394	0	171
Lane Group Capacity	615		946		543		440	582	495
v/c Ratio	0.84		0.78		0.00		0.90	0.00	0.35
Green Ratio	0.56		0.56		0.31		0.31	0.31	0.31
Uniform Delay d_1	14.5		13.6		18.9		26.3	18.9	21.2
Delay Factor k	0.37		0.33		0.11		0.42	0.11	0.11
Incremental Delay d_2	10.0		4.3		0.0		20.4	0.0	0.4
PF Factor	1.000		1.000		1.000		1.000	1.000	1.000

Control Delay		24.5			17.9			18.9		46.7	18.9	21.6
Lane Group LOS		<i>C</i>			<i>B</i>			<i>B</i>		<i>D</i>	<i>B</i>	<i>C</i>
Approach Delay	24.5		17.9			18.9			39.1			
Approach LOS	<i>C</i>		<i>B</i>			<i>B</i>			<i>D</i>			
Intersection Delay	26.4		Intersection LOS						<i>C</i>			

FULL REPORT

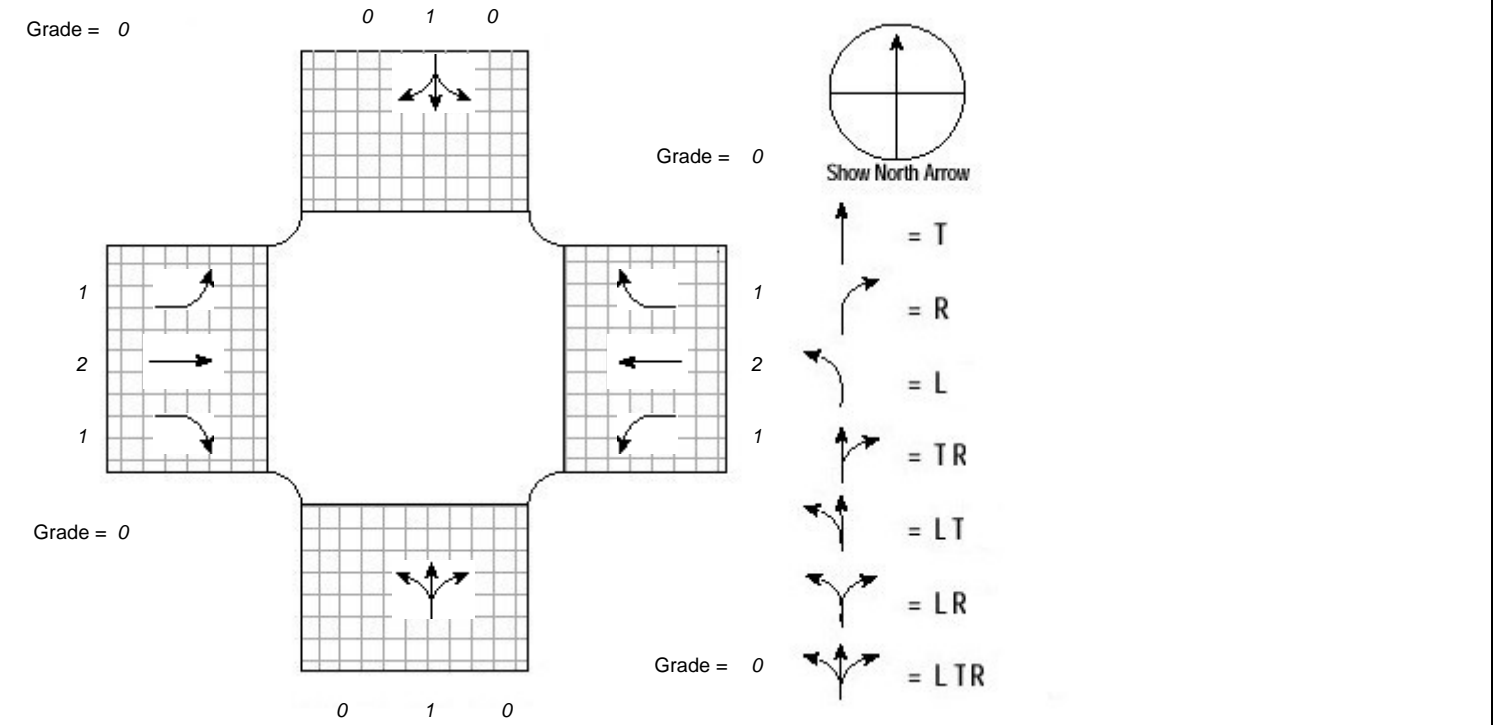
General Information

Analyst *LSB*
 Agency or Co. *Cathy Sweetapple & Associates*
 Date Performed *8/10/2006*
 Time Period *PM Peak Hour*

Site Information

Intersection *SW 184 Street/SW 147 Avenue*
 Area Type *All other areas*
 Jurisdiction *Miami-Dade*
 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)	57	549	120	20	469	79	136	256	60	81	209	51
% 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	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 = 57.0	G =	G =	G =	G = 54.0	G =	G =	G =				

Y = 5	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25				Cycle Length C = 120.0			

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	57	549	120	20	469	79	136	256	60	81	209	51
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	60	578	126	21	494	83	143	269	63	85	220	54
Lane Group	L	T	R	L	T	R		LTR			LTR	
Adjusted Flow Rate	60	578	126	21	494	83		475			359	
Proportion of LT or RT	0.000	--	0.000	0.000	--	0.000	0.301	--	0.133	0.237	--	0.150

Saturation Flow Rate

Base Satflow	1900	1900	1900	1900	1900	1900		1900			1900	
Number of Lanes	1	2	1	1	2	1	0	1	0	0	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	1.000	0.952	1.000		1.000			1.000	
