7410 Collins Avenue

Miami Beach, Florida 33141

prepared for:

Opal Realty NY, LLC

traffic study

TRAFTECH ENGINEERING, INC.

Revised April 2024

TRAFTECH
ENGINEERING, INC.

ENGINEER's CERTIFICATION

I, Hereby certify that I am a registered professional engineer in the State of Florida, practicing with Traf Tech Engineering, Inc., a Florida Corporation under Section 471.023, Florida Statutes, to offer engineering services to the public through a Professional Engineer, duly licensed under Chapter 471, Florida Statues, Professional License Number 44174, by the State of Florida, Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for:

Project:	7410 Collins Avenue
Location:	Miami Beach, Florida
Client:	Opal Realty NY, LLC
Report Prepared by:	Traf Tech Engineering, Inc 8400 N. University Drive, Suite 309 Tamarac, FL 33321

I acknowledge that the procedures and references used to develop the results contained in this report are standards to the professional practice of transportation engineering as applied through professional judgement and experience.

Signature: _____

Name: Joaquin E. Vargas, P.E.

License No. FL 44174

Date: April 24, 2024



April 24, 2024

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INTRODUCTION

7410 Collins Avenue is a proposed re-development of an existing CVS Pharmacy and parking lot located at 7410 Collins Avenue and 7401 - 7425 Harding Avenue in the City of Miami Beach in Miami-Dade County, Florida. The site is currently developed with a 15,000 square-foot pharmacy (no drive-through lane) and a surface parking lot as depicted in the survey contained in Attachment A. The entire project is located within five parcels, as described below:

Existing CVS Pharmacy Building (Between Collins Court and Collins Avenue)

- Folio 02-3202-003-0180 (7410 Collins Avenue)

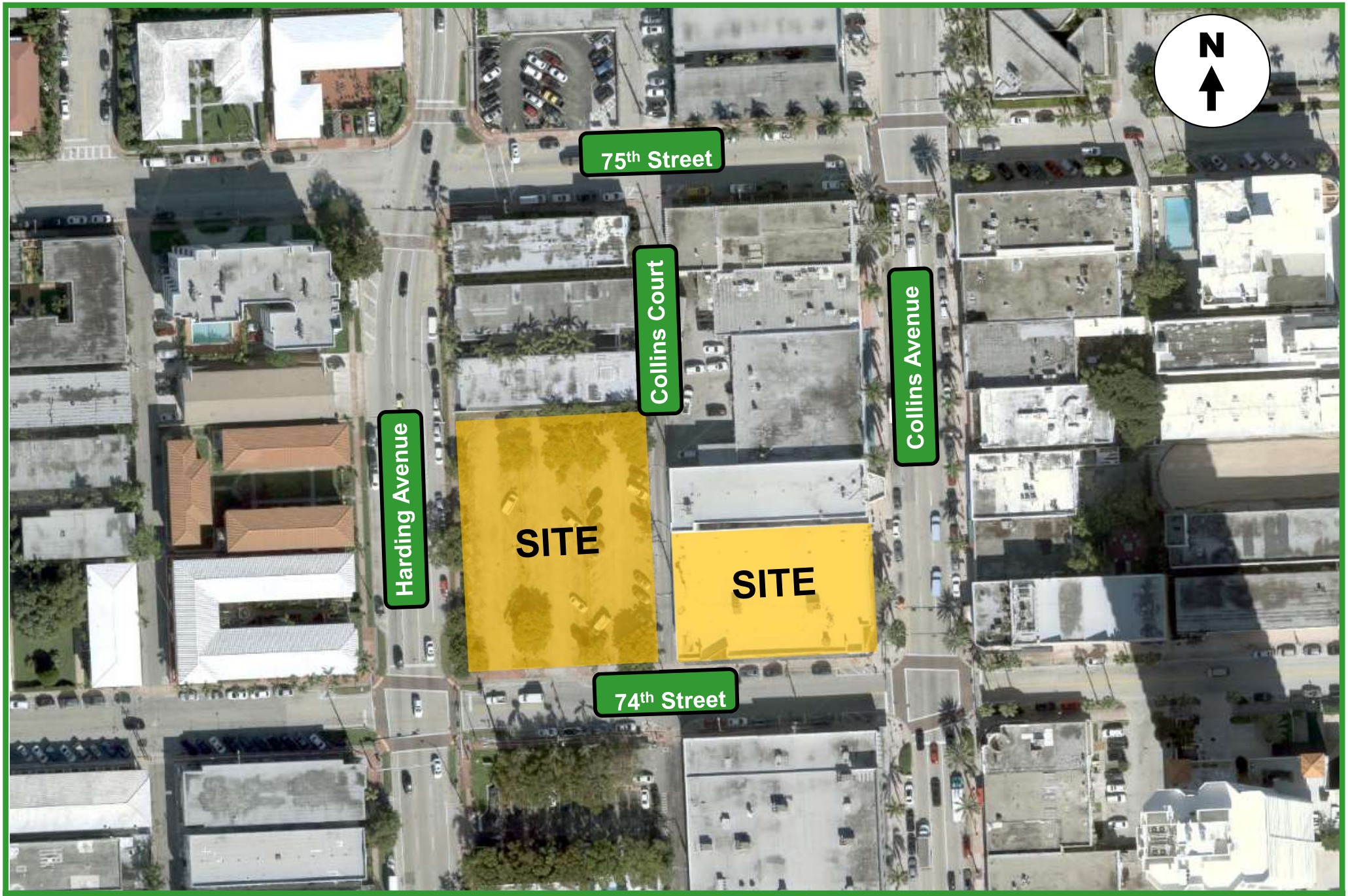
Existing Surface Parking Lot (Between Harding Avenue and Collins Court)

- Folio 02-3202-003-0240 (7401 Harding Avenue)
- Folio 02-3202-003-0230 (7409 Harding Avenue)
- Folio 02-3202-003-0220 (7417 Harding Avenue)
- Folio 02-3202-003-0210 (7425 Harding Avenue)

The location of the project site is illustrated in Figure 1 on the following page.

Traf Tech Engineering, Inc. was retained by Opal Realty, LLC to conduct a traffic study in connection with the proposed development. The study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network. This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Impact Analysis
7. Conclusions and Recommendations



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Site Location Map

FIGURE 1
7410 Collins
Miami Beach, Florida

INVENTORY

Existing Land Use

The site is currently developed with a 15,000 square-foot pharmacy (no drive-through lane) and a surface parking lot as depicted in the survey contained in Attachment A.

Proposed Land Uses and Access

The existing pharmacy and surface parking lot will be replaced with the following land uses and intensities:

- 18 apartments and 8 townhomes for a total of 26 residential units
- 12,281 square feet of retail space
- 41,326 square feet of office space

Parking will be provided as summarized below.

PARKING GARAGE SCHEDULE		
*No tandem and no valet	Harding	Collins
Level 1	32 p.s. *	0 p.s.
Level 2	45 p.s.	25 p.s.
Total	**77 p.s.**	**25 p.s.**
Required	114 p.s.	27 p.s.
Deficit covered by alternative parking methods	**37 p.s.**	**2 p.s.**

* The 32 parking spaces include the 8 parking spaces provided on the ramp that goes from the first to the second level plus the 24 parking stalls on the ground floor.

Access to the parking areas will be provided via two access driveways off of Collins Court (the alley). Both driveways provide ingress and egress access. The north driveway for the Harding Avenue site is left-in/left-out, while the south driveway for the Collins Avenue site is right-in/right-out.

The proposed development is anticipated to be built and occupied in 2027. Appendix A contains a copy of the proposed site plan for the project site.

EXISTING CONDITIONS

This section addresses the existing roadway system located in the vicinity of the project site and nearby intersections.

Roadway System

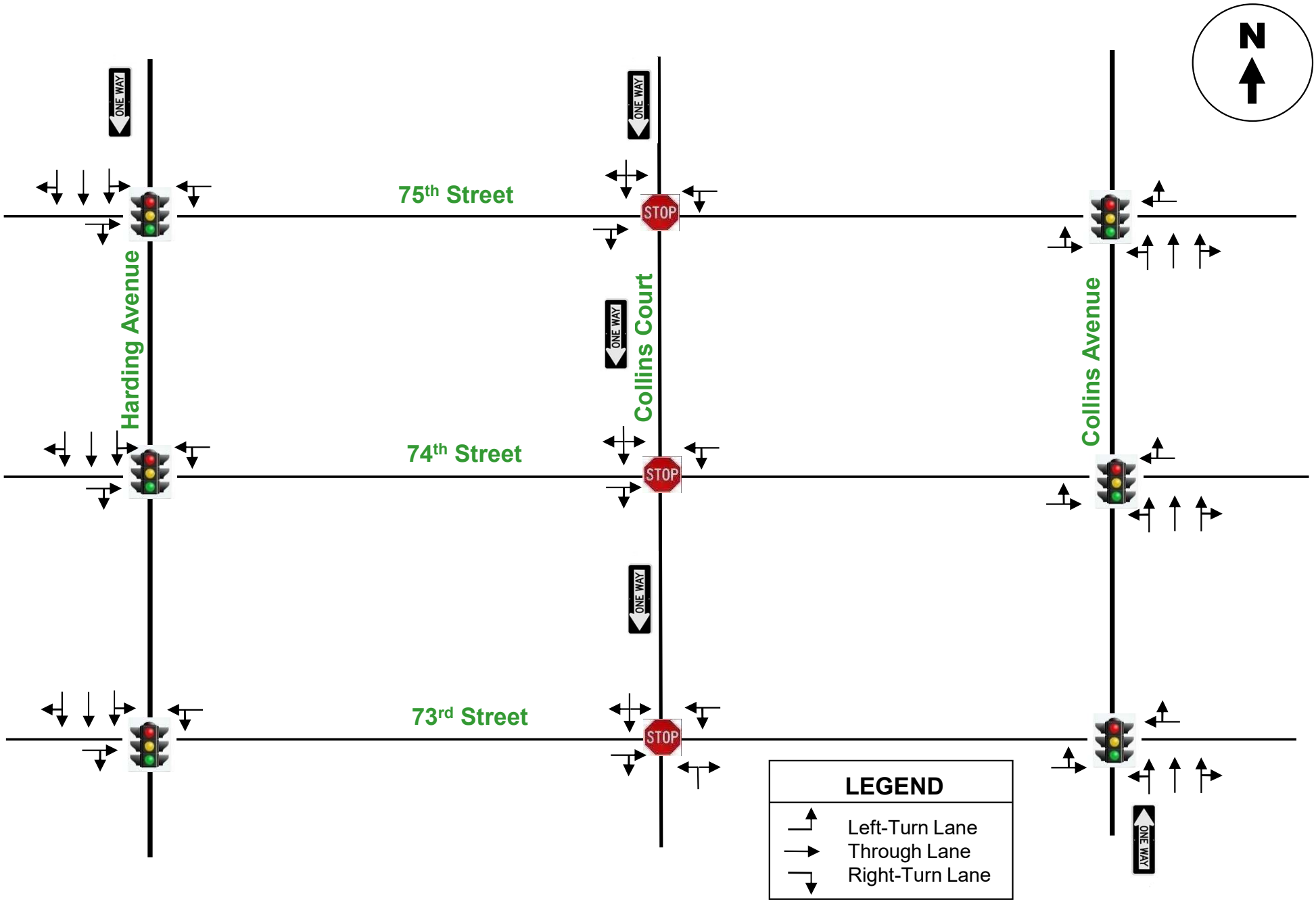
The roadway system located near the project site includes Harding Avenue, Collins Court, Collins Avenue, 75th Street, 74th Street, and 73rd Street.

Nearby Intersections

Nine intersections were identified as the locations that will be impacted the most by the proposed project. These four intersections include:

1. Harding Avenue and 75th Street (signalized)
2. Harding Avenue and 74th Street (signalized)
3. Harding Avenue and 73rd Street (signalized)
4. Collins Court and 75th Street (unsignalized)
5. Collins Court and 74th Street (unsignalized)
6. Collins Court and 73rd Street (unsignalized)
7. Collins Avenue and 75th Street (signalized)
8. Collins Avenue and 74th Street (signalized)
9. Collins Avenue and 73rd Street (signalized)

Figure 2 shows the existing lane geometry of the nine intersections selected for analysis purposes. The number of lanes on the street system surrounding the project site is also depicted in the figures.



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Lane Geometry

FIGURE 2
7410 Collins
Miami Beach, Florida

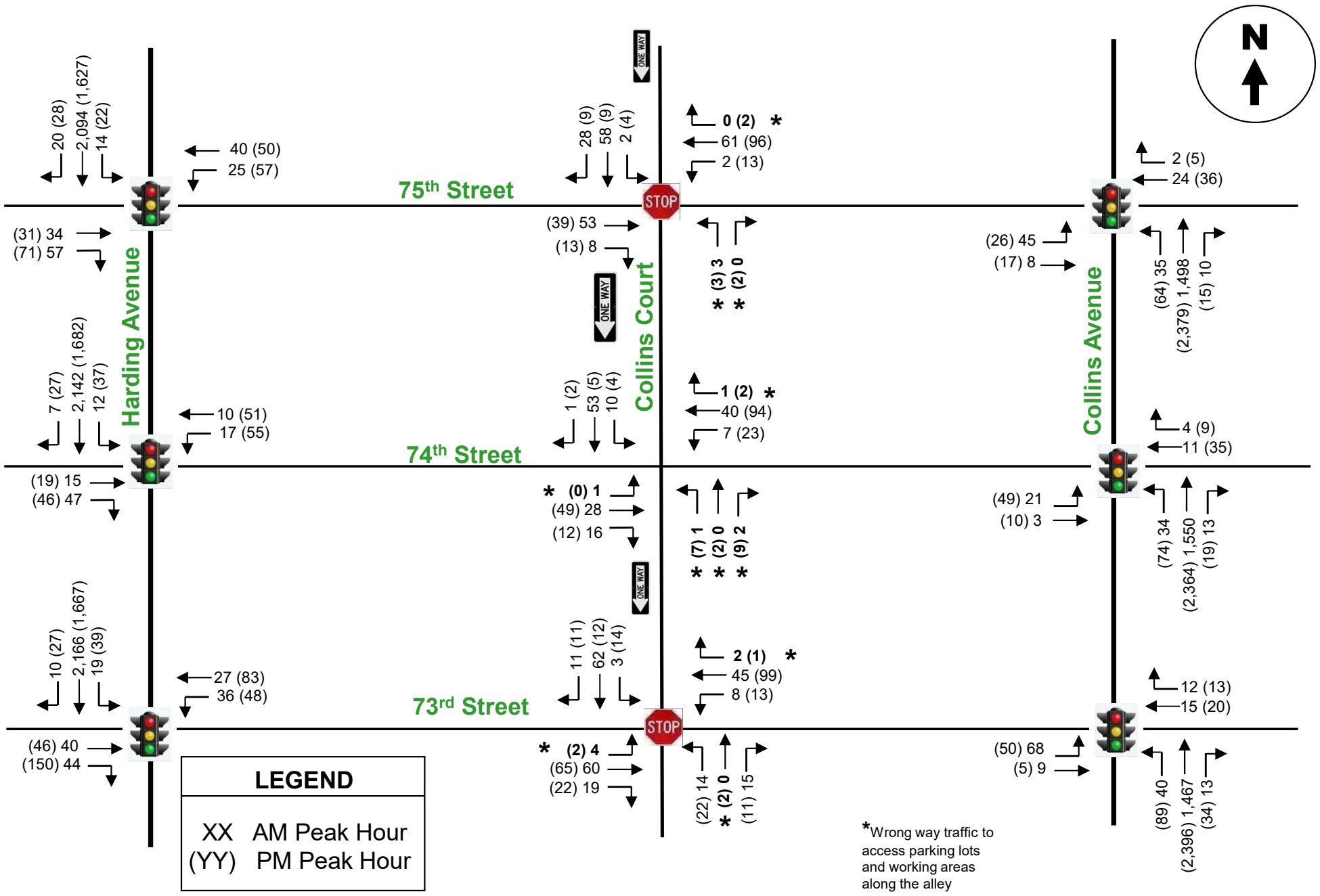
TRAFFIC COUNTS

Traf Tech Engineering, Inc., collected intersection turning movement counts at the study intersections. The intersection turning movement counts were collected on Tuesday, November 28, 2023 from 7:00 AM and 9:00 AM and from 4:00 PM and 6:00 PM at the following intersections located near the project site:

1. Harding Avenue and 75th Street
2. Harding Avenue and 74th Street
3. Harding Avenue and 73rd Street
4. Collins Court and 75th Street
5. Collins Court and 74th Street
6. Collins Court and 73rd Street
7. Collins Avenue and 75th Street
8. Collins Avenue and 74th Street
9. Collins Avenue and 73rd Street

Appendix B contains the intersection turning movement counts, as collected in the field. The latest signal timing plans for the signalized intersections were obtained from Miami-Dade County Traffic Engineering Division and are included in Appendix C. The traffic counts were adjusted to account for peak season conditions. An adjustment factor of 1.09 was applied to counts collected in the field. The State-published adjustment factors are also contained in Appendix C.

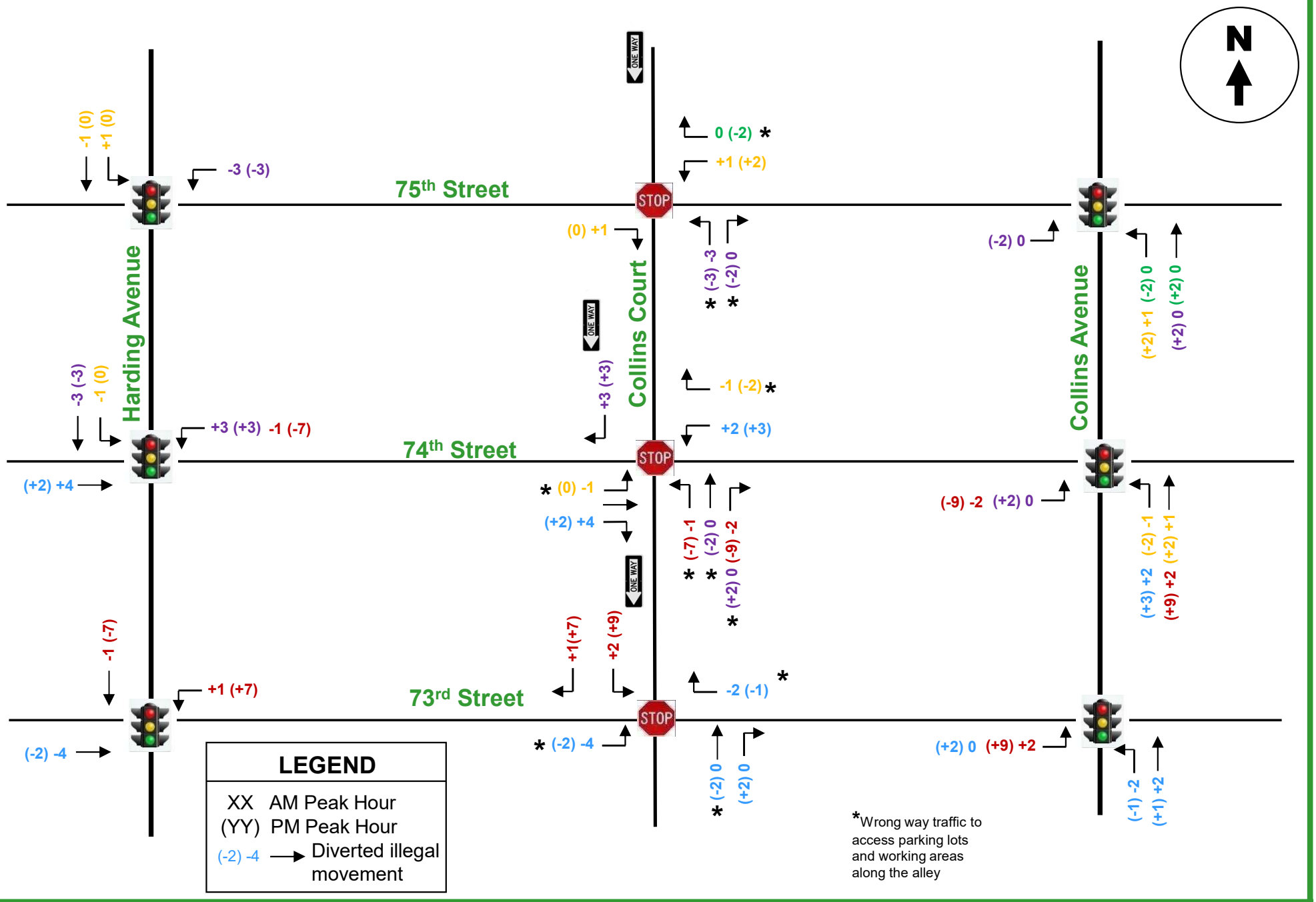
Figure 3 shows the 2023 peak season AM and PM peak hour traffic volumes.



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2023 Existing Traffic Conditions

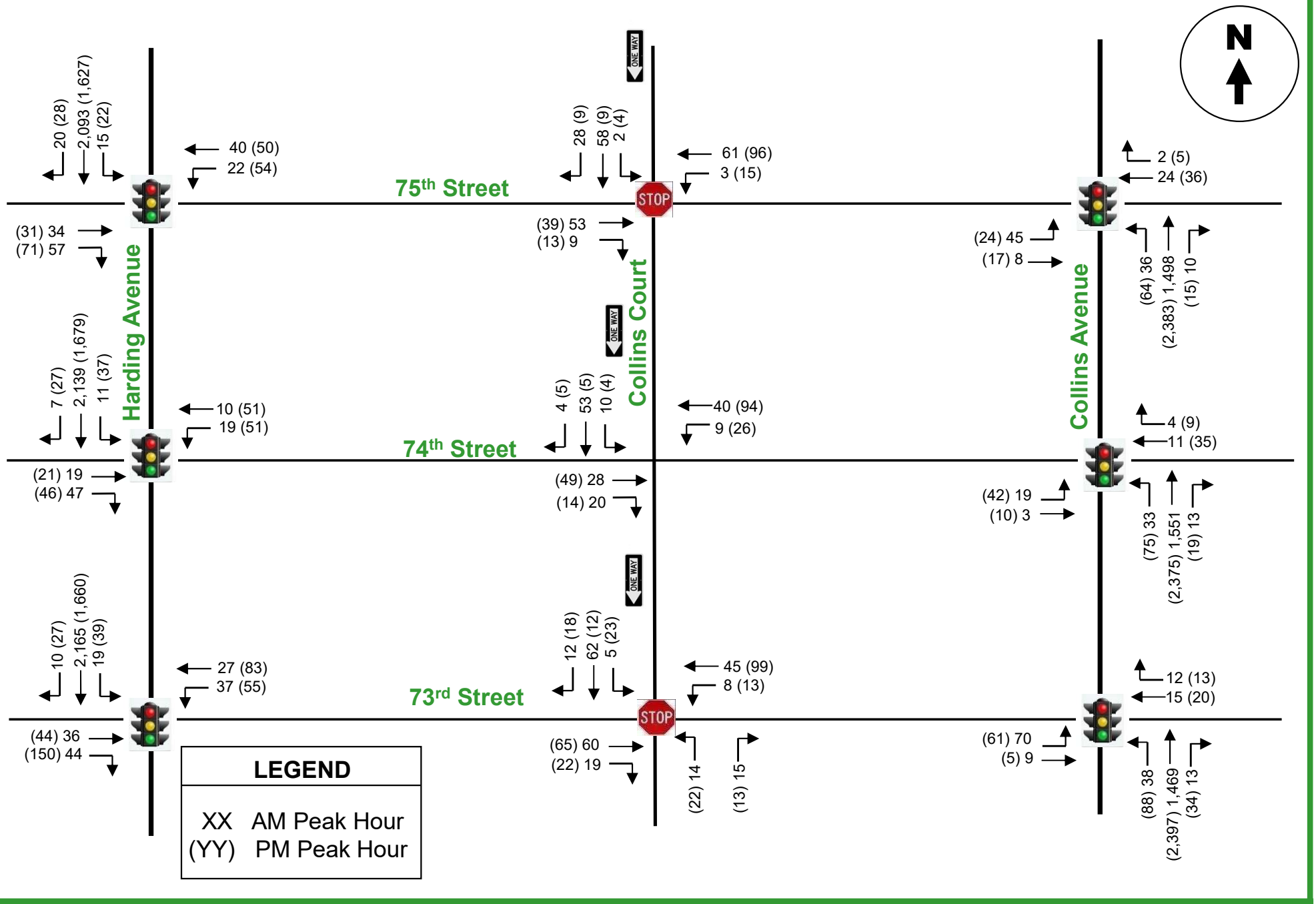
FIGURE 3A
7410 Collins
Miami Beach, Florida



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Diversion of Illegal Traffic (Northbound Collins Court)

FIGURE 3B
7410 Collins
Miami Beach, Florida



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2023 Existing Traffic Conditions (After Diversion of illegal traffic)

FIGURE 3C
7410 Collins
Miami Beach, Florida

TRIP GENERATION

The trip generation for the project was based on information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (11th Edition). According to the subject ITE manual, the most appropriate "land use" categories for existing and proposed land uses include ITE's Land Use 880 – Pharmacy without Drive Thru (existing), ITE's Land Use 220 – Multifamily Low Rise (proposed), ITE's Land Use 710 – Office (proposed), and , ITE's Land Use 822 – Retail Use < 40k (proposed).

The trip generation analysis was undertaken for Daily, AM peak hour,and PM peak hour conditions. Using the above-listed trip generation equations from the ITE document, a trip generation analysis was undertaken for the existing and proposed land uses. The results of this effort are documented in Tables 1 and 2.

TABLE 1
Trip Generation Summary (Existing - For Information Purposes Only)
7410 Collins Avenue

			AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**Daily Trips**	**Total Trips**	**Inbound**	**Outbound**	**Total Trips**	**Inbound**	**Outbound**
Pharmacy w/o DT (LUC 880)	15,000 sf	1,351	44	29	15	128	63	65
Gross Trips		**1,351**	**44**	**29**	**15**	**128**	**63**	**65**
Walking Trips (-30%)		-405	-14	-9	-5	-39	-19	-20
Driveway Trips		**946**	**30**	**20**	**10**	**89**	**44**	**45**
Pass-by (-53%)		-501	-16	-11	-5	-47	-23	-24
External Trips		**445**	**14**	**9**	**5**	**42**	**21**	**21**

Source: ITE Trip Generation Manual (11th Edition)

TABLE 2
Trip Generation Summary (Proposed)
7410 Collins Avenue

			AM Peak Hour			PM Peak Hour		
Land Use	**Size**	**Daily Trips**	**Total Trips**	**Inbound**	**Outbound**	**Total Trips**	**Inbound**	**Outbound**
Multifamily Low Rise (LUC 220)**	26 du	175	10	2	8	13	8	5
Office (LUC 710)	41,326 sf	538	78	69	9	80	14	66
Retail (LUC 822)	12,281 sf	748	33	20	13	90	45	45
Gross Trips		**1461**	**121**	**91**	**30**	**183**	**67**	**116**
Internal Trips		-176	-12	-6	-6	-22	-11	-11
Subtotal		**1285**	**109**	**85**	**24**	**161**	**56**	**105**
Multimodal Trips (-10%)		-129	-11	-9	-2	-17	-6	-11
Driveway Trips		**1156**	**98**	**76**	**22**	**144**	**50**	**94**
Pass-by (Retail -25%)		-145				-18	-9	-9
External Trips		**1011**	**98**	**76**	**22**	**126**	**41**	**85**

Source: ITE Trip Generation Manual (11th Edition)

NOTES: Used 25% per FDOT Site Impact Handbook (no data provided by ITE for LUC 822)
The 25% was applied to the gross retail trips - retail internal trips - retail Multimodal Trips, or 35 inbound and 35 outbound).

Multimodal trip deduction based on Means of Transportation to Work Census Report (attached)

*** Used trip rates due to low number of units for residential use.*

As shown in the tables, the proposed mixed-use project is projected to generate approximately 1,011 daily trips, approximately 98 AM peak hour trips (76 inbound and 22 outbound), and approximately 126 trips during the typical afternoon peak hour (41 inbound and 85 outbound). Please note that no credit was taken for the existing pharmacy building since it is vacant. The trip generation and internal capture calculations are contained in Attachment B.

TRIP DISTRUBUTION AND TRAFFIC ASSIGNMENT

The trip distribution and traffic assignment for the project were based on Miami-Dade County's Cardinal Distribution information for the study area. Table 3 summarizes the County's cardinal distribution data for Traffic Analysis Zone 622, which is applicable to the project site from the latest SERPM data published by Miami-Dade County.

TABLE 3
Project Trip Distribution
TAZ #622 for 7410 Collins

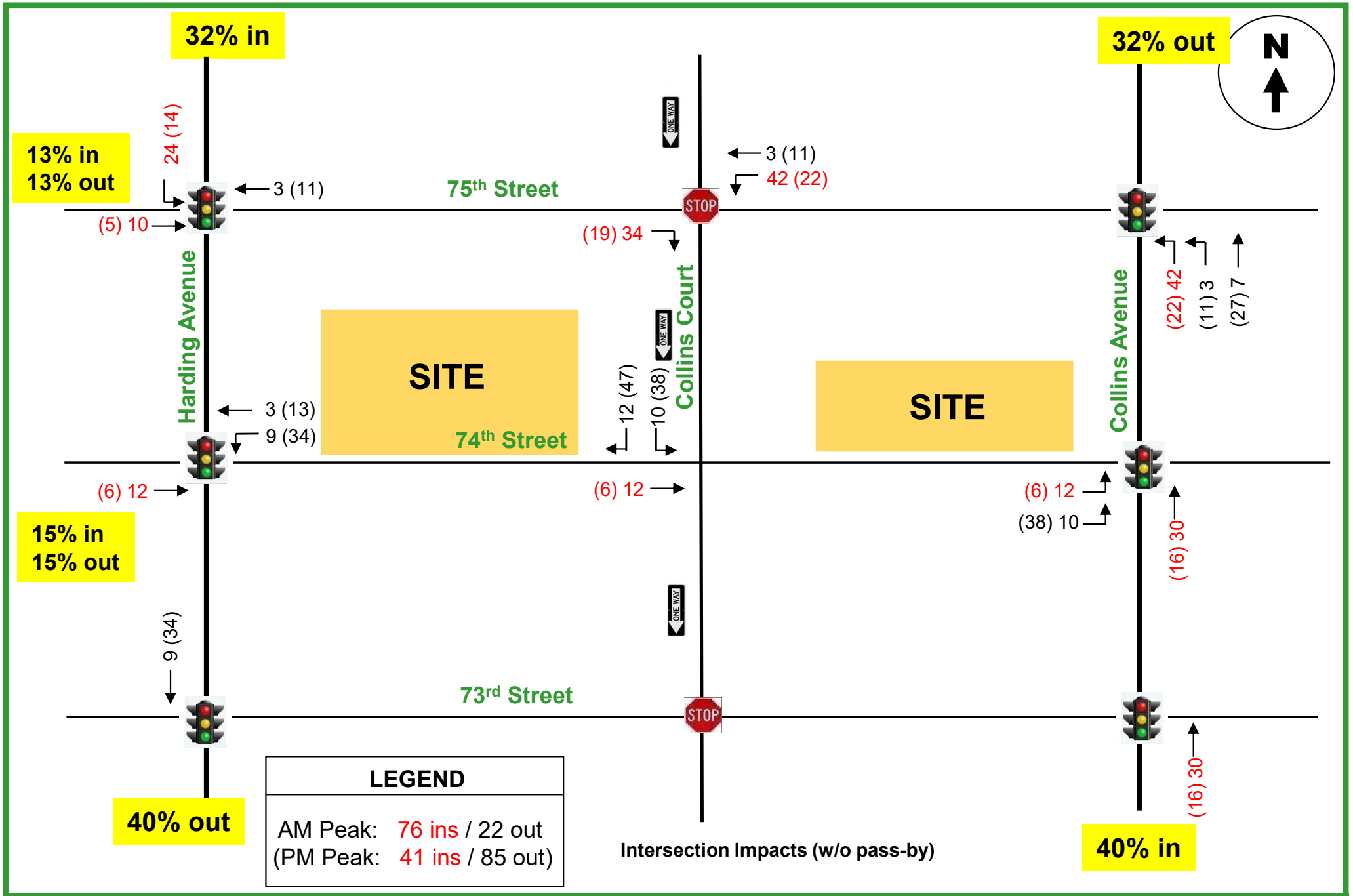
Year	Movement							
	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	10.3%	0.0%	0.0%	10.4%	19.5%	24.1%	12.6%	23.1%
2045	6.6%	0.0%	0.0%	8.2%	19.6%	27.8%	13.5%	24.2%
2027*	8.8%	0.0%	0.0%	9.5%	19.5%	25.6%	13.0%	23.5%

*Note: * Interpolated Values*
Source: Miami-Dade County (2015 & 2045 SERPM)

Using the trip distribution documented in Table 3 above, the following traffic assignment was assumed for the 7410 Collins Avenue mixed-use development:

- 32% from the north and to the south via Harding Avenue
- 40% from the south and to the north via Collins Avenue
- 13% to and from the west via 75th Street
- 15% to and from west via 74th Street

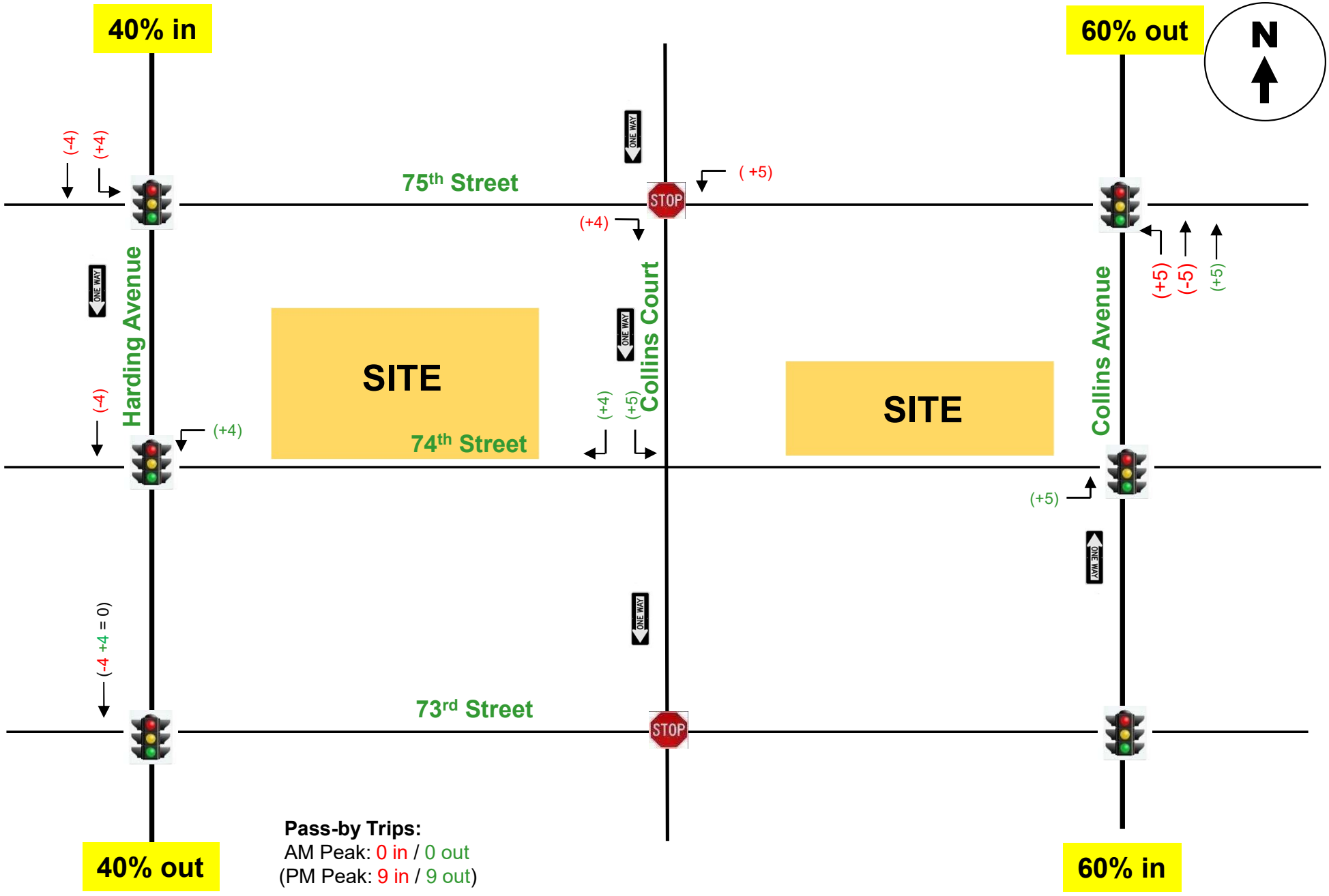
As shown in the site plan contained in Attachment A, access to the project will be provided via two driveways on Collins Court. Figure 4a presents the AM and PM peak hour traffic volumes at the study intersections, Figure 4b shows the pass-by trips and Figure 4c depicts the projected driveway volumes at the two access driveways off of Collins Court.