f_{LT}	0.425	1.000	--	0.376	1.000	--		0.734	--		0.783	--
Secondary f_{LT}			--			--			--			--
f_{RT}	--	1.000	0.850	--	1.000	0.850	--	0.982		--	0.980	
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	
Adjusted Satflow	792	3547	1583	699	3547	1583		1343			1428	

Secondary Adjusted Satflow			--			--			--			--
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CAPACITY AND LOS WORKSHEET

General Information

Project Description *Parkland DRI*

Capacity Analysis

	EB			WB			NB			SB		
	L	T	R	L	T	R		LTR			LTR	
Adjusted Flow Rate	60	578	126	21	494	83		475			359	
Satflow Rate	792	3547	1583	699	3547	1583		1343			1428	
Lost Time	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	
Green Ratio	0.47	0.47	0.47	0.47	0.47	0.47		0.45			0.45	
Lane Group Capacity	376	1685	752	332	1685	752		604			643	
v/c Ratio	0.16	0.34	0.17	0.06	0.29	0.11		0.79			0.56	
Flow Ratio	0.08	0.16	0.08	0.03	0.14	0.05		0.35			0.25	
Critical Lane Group	N	Y	N	N	N	N		Y			N	
Sum Flow Ratios	0.52											
Lost Time/Cycle	9.00											
Critical v/c Ratio	0.56											

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	L	T	R	L	T	R		LTR			LTR	
Adjusted Flow Rate	60	578	126	21	494	83		475			359	
Lane Group Capacity	376	1685	752	332	1685	752		604			643	
v/c Ratio	0.16	0.34	0.17	0.06	0.29	0.11		0.79			0.56	
Green Ratio	0.47	0.47	0.47	0.47	0.47	0.47		0.45			0.45	
Uniform Delay d_1	17.9	19.8	18.0	17.0	19.2	17.5		28.1			24.2	
Delay Factor k	0.11	0.11	0.11	0.11	0.11	0.11		0.33			0.16	
Incremental Delay d_2	0.2	0.1	0.1	0.1	0.1	0.1		6.8			1.1	
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000		1.000			1.000	
Control Delay	18.1	19.9	18.1	17.1	19.3	17.5		34.9			25.3	
Lane Group LOS	B	B	B	B	B	B		C			C	
Approach Delay	19.4			19.0				34.9			25.3	
Approach LOS	B			B				C			C	
Intersection Delay	23.6			Intersection LOS						C		