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Project Trip Distribution

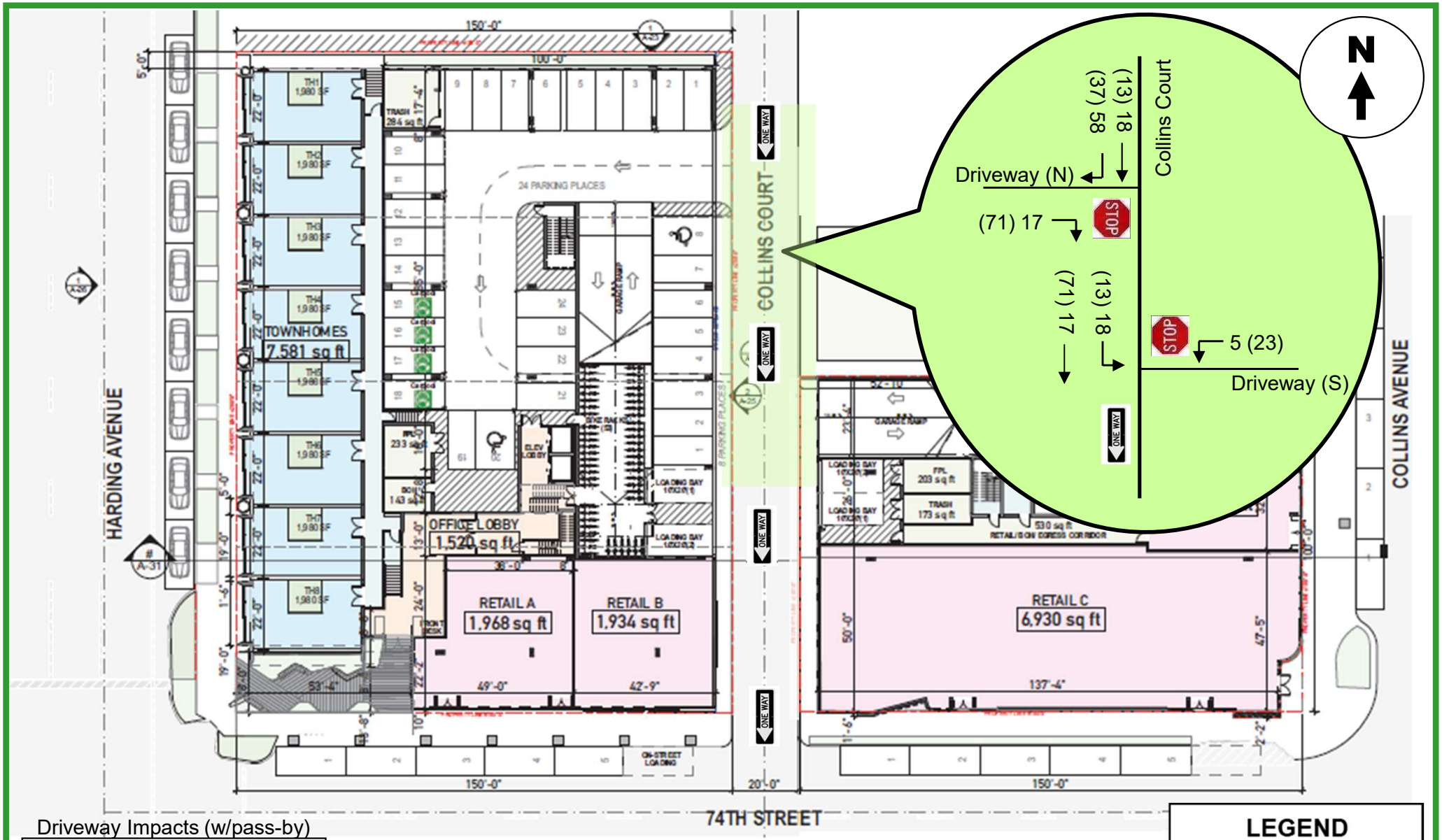
FIGURE 4A
7410 Collins
Miami Beach, Florida



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Pass-By Trips

FIGURE 4B
7410 Collins
Miami Beach, Florida



Driveway Impacts (w/pass-by)

LEGEND
AM Peak: 76 ins / 22 out
(PM Peak: 50 ins / 94 out)

LEGEND
XX AM Peak Hour
(YY) PM Peak Hour

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Traffic Assignment - Driveways

FIGURE 4C
7410 Collins
Miami Beach, Florida

TRAFFIC ANALYSIS

This section of the study is divided into two parts. The first part consists of developing the future conditions traffic volumes for the study area. The second part includes level-of-service analyses for existing and future conditions.

Future Conditions Traffic Volumes

Two sets of future traffic volumes were developed. The first set includes project buildout conditions without the proposed project and the second set adds the new trips anticipated to be generated by the project.

In order to develop year 2027 traffic volumes (project anticipated to be built and occupied by the year 2027), without the proposed project, two separate analyses were undertaken. The first analysis converts the existing peak hour traffic counts collected in the field to average peak season conditions. Based on FDOT's Peak Season Factor Category report, a 1.09 factor was required to convert collected traffic counts to average peak season conditions (refer to Appendix C). The second analysis includes a growth factor to project 2023 peak season traffic volumes to the year 2027. Based on traffic growth data published by the FDOT for a nearby traffic count stations, negligible traffic growth has occurred during the past five and ten years (refer to Appendix C). In addition, committed development trips associated with 666 71st Street Mixed-Use, 72B North Beach, Park and 72, Ocean Terrace Streetscape and Right-of-Way Vacation, and Ocean Terrace redevelopment projects were added. In order to assess impacts with a conservative approach, and to account for unforeseen approved projects that may impact the study intersections, a 1.0% growth rate was used for purposes of this study.

Note that project trips associated with Ocean Terrace Streetscape and Right-of-Way Vacation and Ocean Terrace redevelopment projects were not included in the analysis.

The Ocean Terrace Streetscape and Right-of-Way Vacation does not generate new trips in the nearby transportation network. This project is a proposed streetscape along Ocean Terrace between 75th Street and 73rd Street.

Similarly, the Ocean Terrace redevelopment project is expected to result in a ***reduction*** of 51 vehicle trips during the A.M. peak hour and a ***reduction*** of 69 vehicle trips during the P.M. peak hour. Therefore, trips associated with this project were not taken into consideration to provide a conservative approach.

Finally, the traffic impacts associated with the Ocean Terrace Right-of-Way Vacation were considered negligible for the following reasons:

- Without a comprehensive origin-destination study, it if very difficult, if not impossible, to determine the traffic reassignments resulting from the elimination of Ocean Terrace connectivity with 73rd Street, 74th Street, and 75th Street.

- As documented in Figure 3, the PM peak hour volumes on 73rd Street, 74th Street, and 75th Street are almost identical (72, 73, and 73 vehicles per hour, respectively). With the subject vacation, these volumes are likely to remain similar to current traffic volumes).

- Any re-assignment of traffic created by the right-of-way vacation will not materially change the level of service of the three signalized intersections along Collins Avenue. These three intersections are currently operating at level of service "A" and any traffic pattern changes caused by the Ocean Terrace Vacation will not cause these three signalized intersections to operate deficiently (refer to Tables 5A and 5B).

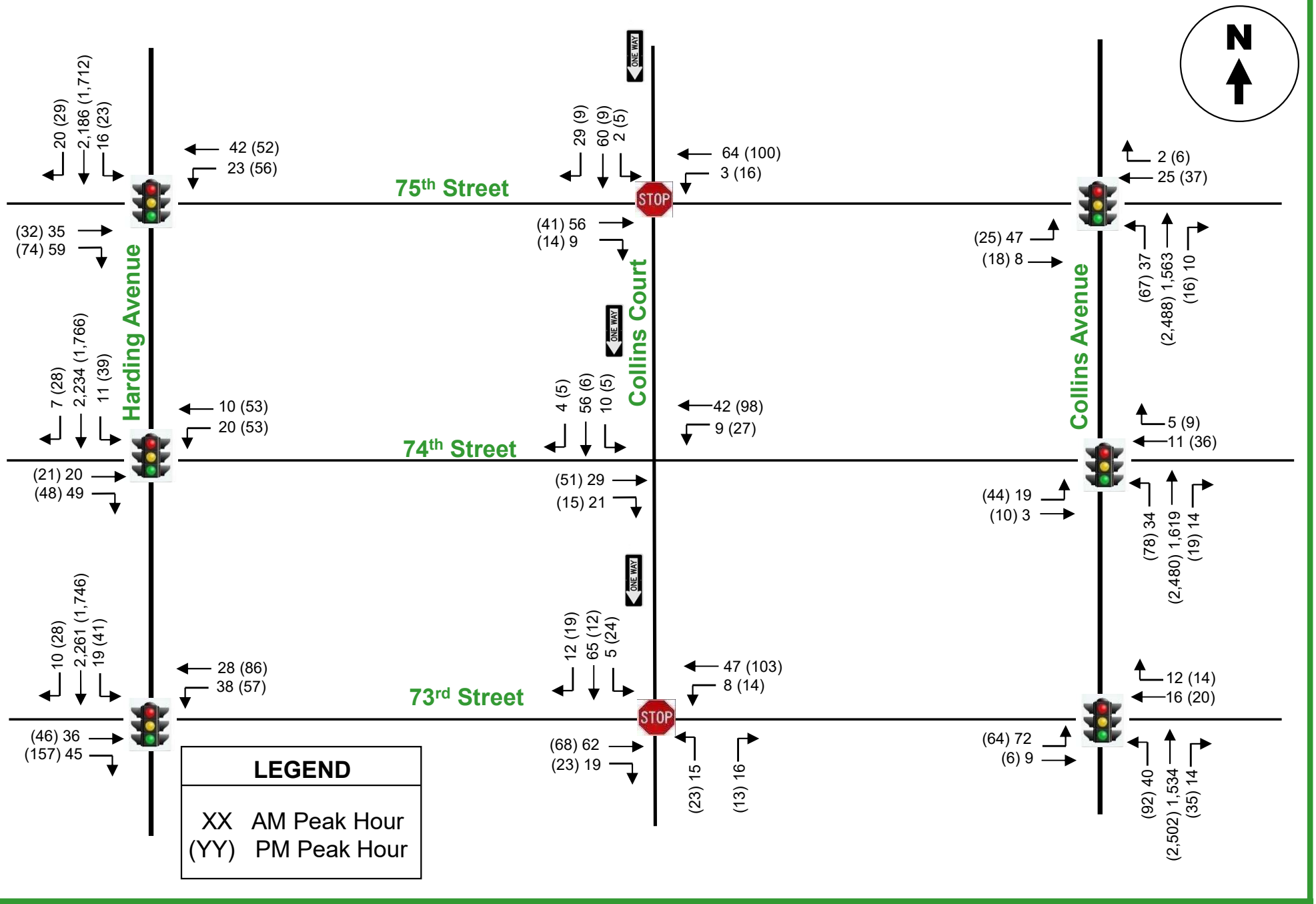
Tables 4 show growth rate calculations based on FDOT historical traffic counts.

Table 4 – Growth Rate Analysis

Growth Rate Trend Analysis Calcualtions - 5 Years						
Description	**FDOT Historical AADT Data**					
	0525			**5189**		
Option	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**
Trend Growth Rate 5 years	-0.36	0.36	0.36	-2.39	-2.48	-2.48
Trend R-squared 5 years	1.06	1.04	0.96	87.91	88.04	75.99
Average Growth Rate (5-year) Linear all stations	-1.38					
Average Growth Rate (5-year) Exponential all stations	-1.06					
Average Growth Rate (5-year) Decaying Exponential all stations	-1.06					
Highest R-Square	**88.04**					
Growth Rate (5-year) with the highest R- Square	**-1.06**					

Growth Rate Trend Analysis Calcualtions - 10 Years						
Description	**FDOT Historical AADT Data**					
	0525			**5189**		
Option	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**
Trend Growth Rate 10 years	-2.37	-3.32	-3.32	-3.46	-4.63	-4.63
Trend R-squared 10 years	38.16	38.72	58.24	62.10	69.85	82.22
Average Growth Rate (10-year) Linear all stations	-2.92					
Average Growth Rate (10-year) Exponential all stations	-3.98					
Average Growth Rate (10-year) Decaying Exponential all stations	-3.98					
Highest R-Square	**82.22**					
Growth Rate (10-year) with highest R- Square	**-3.98**					

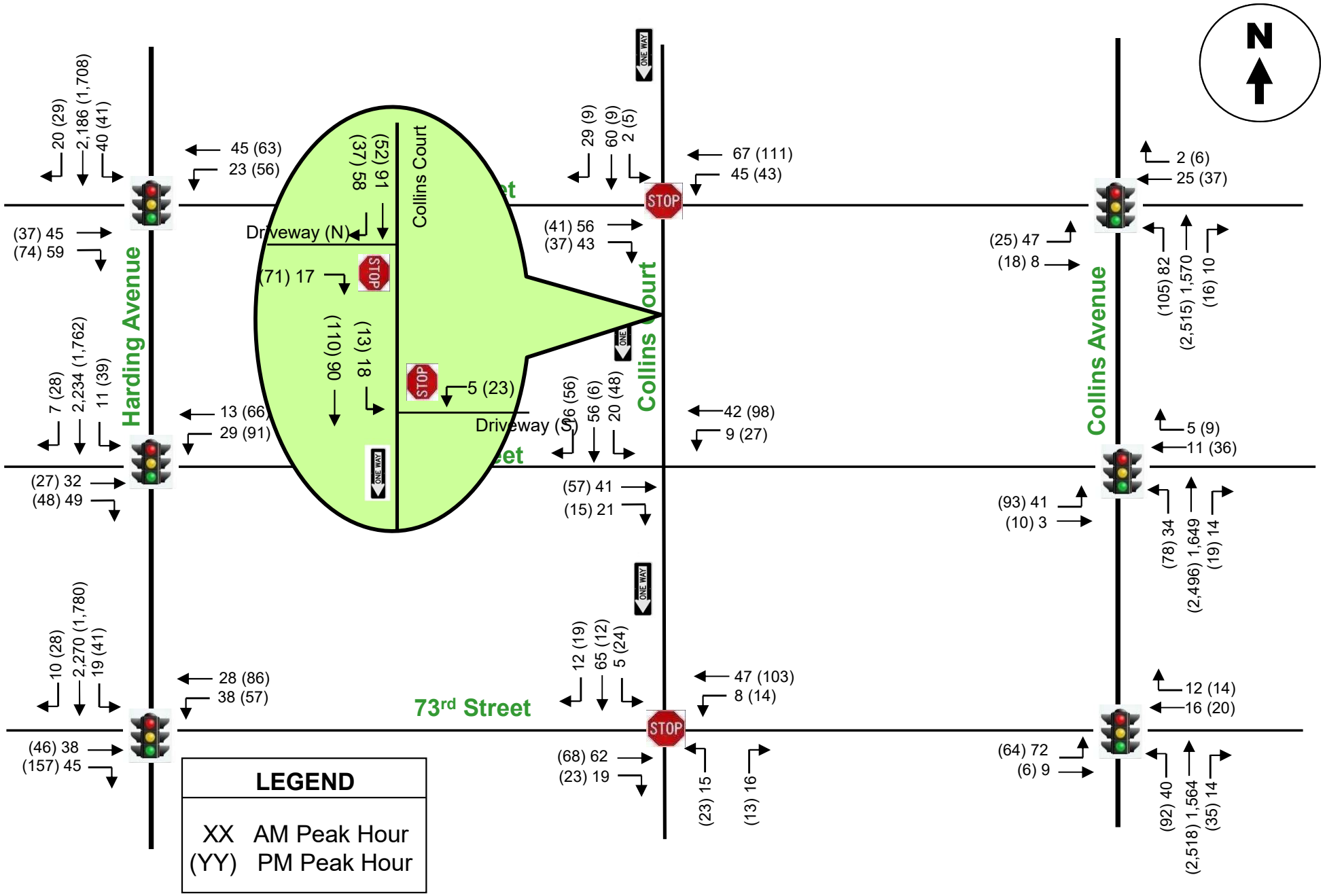
The new trips generated by the proposed project (refer to Figure 4) were added to the 2027 background traffic in order to develop total traffic conditions. The future traffic projections for the study intersections are presented in tabular format in Appendix D. Figures 5 and 6 present the year 2027 future traffic volumes for the study area. Figure 5 includes background traffic only (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the project.



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2027 Background Traffic Conditions (without Project)

FIGURE 5
7410 Collins
Miami Beach, Florida



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2027 Total Traffic Conditions (with 7410 Collins)

FIGURE 6
7410 Collins
Miami Beach, Florida

Level of Service Analyses

Intersection capacity/level of service analyses were conducted for the study intersections. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCM) 6th Edition using the SYNCHRO 11 software. The results of the capacity analyses are summarized in Tables 5A and 5B.

TABLE 5A
AM Peak Hour Intersection Capacity Analysis
7410 Collins

Intersection	Scenario	Overall LOS/ Delay (sec)	Approach Delay			
			EB	WB	NB	SB
Harding Avenue & 75th Street	Existing	A/6.6	C/32.8	C/31.4		A/4.8
	Background	A/7.1	C/32.9	C/31.4		A/5.3
	Future	A/7.5	C/32.9	C/31.2		A/5.6
Collins Court & 75th Street	Existing					A/8.6
	Background					A/8.6
	Future					A/8.7
Collins Avenue & 75th Street	Existing	A/3.1	D/38.0	D/36.3	A/1.3	
	Background	A/3.2	D/38.0	D/36.2	A/1.4	
	Future	A/3.2	D/38.0	D/36.2	A/1.5	
Harding Avenue & 74th Street	Existing	A/3.5	D/37.3	D/35.8		A/2.1
	Background	A/3.7	D/37.4	D/36.6		A/2.2
	Future	A/4.3	D/36.6	D/36.7		A/2.6
Collins Court & 74th Street	Existing					A/8.9
	Background					A/8.9
	Future					A/9.1
Collins Avenue & 74th Street	Existing	A/1.7	D/41.3	D/40.9	A/0.8	
	Background	A/1.8	D/41.4	D/41.0	A/0.9	
	Future	A/2.3	D/40.9	D/39.3	A/1.0	
Harding Avenue & 73rd Street	Existing	A/4.7	D/35.9	D/36.6		A/2.6
	Background	A/4.9	D/35.8	D/36.6		A/2.9
	Future	A/4.9	D/35.8	D/36.6		A/2.9
Collins Court & 73rd Street	Existing				A/8.9	A/9.0
	Background				A/9.0	A/9.1
	Future				A/9.0	A/9.1
Collins Avenue & 73rd Street	Existing	A/5.9	C/34.1	C/30.6	A/4.0	
	Background	A/6.0	C/34.3	C/30.6	A/4.1	
	Future	A/6.1	C/34.3	C/30.6	A/4.2	
201: Collins Ct & Driveway (N)	Existing					
	Background					
	Future		A/9.0			
202: Collins Ct & Driveway (S)	Existing					
	Background					
	Future			A/9.2		

Source: Highway Capacity Manual 6th Edition.

TABLE 5B PM Peak Hour Intersection Capacity Analysis 7410 Collins						
Intersection	Scenario	Overall LOS/ Delay (sec)	Approach Delay			
			EB	WB	NB	SB
Harding Avenue & 75th Street	Existing	A/8.5	C/30.4	D/38.7		A/5.3
	Background	A/9.0	C/30.3	D/39.0		A/9.0
	Future	A/9.3	C/30.3	D/39.0		A/6.0
Collins Court & 75th Street	Existing					A/8.5
	Background					A/8.6
	Future					A/8.8
Collins Avenue & 75th Street	Existing	A/3.8	E/78.1	E/76.4	A/1.3	
	Background	A/3.9	E/78.4	E/76.4	A/1.4	
	Future	A/3.8	E/78.4	E/76.4	A/1.4	
Harding Avenue & 74th Street	Existing	A/5.9	C/31.8	C/28.1		A/3.5
	Background	A/6.0	C/31.7	C/28.1		A/3.8
	Future	A/7.6	C/30.1	C/28.3		A/4.9
Collins Court & 74th Street	Existing					A/8.7
	Background					A/8.8
	Future					A/9.3
Collins Avenue & 74th Street	Existing	A/4.8	F/85.8	E/78.0	A/1.8	
	Background	A/4.9	F/86.7	E/77.8	A/2.0	
	Future	A/10.9	F/205.2	E/77.6	A/2.0	
	Future+ opt	A/8.5	F/85.0	E/69.9	A/4.4	
Harding Avenue & 73rd Street	Existing	B/11.2	C/33.2	D/41.3		A/6.4
	Background	B/11.9	C/33.5	D/42.3		A/7.1
	Future	B/11.8	C/33.5	D/42.3		A/7.1
Collins Court & 73rd Street	Existing				A/9.3	A/9.2
	Background				A/9.4	A/9.3
	Future				A/9.4	A/9.3
Collins Avenue & 73rd Street	Existing	A/6.2	F/101.3	F/80.3	A/2.7	
	Background	A/6.7	F/105.1	F/81.0	A/3.1	
	Future	A/6.8	F/105.1	F/81.0	A/3.2	
201: Collins Ct & Driveway (N)	Existing					
	Background					
	Future		A/9.0			
202: Collins Ct & Driveway (S)	Existing					
	Background					
	Future			A/9.4		

Source: Highway Capacity Manual 6th Edition.

As indicated in Tables 5A and 5B, all study intersections are currently operating adequately and will continue to operate at a good level of service in the year 2027 with the proposed project in place. The computer printouts of the intersection capacity analyses are contained in Appendix E.

Vehicle Maneuverability Analysis

AutoTURN maneuverability analyses for the project driveways, loading areas, parking garage drive aisles, and Collins Court were developed and are contained in Appendix F.

TRANSPORTATION DEMAND MANAGEMENT

Traf Tech Engineering, Inc. prepared a Transportation Demand Management (TDM) plan for the 7410 Collins project. Travel Demand Management plans (TDM) establish policies and mechanisms to reduce automobile trips to and from designated facilities. TDM plans usually use several approaches to address all modes of transportation likely to be used to provide access to a facility such as single occupant driving, carpooling, transit, bicycling and walking. The goal of TDM plans is to increase the use of alternatives modes to single occupant driving, i.e., to reduce the number of automobile trips to and from the facility and consequently, minimizing automobile traffic impacts on the street system.

Successful TDM plans not only address all modes of transportation, but also use policies such as inducements for alternative modes (subsidies), physical enhancements (bike lockers, preferential parking for carpools) and disincentives for automobile use (no free parking for employees).

Potential measures for each mode are addressed below. Use of an employee transportation subsidy is also presented.

Pedestrian Access

Walking not only reduces automobile trips and their contribution to congestion and emissions, it also provides health benefits to the employees who use this mode of transportation. It is, however, the mode that is least likely to be used for a number of reasons. It is unlikely that employees of the commercial building use will reside within a reasonable walking distance (within ¼ - ½ mile) of the subject facility. However, the area near the subject project is a high pedestrian traffic area and therefore, many future residents of the proposed development are expected to be walking trips. Sidewalks (7-ft) exist on both sides of 74th Steet and as well as safe pedestrian crosswalks (with ramps and pedestrian signals) at the adjacent and nearby signalized intersections of Collins Avenue/74th Street, Collins Avenue/75th Street, Harding Avenue/74th Street and Harding Avenue/75th Street.

The sidewalk widths adjacent to the project site are summarized below:

- Along Collins Avenue 16'-1"
- Harding Avenue 5'-7"
- 74th Street east of alley 7'4" except areas where historic building encroaches into the setback (these exception areas are grandfather relative to sidewalk width)
- 74th Street west of alley 7'-0"

Bicycling

The use of Citi Bike could be supported by providing monthly passes to employees. Monthly passes are $15.00 for unlimited 30-minute rides and $25.00 for unlimited 60-minute rides. Within the immediate area of the project, there is one (1) convenient Citi Bike rental station (located on the northeast corner of Collins Avenue and 76th Street). Future residents could be informed of this Citi Bike Station. This station has sixteen (16) bicycle rental bicycles.

Additionally, the Harding Avenue site requires 23 bicycle racks and parking for 85 bicycles are provided. At the ground floor, below the garage ramp, there are 53 bicycle racks. On the second floor of the parking garage, there are 32 bicycle racks located at the northwest (16 bike racks) and north east corners (16 bike racks) of the parking structure. Moreover, eight (8) separate shower facilities are provided on the Harding Avenue site.

On the Collins Avenue site, 12 bicycle racks are required by code and 32 bicycle parking spaces are provided. The 32 bicycle racks are provided on the second level parking garage (south side).

(Goal: Offer 2 free City Bike passes to office and retail employees. Integrate bikeshare information into communication materials for future residents and retail patrons).

Mass Transit

There several transit options for the development. These transit options include Routes 100, North Beach Loop, SURSID, and Collins Express. The nearest bus stops for these services are located on Collins Avenue, just north of 75th Street and along Harding Avenue, just south of 75th Street. These transit routes provide frequent service and access to all of Miami-Dade County as well as connections to other destinations outside of the County.

MDT offers three methods to provide transit subsidies:

The employee uses pre-tax dollars from their salary to purchase monthly transit passes. There is no income tax on the portion of their salary used for transit passes. The pre-tax funds also reduce the employees' taxable salary, reducing the total amount of income tax paid by the employees. The employer pays the total cost of a monthly transit pass using a tax-deductible (to the employer) subsidy. The employer receives a tax deduction equivalent to the value of the transit subsidies provided to the employees. The transit subsidy is a fringe benefit to employees and is not taxable income.

Both the employer and employees share the cost of transit passes, paying for them with pre-tax dollars. The employer reduces his/her payroll taxes. Employees do not pay income tax on the money used for transit passes.

MDT monthly passes if purchased by an individual are $112.50. Corporate discounts are available based on the number of participating employees. For 4 – 99 employees, monthly passes are $101.25 per employee, for 100 or more employees, the cost is $95.65 per employee.

Goal: Offer 2 free transit passes to office and retail employees. Provide bus schedule information on the lobby of the residential building.

Carpooling

As shown on the ground floor parking of the Harding Avenue site, four parking spaces are reserved for carpooling.

CONCLUSIONS

7410 Collins Avenue is a proposed re-development of an existing CVS Pharmacy and parking lot located at 7410 Collins Avenue and 7401 Harding Avenue in the City of Miami Beach in Miami-Dade County, Florida. The site will be developed with the following land use and intensity:

- 18 apartments and 8 townhomes for a total of 26 residential units
- 12,281 square feet of retail space
- 41,326 square feet of office space
- A ground level parking lot and a parking structure with 102 parking spaces. Access to the parking areas will be provided from Collins Court (the alley).

The conclusions and recommendations of the traffic study are presented below:

- The proposed mixed-use project is projected to generate 1,011 daily trips, approximately 98 AM peak hour trips (76 inbound and 22 outbound), and approximately 126 trips during the typical afternoon peak hour (41 inbound and 85 outbound). Please note that no credit was taken for the existing pharmacy building since it is vacant.

- All study intersections are currently operating adequately and will continue to operate at a good level of service in the year 2027 with the proposed project in place.

APPENDIX A

Survey and Site Plan – 7410 Collins

ID	NAME
A-00	COVER SHEET
A-01	SURVEY
A-02	AERIAL VIEWS AND MAP
A-03	PHOTOS KEY PLAN
A-04	EXISTING DEMO PLANS
A-05	SITE PHOTOS - COLLINS COURT
A-06	SITE PHOTOS - PARKING LOT
A-07	SITE PHOTOS - 74 STREET
A-08	SITE PHOTOS - HARDING AVE
A-09	SITE PHOTOS - HARDING AVE
A-10	CONTEXT ELEVATIONS - HARDING AVE
A-11	CONTEXT ELEVATIONS - 74 STREET
A-12	INDEX AND DATA
A-13	PARKING SCHEDULE
A-14	GROUND FLOOR
A-15	SECOND FLOOR - PARKING
A-16	THIRD - FIFTH FLOOR
A-17	ROOF TOP
A-18	NORTH ELEVATION
A-19	SOUTH ELEVATION
A-20	EAST ELEVATION
A-21	WEST ELEVATION
A-22	CROSS SECTION
A-23	LONGITUDINAL SECTION
A-24	STREET SECTION
A-25	PROPOSED FAR DIAGRAMS
A-26	PROPOSED FAR DIAGRAMS
A-27	GROSS DIAGRAMS
A-28	GROSS DIAGRAMS
A-29	3D VIEWS
A-30	3D VIEWS
A-31	3D VIEWS
A-32	3D VIEWS
A-33	BICYCLE PARKING AREAS
A-34	SHORT FRONTAGE STANDARDS - SECTION
L-001A	ARBORIST REPORT
L-001B	ARBORIST REPORT
L-002	TREE DISPOSITION PLAN
L-003	LANDSCAPE LEGEND
L-100	GROUND HARDSAPE PLAN
L-103	HARDSCAPE SCHEDULE
L-200	GROUND PLANTING PLAN
L-201	2ND LEVEL PLANTING PLAN



7401 - 7425 HARDING AVENUE

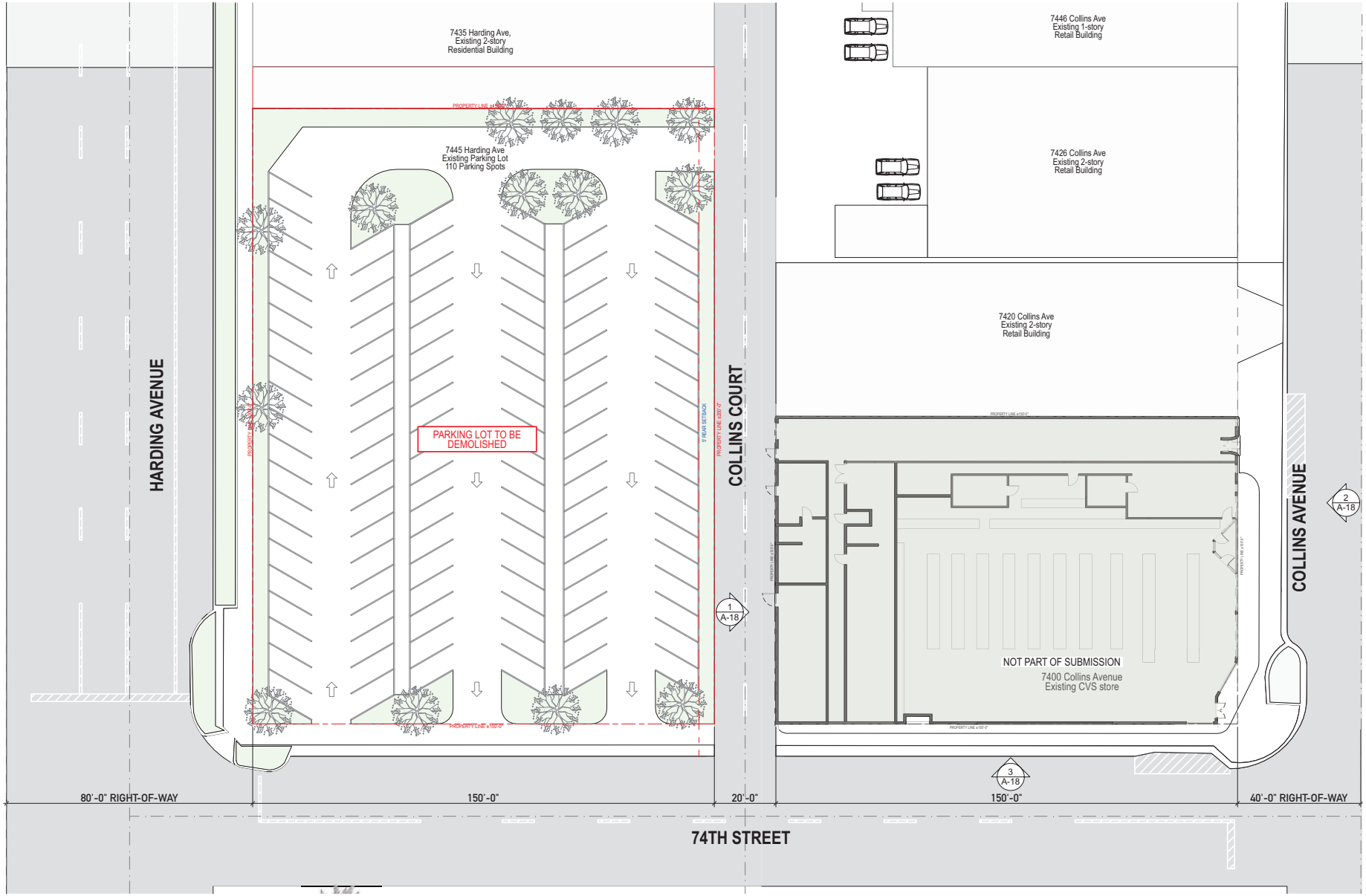
MIAMI BEACH, FL

PLANNING BOARD FINAL SUBMISSION

Wednesday, April 17, 2024

SCOPE OF WORK

- DEMOLITION OF SURFACE PARKING LOT
- NEW CONSTRUCTION OF A MIXED - USE DEVELOPMENT CONSISTING OF RESTAURANTS, RETAIL AND OFFICE TOWER WITH A PARKING LEVEL
- NEW CONSTRUCTION OF A RAISED SIDEWALK ALONG HARDING AVENUE AND 74 STREET
- NEW CONSTRUCTION OF OUTDOOR PLAZA AN THE INTERSECTION OF HARDING AVENUE AND 74 STREET
- NEW CONSTRUCTION OF 8 TOWN HOUSES



A-04

EXISTING DEMO PLANS | 4/17/24

7401-7425 HARDING AVENUE

7401-7425 Harding Ave - PB
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SEPARATE APPLICATION	AREAS PER USE		
7410 Collins Avenue	Units	Floor Area	%
Residential	18 units	21,621 SF	72%
Retail		8,379 SF	28%
Office		0 SF	0%
Total		30,000 SF	
7401 Harding Avenue	**Units**	**Floor Area**	**%**
Residential	**8 townhomes**	**14,772 SF**	**25%**
Retail		**3,902 SF**	**7%**
Office		**41,326 SF**	**69%**
Total (Harding)		**60,000 SF**	**100%**
PROJECT TOTAL (Harding+Collins)	**26 units**	**90,000 SF**	

SEPARATE APPLICATION	LOADING SCHEDULE		
7410 Collins Avenue	RATIO	REQUIRED	PROVIDED
COMMERCIAL	2,000 SF TO 10,000 SF	1 loading	1 loading
MULTIFAMILY RESIDENTIAL	36 to 50 units - 1 loading	0 loading spaces for 18 apartments	* 1 loading
Total (Collins)		**1 loading**	**2 loading**

* Harding Ave Site will use 1 loading space

Tier III Area C		PARKING SCHEDULE					
7401-7425 Harding Avenue		Floor Area	Units	Parking Requirement	Parking Required	Alternative Incentive Reduction	Parking Provided
Level 1	**Retail (<100 seats per venue)**	3,902 SF	-	-	-	-	-
	Office Lobby &BOH	1,322 SF	-	-	-	-	-
	Lobby&Townhomes (1,200 SF+)	8,374 SF	**8 units**	2.0 p.s./unit	16. p.s.	-	16 p.s.
Level 2	**Parking**	635 SF		see parking chart		-	-
	Townhomes	6,398 SF	-	-	-	-	-
Level 3	**Office**	12,935 SF	-	1/400SF	32.3 p.s.	13 p.s.	21 p.s.
Level 4	**Office**	12,935 SF	-	1/400SF	32.3 p.s.	12 p.s.	20 p.s.
Level 5	**Office**	12,935 SF	-	1/400SF	32.3 p.s.	12 p.s.	20 p.s.
Rooftop	**Amenities**	564 SF	-	None	-	-	-
TOTAL		**60,000 SF**	**8 units**		**114 p.s.**	**37 p.s.**	**77 p.s.**

PARKING GARAGE SCHEDULE		
***no tandem and no valet**	**Harding**	**Collins**
Level 1	32 p.s.	0 p.s.
Level 2	45 p.s.	25 p.s.
Total	**77 p.s.**	**25 p.s.**
Required	114 p.s.	27 p.s.
Deficit covered by alternative parking methods	**37 p.s.**	**2 p.s.**

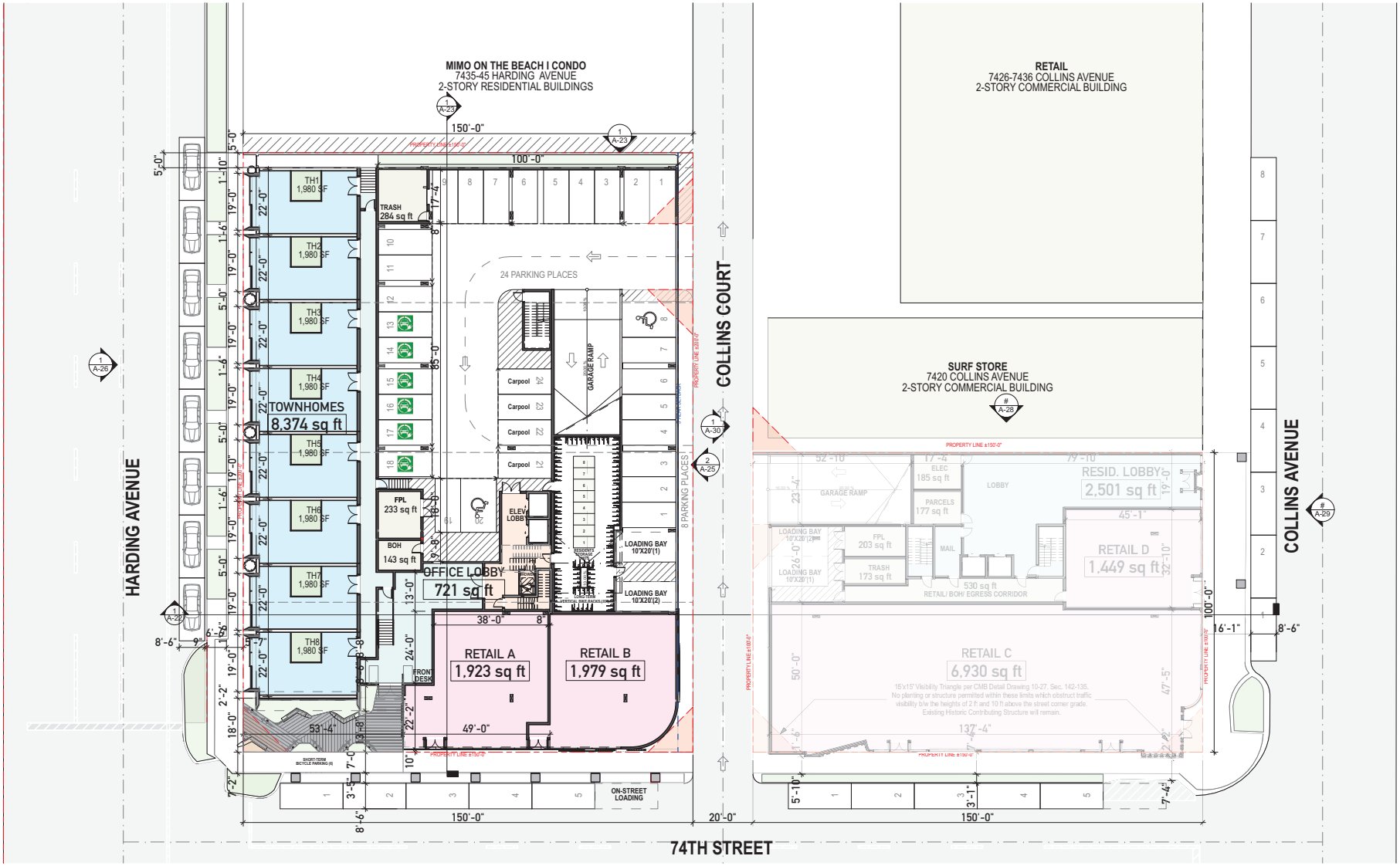
BICYCLE PARKING SCHEDULE					
7401-7425 Harding Avenue		SHORT-TERM		LONG-TERM	
COMMERCIAL - 14 bike racks	45,228 SF	43,410 SF / 10,000 SF = 5 bike racks	1 per business, 4 per project or 1 per 10,000 sf, whichever is greater	43,410 SF / 5,000SF=9 bike racks	1 per business, or 2 per 5,000 sf, whichever is greater
MULTIFAMILY RESIDENTIAL - 9 bike racks	8 town houses	8 units / 10 units = 1 bike rack	4 per building or 1 per 10 units	8 units * 1 = 8 bike racks	1 per unit
Total Required	**23 bike racks**	6 bike racks		17 bike racks	
Total Provided	**113 bike racks**	**with alternative parking reduction**			

LOADING SCHEDULE			
7401-7425 Harding Avenue	RATIO	REQUIRED	PROVIDED
COMMERCIAL	2,000 SF TO 10,000 SF - 1 loading spaces	1 loading spaces	0 loading spaces
MULTIFAMILY RESIDENTIAL	36 to 50 units - 1 loading space	N/A for 8 tonwhomes	0 loading spaces
OFFICE	10,000 SF to 100,000 SF - 2 loading spaces	2 loading spaces	2 loading spaces
Total		**3 loading spaces**	**2 loading spaces**

1 loading space provided on Collins Site

Tier III Area C	ALTERNATIVE PARKING SCHEDULE		
7401-7425 Harding Avenue	REQUIREMENT	CALCULATION	PARKING REDUCTION
Bike parking long-term	1 p.s. for every 5 long-term bicycle p.s. provided off-street, not to exceed 20 % requirement (18 p.s.)	**18 p.s.** * 5 bike racks = **90 bike racks**	18. p.s.
Carpool Parking	3 p.s. for every 1 p.s. reserved for carpool or vanpool vehicles not to exceed 10% requirement (11 p.s.)	**4 carpool** p.s. * 3 = **11 p.s.**	11. p.s.
Showers	2 p.s. for each separate shower facility up to a maximum of 8 p.s.	**2 p.s.** * 4 showers = **8 p.s.**	8. p.s.
Total Parking Reduction Provi	**90 bike racks, 4 carpools, 4 showers**		**37 p.s.**

ELECTRIC VEHICLE PARKING		
	REQUIREMENT	PROVIDED
Commercial	A minimum of 10% of the required parking spaces shall be equipped with an electric vehicle charging station rated at Level 2 or higher.	12. p.s.
	114 p.s. * 10% = **11.4 p.s. (12 p.s.)**	
Total	**12 p.s.**	**12 p.s.**

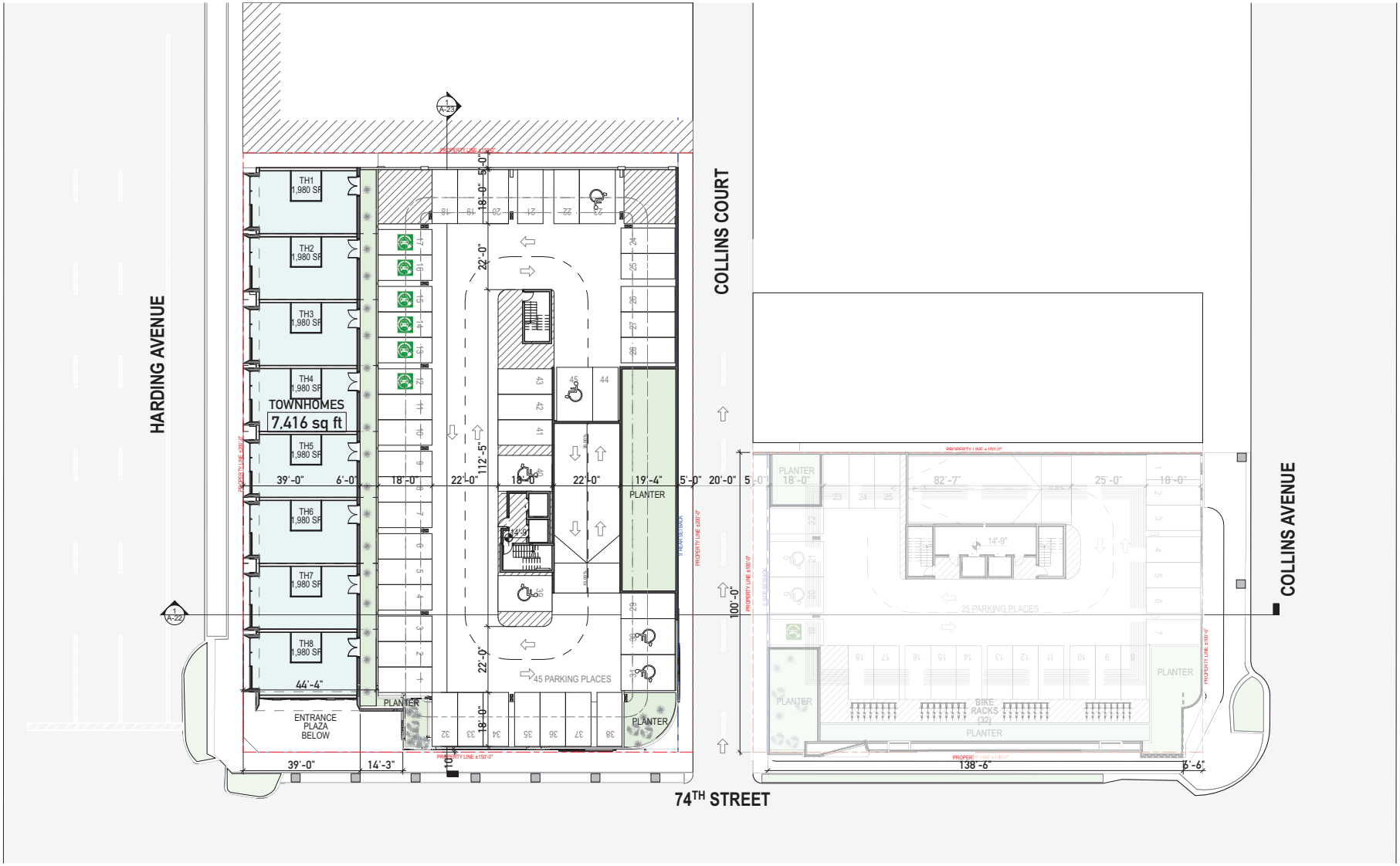


A-14

GROUND FLOOR | 4/17/24

7401-7425 HARDING AVENUE

7401-7425 Harding Ave - PB
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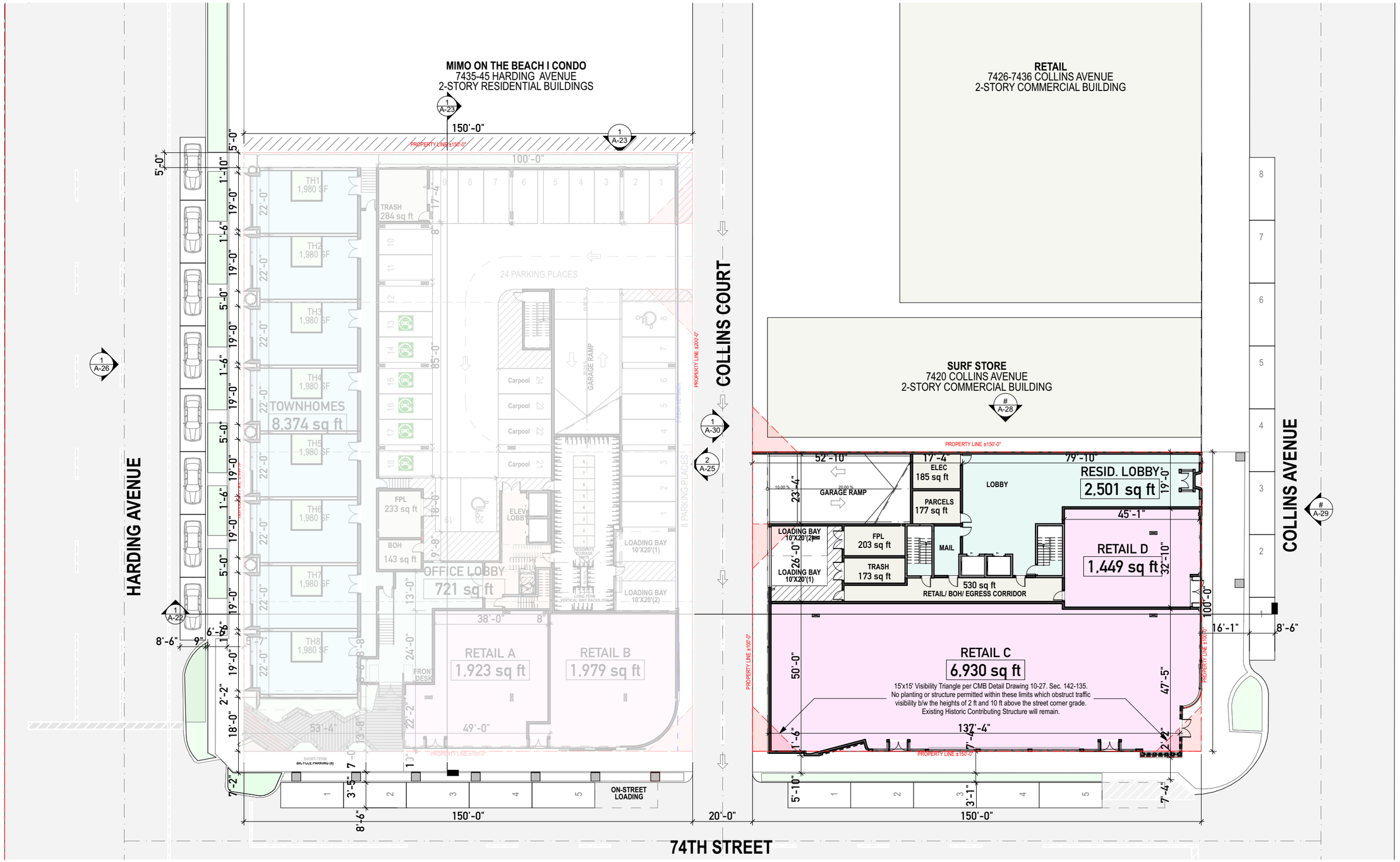
A-15

SECOND FLOOR - PARKING

4/17/24

7401-7425 HARDING AVENUE

7401-7425 Harding Ave - PB
URBAN ROBOT ® 2024
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1/32" = 1'-0" GROUND LEVEL 1

N

A-19

OVERALL GROUND FLOOR 4/24/24

7410 COLLINS AVENUE

COLLINS FINAL HPB SUBMITTAL
URBAN ROBOT ® 2024
AR#99232 Sebastian Velez

APPENDIX B

Traffic Counts and Trip Generation Rates/Equations

Traf Tech Engineering Inc.

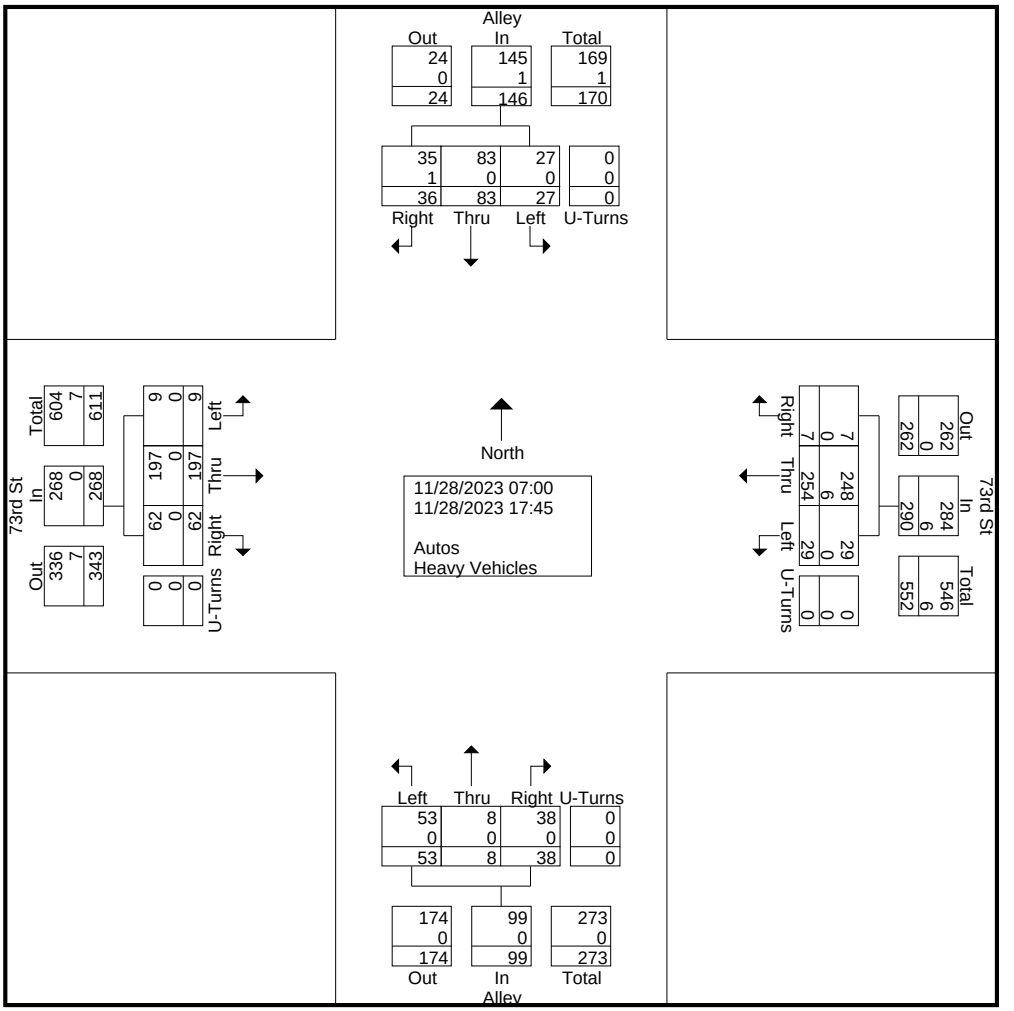
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Site Code : 00000000
Start Date : 11/28/2023
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Alley From North					73rd St From East					Alley From South					73rd St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	1	0	0	0	1	1	3	0	0	4	1	0	2	0	3	0	5	2	0	7	15
07:15	0	1	0	0	1	0	9	0	0	9	1	1	0	0	2	1	11	1	0	13	25
07:30	1	2	2	0	5	1	16	1	0	18	1	0	1	0	2	2	14	0	0	16	41
07:45	2	2	2	0	6	0	10	0	0	10	1	0	2	0	3	6	9	0	0	15	34
Total	4	5	4	0	13	2	38	1	0	41	4	1	5	0	10	9	39	3	0	51	115
08:00	1	7	2	0	10	0	8	3	0	11	5	0	5	0	10	4	10	0	0	14	45
08:15	2	12	0	0	14	0	14	0	0	14	5	0	2	0	7	4	17	1	0	22	57
08:30	3	11	0	0	14	1	5	2	0	8	3	0	4	0	7	5	13	2	0	20	49
08:45	4	27	1	0	32	1	14	2	0	17	1	0	2	0	3	4	15	1	0	20	72
Total	10	57	3	0	70	2	41	7	0	50	14	0	13	0	27	17	55	4	0	76	223
*** BREAK ***																					
16:00	0	1	3	0	4	0	16	2	0	18	2	1	4	0	7	6	11	0	0	17	46
16:15	0	3	1	0	4	0	22	2	0	24	5	1	2	0	8	3	9	0	0	12	48
16:30	7	2	2	0	11	0	27	3	0	30	3	2	3	0	8	5	11	0	0	16	65
16:45	5	4	1	0	10	2	19	2	0	23	0	1	6	0	7	2	12	0	0	14	54
Total	12	10	7	0	29	2	84	9	0	95	10	5	15	0	30	16	43	0	0	59	213
17:00	3	4	3	0	10	0	17	2	0	19	2	1	4	0	7	5	7	1	0	13	49
17:15	3	3	4	0	10	0	23	2	0	25	2	0	4	0	6	0	18	0	0	18	59
17:30	1	1	1	0	3	1	23	2	0	26	1	1	5	0	7	5	15	0	0	20	56
17:45	3	3	5	0	11	0	28	6	0	34	5	0	7	0	12	10	20	1	0	31	88
Total	10	11	13	0	34	1	91	12	0	104	10	2	20	0	32	20	60	2	0	82	252
Grand Total	36	83	27	0	146	7	254	29	0	290	38	8	53	0	99	62	197	9	0	268	803
Apprch %	24.7	56.8	18.5	0		2.4	87.6	10	0		38.4	8.1	53.5	0		23.1	73.5	3.4	0		
Total %	4.5	10.3	3.4	0	18.2	0.9	31.6	3.6	0	36.1	4.7	1	6.6	0	12.3	7.7	24.5	1.1	0	33.4	
Autos	35	83	27	0	145	7	248	29	0	284	38	8	53	0	99	62	197	9	0	268	796
% Autos	97.2	100	100	0	99.3	100	97.6	100	0	97.9	100	100	100	0	100	100	100	100	0	100	99.1
Heavy Vehicles																					
% Heavy Vehicles	2.8	0	0	0	0.7	0	2.4	0	0	2.1	0	0	0	0	0	0	0	0	0	0	0.9

Traf Tech Engineering Inc.

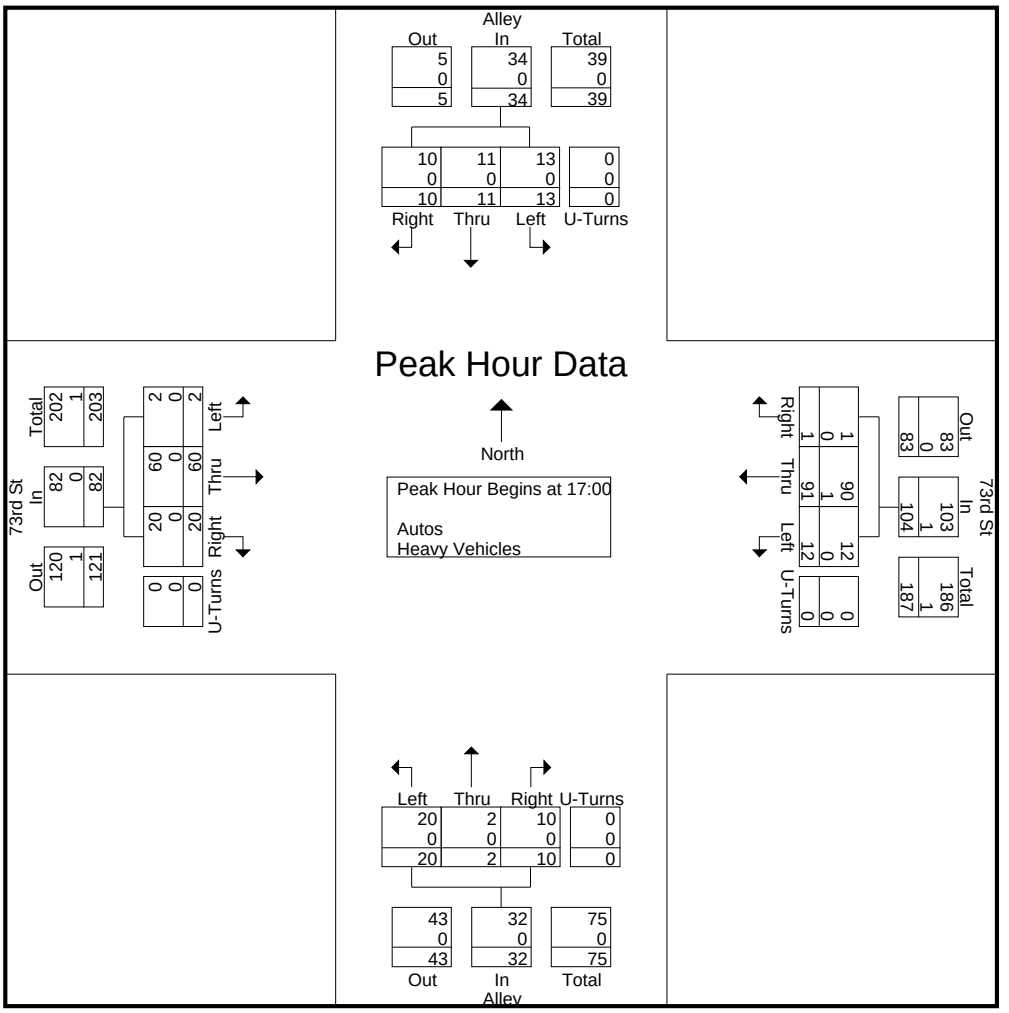
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Page No : 2



Traf Tech Engineering Inc.

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Start Date : 11/28/2023
Page No : 3

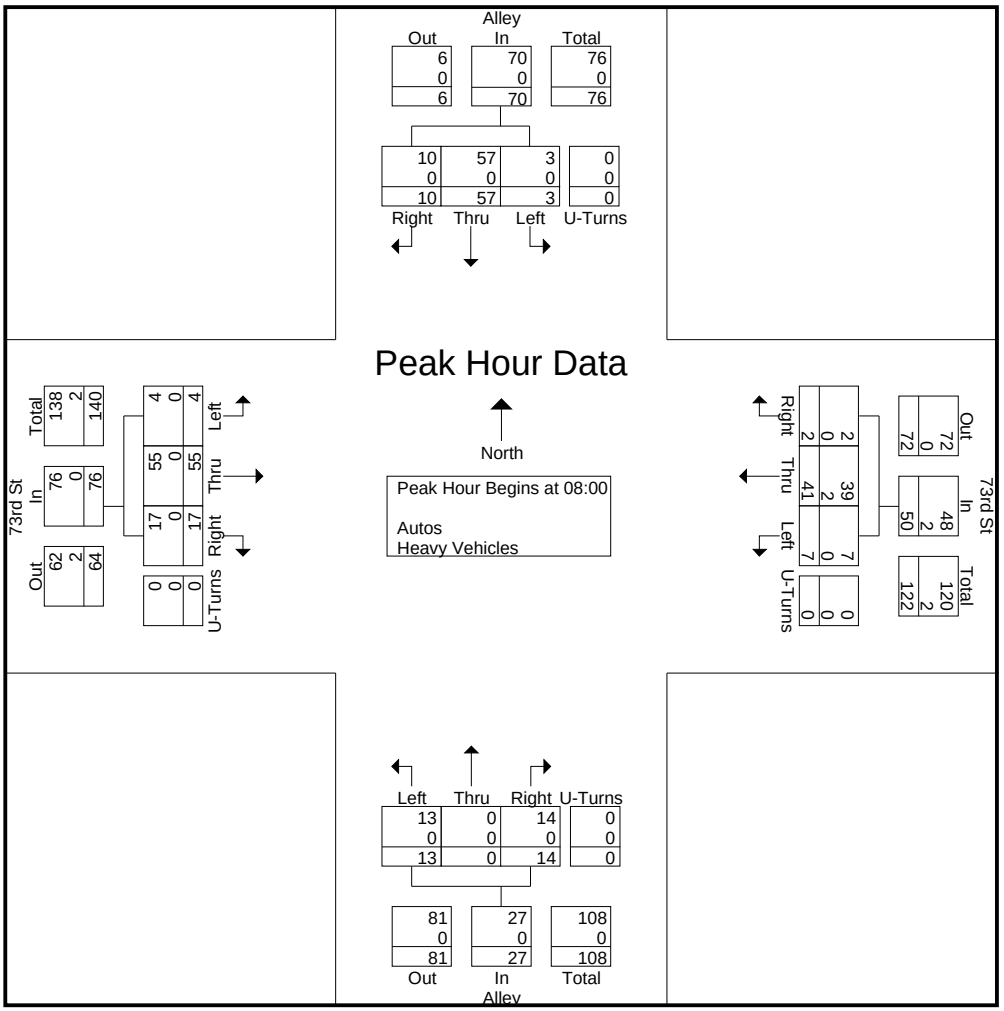
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Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	3	4	3	0	10	0	17	2	0	19	2	1	4	0	7	5	7	1	0	13	49
17:15	3	3	4	0	10	0	23	2	0	25	2	0	4	0	6	0	18	0	0	18	59
17:30	1	1	1	0	3	1	23	2	0	26	1	1	5	0	7	5	15	0	0	20	56
17:45	3	3	5	0	11	0	28	6	0	34	5	0	7	0	12	10	20	1	0	31	88
Total Volume	10	11	13	0	34	1	91	12	0	104	10	2	20	0	32	20	60	2	0	82	252
% App. Total	29.4	32.4	38.2	0		1	87.5	11.5	0		31.2	6.2	62.5	0		24.4	73.2	2.4	0		
PHF	.833	.688	.650	.000	.773	.250	.813	.500	.000	.765	.500	.500	.714	.000	.667	.500	.750	.500	.000	.661	.716
Autos	10	11	13	0	34	1	90	12	0	103	10	2	20	0	32	20	60	2	0	82	251
% Autos	100	100	100	0	100	100	98.9	100	0	99.0	100	100	100	0	100	100	100	100	0	100	99.6
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.1	0	0	1.0	0	0	0	0	0	0	0	0	0	0	0.4



Traf Tech Engineering Inc.

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Start Date : 11/28/2023
Page No : 4

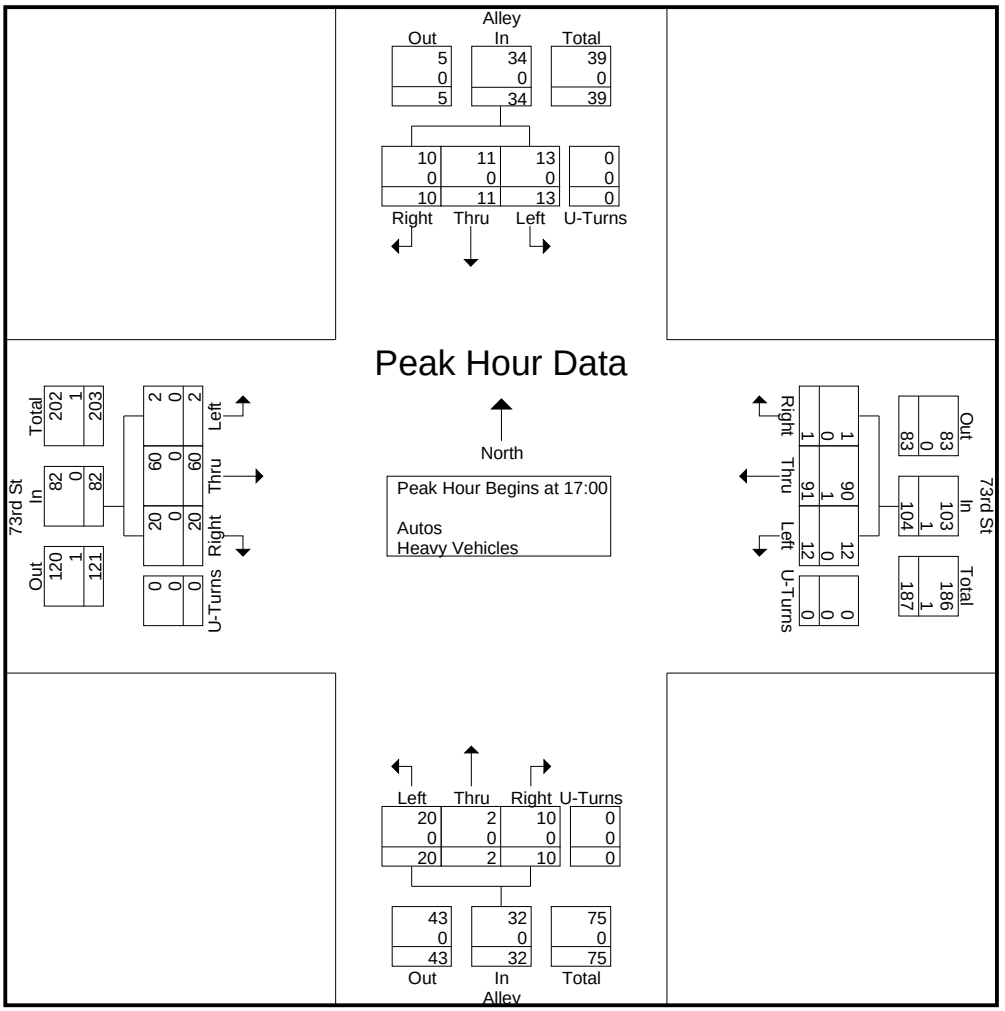
	Alley From North					73rd St From East					Alley From South					73rd St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	1	7	2	0	10	0	8	3	0	11	5	0	5	0	10	4	10	0	0	14	45
08:15	2	12	0	0	14	0	14	0	0	14	5	0	2	0	7	4	17	1	0	22	57
08:30	3	11	0	0	14	1	5	2	0	8	3	0	4	0	7	5	13	2	0	20	49
08:45	4	27	1	0	32	1	14	2	0	17	1	0	2	0	3	4	15	1	0	20	72
Total Volume	10	57	3	0	70	2	41	7	0	50	14	0	13	0	27	17	55	4	0	76	223
% App. Total	14.3	81.4	4.3	0		4	82	14	0		51.9	0	48.1	0		22.4	72.4	5.3	0		
PHF	.625	.528	.375	.000	.547	.500	.732	.583	.000	.735	.700	.000	.650	.000	.675	.850	.809	.500	.000	.864	.774
Autos	10	57	3	0	70	2	39	7	0	48	14	0	13	0	27	17	55	4	0	76	221
% Autos	100	100	100	0	100	100	95.1	100	0	96.0	100	0	100	0	100	100	100	100	0	100	99.1
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	4.9	0	0	4.0	0	0	0	0	0	0	0	0	0	0	0.9



Traf Tech Engineering Inc.

File Name : 8- Alley Ave & 73rd St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 5

	Alley From North					73rd St From East					Alley From South					73rd St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	3	4	3	0	10	0	17	2	0	19	2	1	4	0	7	5	7	1	0	13	49
17:15	3	3	4	0	10	0	23	2	0	25	2	0	4	0	6	0	18	0	0	18	59
17:30	1	1	1	0	3	1	23	2	0	26	1	1	5	0	7	5	15	0	0	20	56
17:45	3	3	5	0	11	0	28	6	0	34	5	0	7	0	12	10	20	1	0	31	88
Total Volume	10	11	13	0	34	1	91	12	0	104	10	2	20	0	32	20	60	2	0	82	252
% App. Total	29.4	32.4	38.2	0		1	87.5	11.5	0		31.2	6.2	62.5	0		24.4	73.2	2.4	0		
PHF	.833	.688	.650	.000	.773	.250	.813	.500	.000	.765	.500	.500	.714	.000	.667	.500	.750	.500	.000	.661	.716
Autos	10	11	13	0	34	1	90	12	0	103	10	2	20	0	32	20	60	2	0	82	251
% Autos	100	100	100	0	100	100	98.9	100	0	99.0	100	100	100	0	100	100	100	100	0	100	99.6
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.1	0	0	1.0	0	0	0	0	0	0	0	0	0	0	0.4



Traf Tech Engineering Inc.

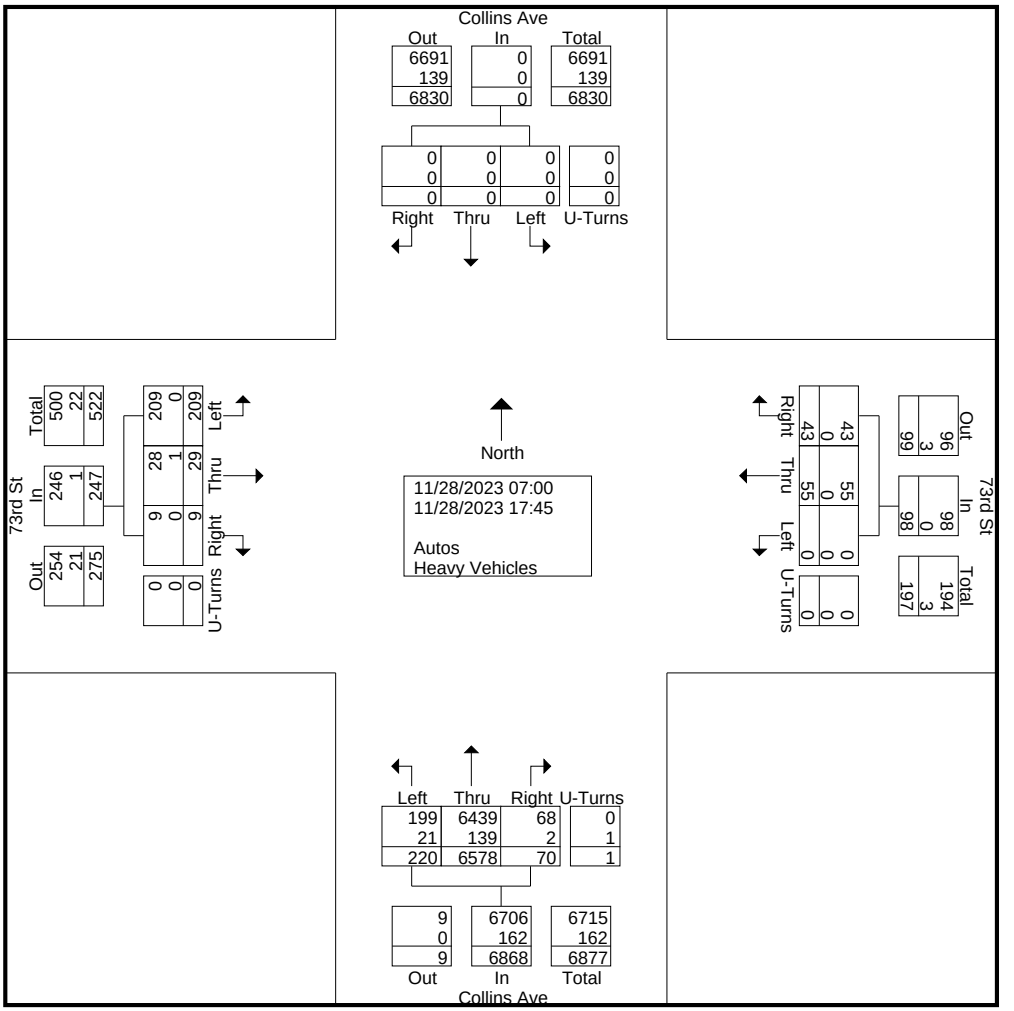
File Name : 9- Collins Ave & 73rd St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Collins Ave From North					73rd St From East					Collins Ave From South					73rd St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	0	0	0	0	1	2	0	0	3	3	214	4	0	221	0	0	5	0	5	229
07:15	0	0	0	0	0	2	1	0	0	3	3	240	8	0	251	0	3	9	0	12	266
07:30	0	0	0	0	0	3	4	0	0	7	1	268	14	0	283	1	4	13	0	18	308
07:45	0	0	0	0	0	2	3	0	0	5	5	304	7	1	317	2	1	9	0	12	334
Total	0	0	0	0	0	8	10	0	0	18	12	1026	33	1	1072	3	8	36	0	47	1137
08:00	0	0	0	0	0	3	2	0	0	5	1	346	5	0	352	0	1	16	0	17	374
08:15	0	0	0	0	0	3	2	0	0	5	5	352	12	0	369	1	1	18	0	20	394
08:30	0	0	0	0	0	2	4	0	0	6	3	323	7	0	333	0	4	11	0	15	354
08:45	0	0	0	0	0	3	6	0	0	9	3	325	13	0	341	2	2	17	0	21	371
Total	0	0	0	0	0	11	14	0	0	25	12	1346	37	0	1395	3	8	62	0	73	1493
*** BREAK ***																					
16:00	0	0	0	0	0	4	2	0	0	6	8	536	15	0	559	0	3	14	0	17	582
16:15	0	0	0	0	0	3	3	0	0	6	7	564	23	0	594	0	1	13	0	14	614
16:30	0	0	0	0	0	5	6	0	0	11	4	618	21	0	643	0	1	12	0	13	667
16:45	0	0	0	0	0	0	4	0	0	4	8	426	14	0	448	0	0	12	0	12	464
Total	0	0	0	0	0	12	15	0	0	27	27	2144	73	0	2244	0	5	51	0	56	2327
17:00	0	0	0	0	0	4	5	0	0	9	12	590	24	0	626	0	3	9	0	12	647
17:15	0	0	0	0	0	3	1	0	0	4	4	494	16	0	514	3	3	15	0	21	539
17:30	0	0	0	0	0	2	5	0	0	7	1	513	11	0	525	0	1	13	0	14	546
17:45	0	0	0	0	0	3	5	0	0	8	2	465	26	0	493	0	1	23	0	24	525
Total	0	0	0	0	0	12	16	0	0	28	19	2062	77	0	2158	3	8	60	0	71	2257
Grand Total	0	0	0	0	0	43	55	0	0	98	70	6578	220	1	6869	9	29	209	0	247	7214
Apprch %	0	0	0	0		43.9	56.1	0	0		1	95.8	3.2	0		3.6	11.7	84.6	0		
Total %	0	0	0	0	0	0.6	0.8	0	0	1.4	1	91.2	3	0	95.2	0.1	0.4	2.9	0	3.4	
Autos	0	0	0	0	0	43	55	0	0	98	68	6439									
% Autos	0	0	0	0	0	100	100	0	0	100	97.1	97.9	90.5	0	97.6	100	96.6	100	0	99.6	97.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	2.9	2.1	9.5	100	2.4	0	3.4	0	0	0.4	2.3

Traf Tech Engineering Inc.

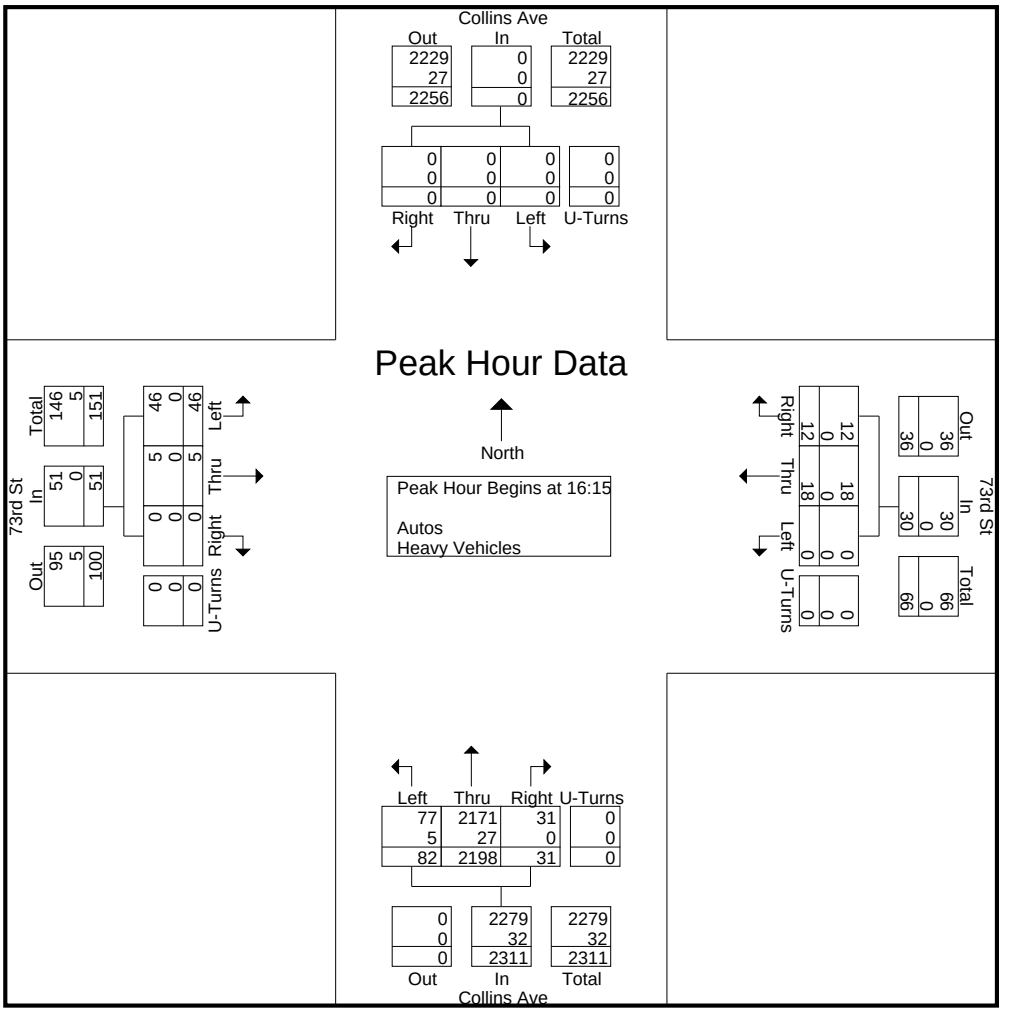
File Name : 9- Collins Ave & 73rd St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 2



Traf Tech Engineering Inc.

File Name : 9- Collins Ave & 73rd St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 3

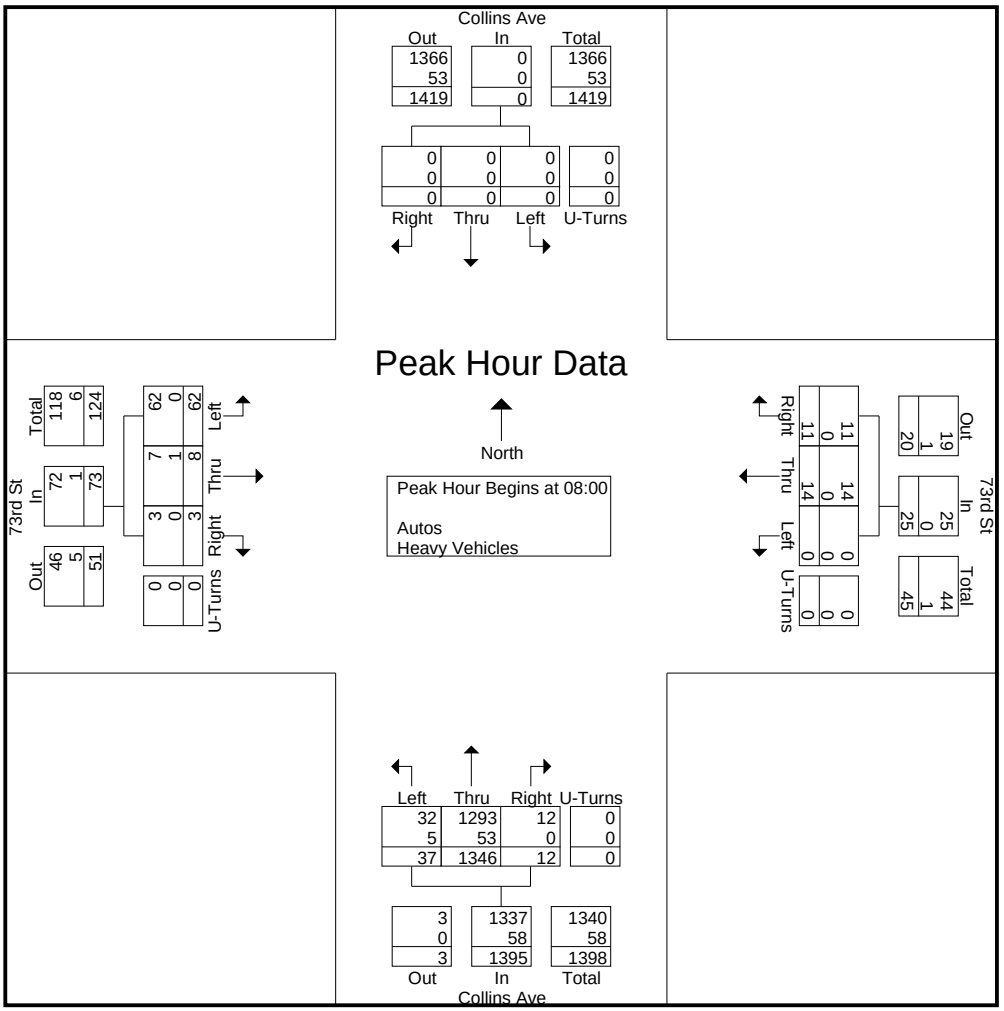
	Collins Ave From North					73rd St From East					Collins Ave From South					73rd St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	0	0	0	0	3	3	0	0	6	7	564	23	0	594	0	1	13	0	14	614
16:30	0	0	0	0	0	5	6	0	0	11	4	618	21	0	643	0	1	12	0	13	667
16:45	0	0	0	0	0	0	4	0	0	4	8	426	14	0	448	0	0	12	0	12	464
17:00	0	0	0	0	0	4	5	0	0	9	12	590	24	0	626	0	3	9	0	12	647
Total Volume	0	0	0	0	0	12	18	0	0	30	31	2198	82	0	2311	0	5	46	0	51	2392
% App. Total	0	0	0	0		40	60	0	0		1.3	95.1	3.5	0		0	9.8	90.2	0		
PHF	.000	.000	.000	.000	.000	.600	.750	.000	.000	.682	.646	.889	.854	.000	.899	.000	.417	.885	.000	.911	.897
Autos	0	0	0	0	0	12	18	0	0	30	31	2171									
% Autos	0	0	0	0	0	100	100	0	0	100	100	98.8	93.9	0	98.6	0	100	100	0	100	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	1.2	6.1	0	1.4	0	0	0	0	0	1.3



Traf Tech Engineering Inc.

File Name : 9- Collins Ave & 73rd St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 4

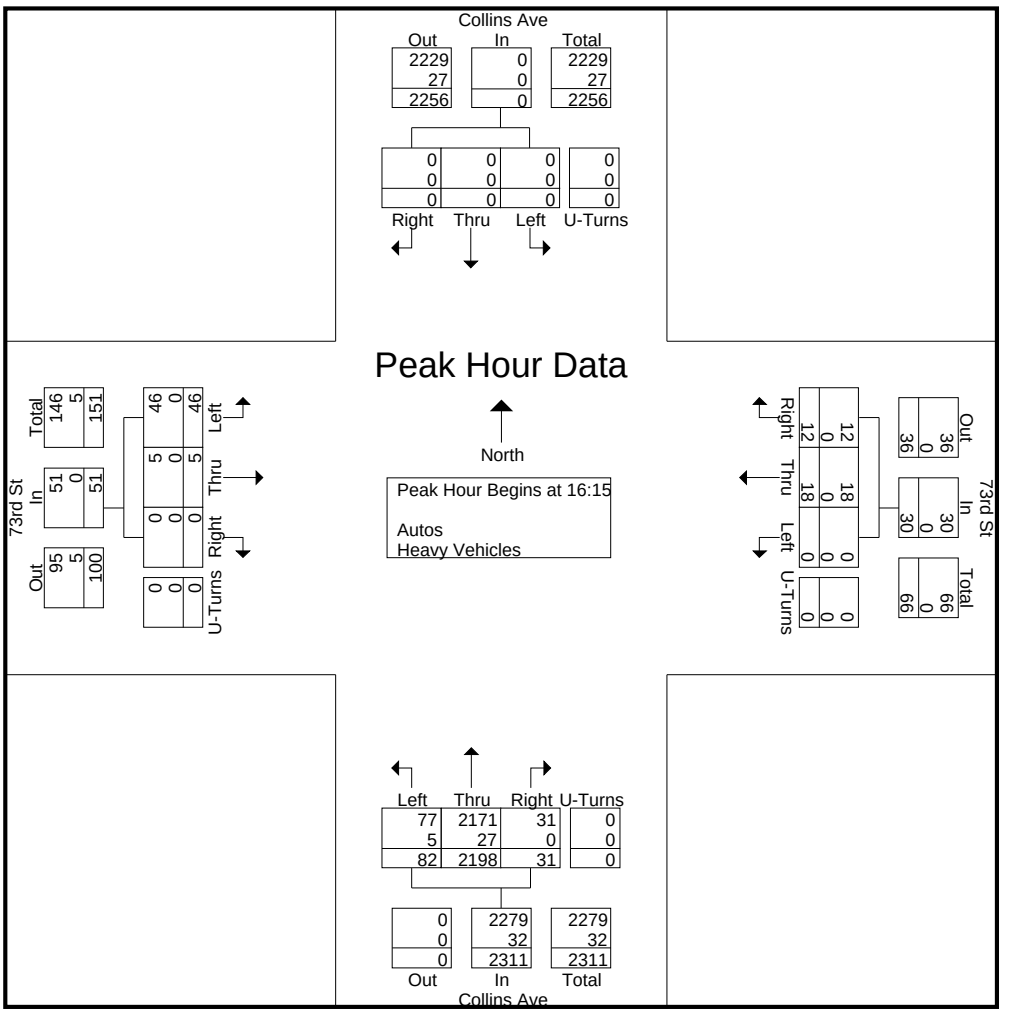
	Collins Ave From North					73rd St From East					Collins Ave From South					73rd St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	3	2	0	0	5	1	346	5	0	352	0	1	16	0	17	374
08:15	0	0	0	0	0	3	2	0	0	5	5	352	12	0	369	1	1	18	0	20	394
08:30	0	0	0	0	0	2	4	0	0	6	3	323	7	0	333	0	4	11	0	15	354
08:45	0	0	0	0	0	3	6	0	0	9	3	325	13	0	341	2	2	17	0	21	371
Total Volume	0	0	0	0	0	11	14	0	0	25	12	1346	37	0	1395	3	8	62	0	73	1493
% App. Total	0	0	0	0		44	56	0	0		0.9	96.5	2.7	0		4.1	11	84.9	0		
PHF	.000	.000	.000	.000	.000	.917	.583	.000	.000	.694	.600	.956	.712	.000	.945	.375	.500	.861	.000	.869	.947
Autos	0	0	0	0	0	11	14	0	0	25	12	1293									
% Autos	0	0	0	0	0	100	100	0	0	100	100	96.1	86.5	0	95.8	100	87.5	100	0	98.6	96.0
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	3.9	13.5	0	4.2	0	12.5	0	0	1.4	4.0



Traf Tech Engineering Inc.

File Name : 9- Collins Ave & 73rd St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 5

	Collins Ave From North					73rd St From East					Collins Ave From South					73rd St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	0	0	0	0	3	3	0	0	6	7	564	23	0	594	0	1	13	0	14	614
16:30	0	0	0	0	0	5	6	0	0	11	4	618	21	0	643	0	1	12	0	13	667
16:45	0	0	0	0	0	0	4	0	0	4	8	426	14	0	448	0	0	12	0	12	464
17:00	0	0	0	0	0	4	5	0	0	9	12	590	24	0	626	0	3	9	0	12	647
Total Volume	0	0	0	0	0	12	18	0	0	30	31	2198	82	0	2311	0	5	46	0	51	2392
% App. Total	0	0	0	0		40	60	0	0		1.3	95.1	3.5	0		0	9.8	90.2	0		
PHF	.000	.000	.000	.000	.000	.600	.750	.000	.000	.682	.646	.889	.854	.000	.899	.000	.417	.885	.000	.911	.897
Autos	0	0	0	0	0	12	18	0	0	30	31	2171									
% Autos	0	0	0	0	0	100	100	0	0	100	100	98.8	93.9	0	98.6	0	100	100	0	100	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	1.2	6.1	0	1.4	0	0	0	0	0	1.3



Traf Tech Engineering Inc.

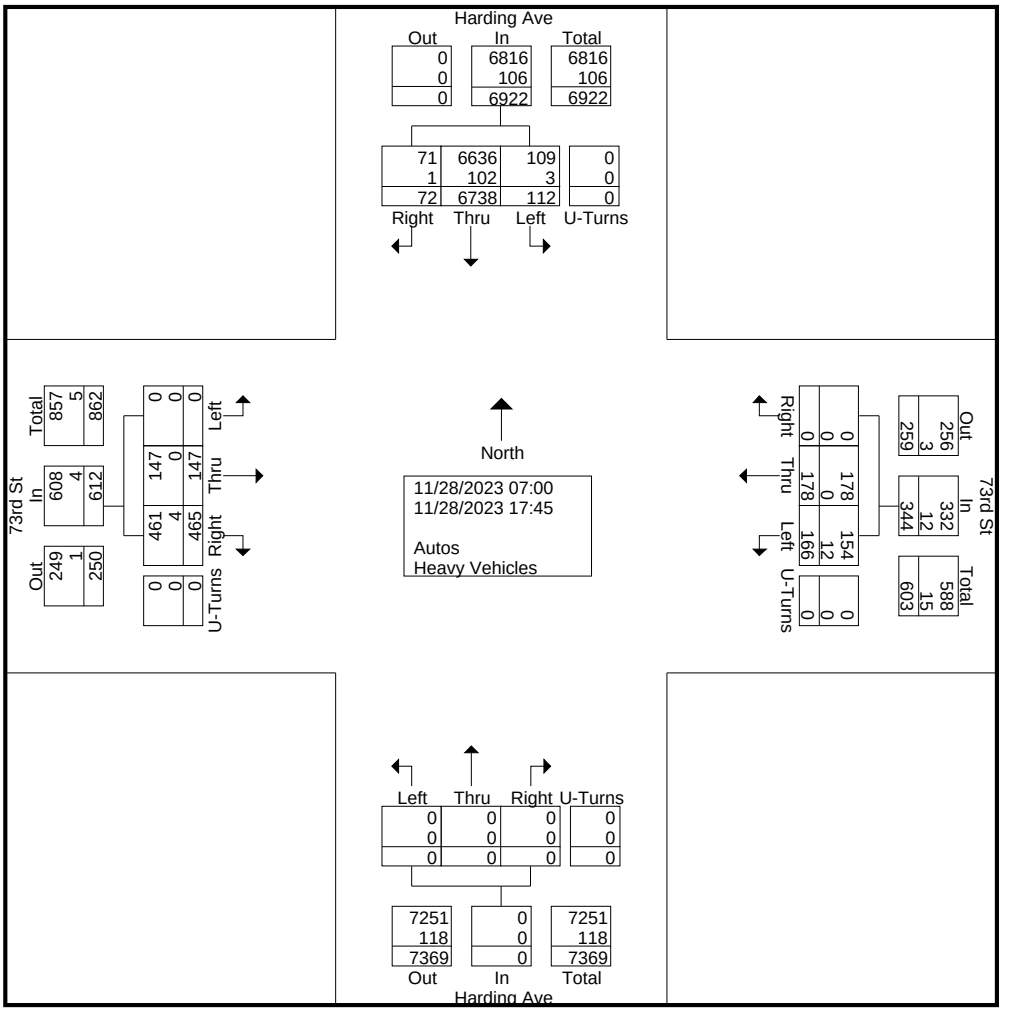
File Name : 7-Harding Ave & 73rd St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Harding Ave From North					73rd St From East					Harding Ave From South					73rd St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	5	455	5	0	465	0	6	3	0	9	0	0	0	0	0	6	3	0	0	9	483
07:15	3	535	7	0	545	0	4	5	0	9	0	0	0	0	0	6	6	0	0	12	566
07:30	2	502	4	0	508	0	5	13	0	18	0	0	0	0	0	7	10	0	0	17	543
07:45	0	491	2	0	493	0	7	8	0	15	0	0	0	0	0	9	10	0	0	19	527
Total	10	1983	18	0	2011	0	22	29	0	51	0	0	0	0	0	28	29	0	0	57	2119
08:00	4	459	4	0	467	0	9	7	0	16	0	0	0	0	0	18	11	0	0	29	512
08:15	0	474	9	0	483	0	8	12	0	20	0	0	0	0	0	48	11	0	0	59	562
08:30	0	424	5	0	429	0	3	9	0	12	0	0	0	0	0	67	14	0	0	81	522
08:45	3	342	5	0	350	0	7	15	0	22	0	0	0	0	0	66	18	0	0	84	456
Total	7	1699	23	0	1729	0	27	43	0	70	0	0	0	0	0	199	54	0	0	253	2052
*** BREAK ***																					
16:00	6	380	10	0	396	0	12	10	0	22	0	0	0	0	0	16	5	0	0	21	439
16:15	10	426	10	0	446	0	12	9	0	21	0	0	0	0	0	15	4	0	0	19	486
16:30	9	374	9	0	392	0	19	17	0	36	0	0	0	0	0	38	5	0	0	43	471
16:45	5	347	6	0	358	0	10	14	0	24	0	0	0	0	0	31	8	0	0	39	421
Total	30	1527	35	0	1592	0	53	50	0	103	0	0	0	0	0	100	22	0	0	122	1817
17:00	3	372	5	0	380	0	11	14	0	25	0	0	0	0	0	37	7	0	0	44	449
17:15	8	356	5	0	369	0	19	10	0	29	0	0	0	0	0	36	13	0	0	49	447
17:30	6	371	10	0	387	0	22	10	0	32	0	0	0	0	0	39	10	0	0	49	468
17:45	8	430	16	0	454	0	24	10	0	34	0	0	0	0	0	26	12	0	0	38	526
Total	25	1529	36	0	1590	0	76	44	0	120	0	0	0	0	0	138	42	0	0	180	1890
Grand Total	72	6738	112	0	6922	0	178	166	0	344	0	0	0	0	0	465	147	0	0	612	7878
Apprch %	1	97.3	1.6	0		0	51.7	48.3	0		0	0	0	0		76	24	0	0		
Total %	0.9	85.5	1.4	0	87.9	0	2.3	2.1	0	4.4	0	0	0	0	0	5.9	1.9	0	0	7.8	
Autos	71	6636																			
% Autos	98.6	98.5	97.3	0	98.5	0	100	92.8	0	96.5	0	0	0	0	0	99.1	100	0	0	99.3	98.5
Heavy Vehicles																					
% Heavy Vehicles	1.4	1.5	2.7	0	1.5	0	0	7.2	0	3.5	0	0	0	0	0	0.9	0	0	0	0.7	1.5

Traf Tech Engineering Inc.

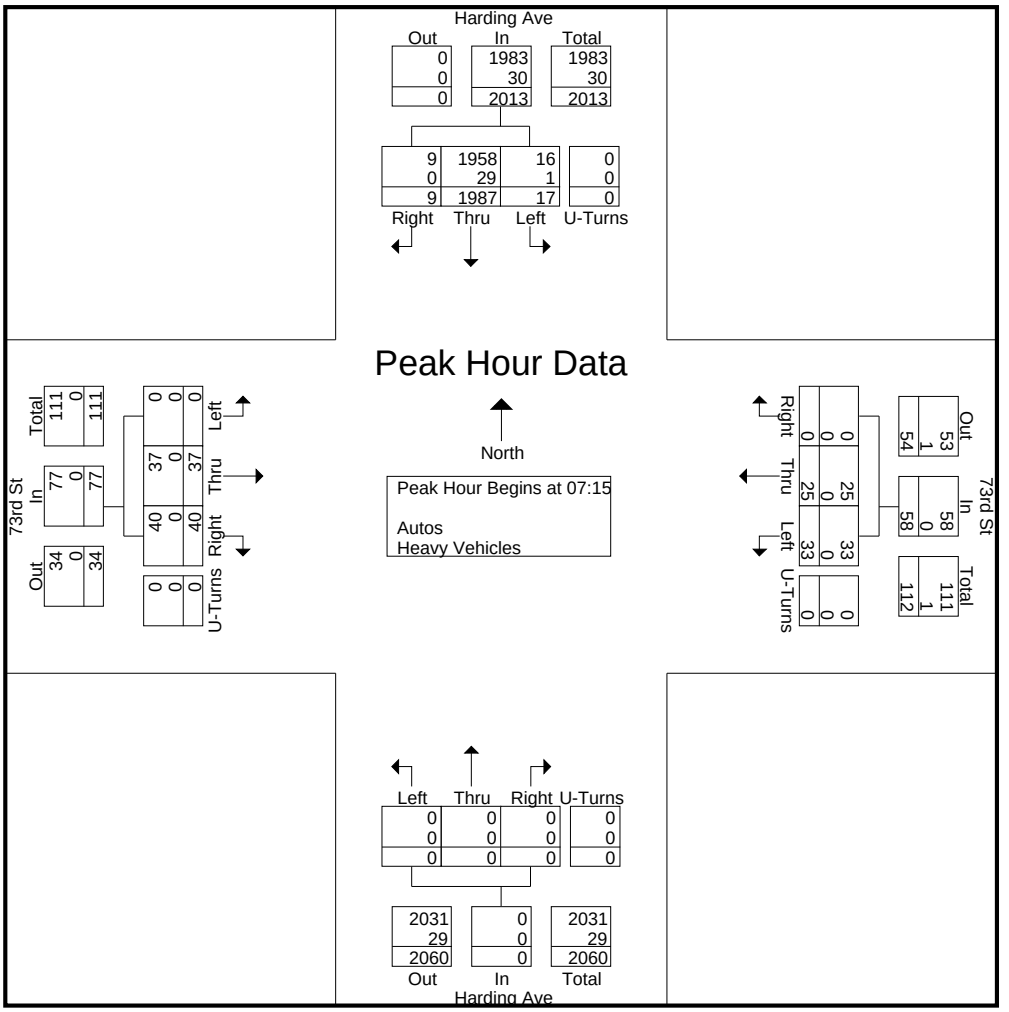
File Name : 7-Harding Ave & 73rd St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 2



Traf Tech Engineering Inc.

File Name : 7-Harding Ave & 73rd St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 3

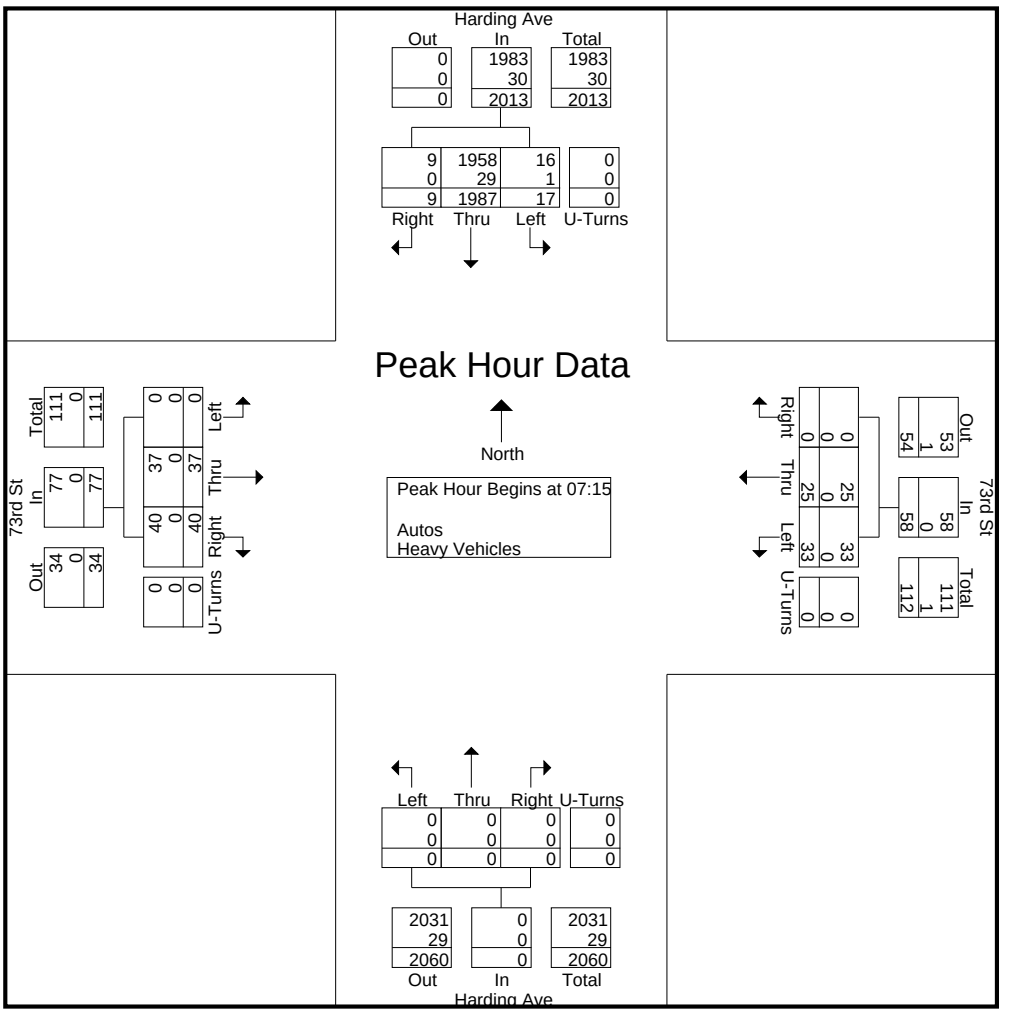
	Harding Ave From North					73rd St From East					Harding Ave From South					73rd St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	3	535	7	0	545	0	4	5	0	9	0	0	0	0	0	6	6	0	0	12	566
07:30	2	502	4	0	508	0	5	13	0	18	0	0	0	0	0	7	10	0	0	17	543
07:45	0	491	2	0	493	0	7	8	0	15	0	0	0	0	0	9	10	0	0	19	527
08:00	4	459	4	0	467	0	9	7	0	16	0	0	0	0	0	18	11	0	0	29	512
Total Volume	9	1987	17	0	2013	0	25	33	0	58	0	0	0	0	0	40	37	0	0	77	2148
% App. Total	0.4	98.7	0.8	0		0	43.1	56.9	0		0	0	0	0		51.9	48.1	0	0		
PHF	.563	.929	.607	.000	.923	.000	.694	.635	.000	.806	.000	.000	.000	.000	.000	.556	.841	.000	.000	.664	.949
Autos	9	1958																			
% Autos	100	98.5	94.1	0	98.5	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100	98.6
Heavy Vehicles																					
% Heavy Vehicles	0	1.5	5.9	0	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.4



Traf Tech Engineering Inc.

File Name : 7-Harding Ave & 73rd St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 4

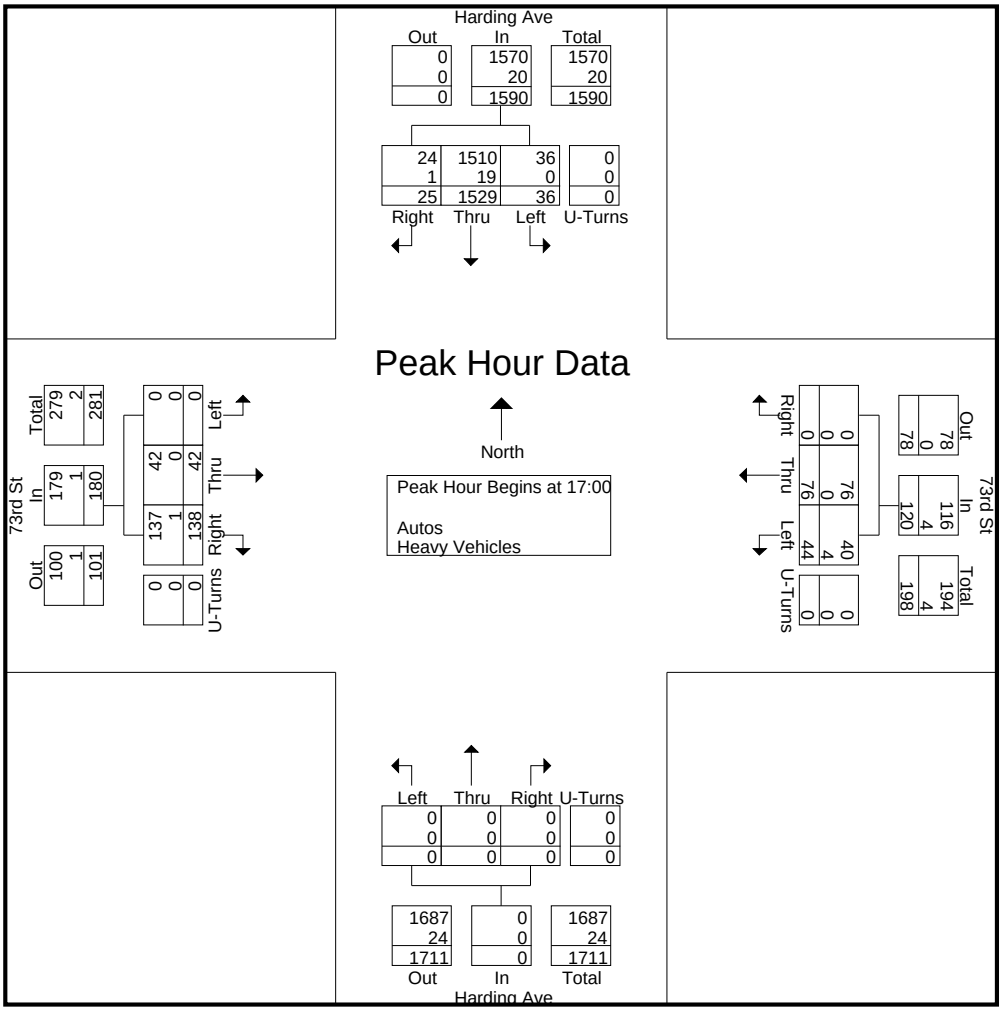
	Harding Ave From North					73rd St From East					Harding Ave From South					73rd St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	3	535	7	0	545	0	4	5	0	9	0	0	0	0	0	6	6	0	0	12	566
07:30	2	502	4	0	508	0	5	13	0	18	0	0	0	0	0	7	10	0	0	17	543
07:45	0	491	2	0	493	0	7	8	0	15	0	0	0	0	0	9	10	0	0	19	527
08:00	4	459	4	0	467	0	9	7	0	16	0	0	0	0	0	18	11	0	0	29	512
Total Volume	9	1987	17	0	2013	0	25	33	0	58	0	0	0	0	0	40	37	0	0	77	2148
% App. Total	0.4	98.7	0.8	0		0	43.1	56.9	0		0	0	0	0		51.9	48.1	0	0		
PHF	.563	.929	.607	.000	.923	.000	.694	.635	.000	.806	.000	.000	.000	.000	.000	.556	.841	.000	.000	.664	.949
Autos	9	1958																			
% Autos	100	98.5	94.1	0	98.5	0	100	100	0	100	0	0	0	0	0	100	100	0	0	100	98.6
Heavy Vehicles																					
% Heavy Vehicles	0	1.5	5.9	0	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.4



Traf Tech Engineering Inc.

File Name : 7-Harding Ave & 73rd St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 5

	Harding Ave From North					73rd St From East					Harding Ave From South					73rd St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	3	372	5	0	380	0	11	14	0	25	0	0	0	0	0	37	7	0	0	44	449
17:15	8	356	5	0	369	0	19	10	0	29	0	0	0	0	0	36	13	0	0	49	447
17:30	6	371	10	0	387	0	22	10	0	32	0	0	0	0	0	39	10	0	0	49	468
17:45	8	430	16	0	454	0	24	10	0	34	0	0	0	0	0	26	12	0	0	38	526
Total Volume	25	1529	36	0	1590	0	76	44	0	120	0	0	0	0	0	138	42	0	0	180	1890
% App. Total	1.6	96.2	2.3	0		0	63.3	36.7	0		0	0	0	0		76.7	23.3	0	0		
PHF	.781	.889	.563	.000	.876	.000	.792	.786	.000	.882	.000	.000	.000	.000	.000	.885	.808	.000	.000	.918	.898
Autos	24	1510																			
% Autos	96.0	98.8	100	0	98.7	0	100	90.9	0	96.7	0	0	0	0	0	99.3	100	0	0	99.4	98.7
Heavy Vehicles																					
% Heavy Vehicles	4.0	1.2	0	0	1.3	0	0	9.1	0	3.3	0	0	0	0	0	0.7	0	0	0	0.6	1.3



Traf Tech Engineering Inc.

File Name : 9- Collins Ave & 73rd St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 1

Groups Printed- Peds & Bikes

	Collins Ave From North				73rd St From East				Collins Ave From South				73rd St From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	2	10
07:15	2	0	0	1	1	0	0	2	1	0	0	2	1	0	0	7	17
07:30	2	0	0	3	2	0	0	1	0	0	0	10	0	0	0	3	21
07:45	0	0	0	2	4	0	0	8	2	0	0	6	0	0	0	2	24
Total	4	0	0	9	7	0	0	11	3	0	0	23	1	0	0	14	72
08:00	1	0	0	9	1	0	0	10	0	0	0	9	0	0	0	1	31
08:15	0	0	0	7	1	0	0	6	0	0	0	7	0	0	0	7	28
08:30	3	0	0	6	1	0	0	7	1	0	0	6	0	0	0	6	30
08:45	2	0	0	15	0	0	0	10	1	0	0	16	0	0	0	11	55
Total	6	0	0	37	3	0	0	33	2	0	0	38	0	0	0	25	144
*** BREAK ***																	
16:00	1	0	0	14	1	0	0	17	0	0	0	17	1	0	0	6	57
16:15	6	0	0	9	0	0	0	7	0	0	0	13	1	0	0	23	59
16:30	0	0	0	19	2	0	0	7	3	0	0	7	1	0	0	18	57
16:45	1	0	0	16	2	0	0	21	1	0	0	12	1	0	0	18	72
Total	8	0	0	58	5	0	0	52	4	0	0	49	4	0	0	65	245
17:00	2	0	0	23	1	0	0	11	0	0	0	7	0	0	0	35	79
17:15	2	0	0	16	0	0	0	7	1	0	0	10	2	0	0	22	60
17:30	2	0	0	19	2	0	0	13	0	0	0	21	0	0	0	20	77
17:45	1	0	0	23	1	0	0	13	2	0	0	11	0	0	0	51	102
Total	7	0	0	81	4	0	0	44	3	0	0	49	2	0	0	128	318
Grand Total	25	0	0	185	19	0	0	140	12	0	0	159	7	0	0	232	779
Apprch %	11.9	0	0	88.1	11.9	0	0	88.1	7	0	0	93	2.9	0	0	97.1	
Total %	3.2	0	0	23.7	2.4	0	0	18	1.5	0	0	20.4	0.9	0	0	29.8	

Traf Tech Engineering Inc.

File Name : 8- Alley Ave & 73rd St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 1

Groups Printed- Peds & Bikes

	Alley From North				73rd St From East				Alley From South				73rd St From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	6	0	0	2	3	0	0	0	3	0	0	0	3	17
07:15	0	0	0	3	0	0	0	0	1	0	0	2	0	0	0	0	6
07:30	1	0	0	7	0	0	0	0	1	0	0	7	0	0	0	1	17
07:45	0	0	0	4	0	0	0	7	1	0	0	2	0	0	0	0	14
Total	1	0	0	20	0	0	2	10	3	0	0	14	0	0	0	4	54
08:00	1	0	0	6	0	0	0	5	0	0	0	5	0	0	0	0	17
08:15	0	0	0	8	0	0	0	6	0	0	0	2	0	0	0	5	21
08:30	2	0	0	9	0	0	0	2	0	0	0	1	0	0	0	1	15
08:45	0	0	0	9	0	0	0	1	0	0	0	1	0	0	0	3	14
Total	3	0	0	32	0	0	0	14	0	0	0	9	0	0	0	9	67
*** BREAK ***																	
16:00	1	0	0	12	0	0	0	1	2	0	0	6	0	0	0	0	22
16:15	0	0	0	8	0	0	0	2	0	0	0	7	0	0	0	4	21
16:30	1	0	0	7	0	0	0	7	0	0	0	12	0	0	0	4	31
16:45	1	0	0	9	0	0	0	4	0	0	0	9	0	0	0	4	27
Total	3	0	0	36	0	0	0	14	2	0	0	34	0	0	0	12	101
17:00	0	0	0	3	0	0	0	1	0	0	0	10	0	0	0	0	14
17:15	3	0	0	11	0	0	0	2	0	0	0	0	0	0	0	0	16
17:30	2	0	0	13	0	0	0	1	0	0	0	4	0	0	0	1	21
17:45	0	0	0	3	0	0	0	2	0	0	0	6	0	0	0	3	14
Total	5	0	0	30	0	0	0	6	0	0	0	20	0	0	0	4	65
Grand Total	12	0	0	118	0	0	2	44	5	0	0	77	0	0	0	29	287
Apprch %	9.2	0	0	90.8	0	0	4.3	95.7	6.1	0	0	93.9	0	0	0	100	
Total %	4.2	0	0	41.1	0	0	0.7	15.3	1.7	0	0	26.8	0	0	0	10.1	

Traf Tech Engineering Inc.

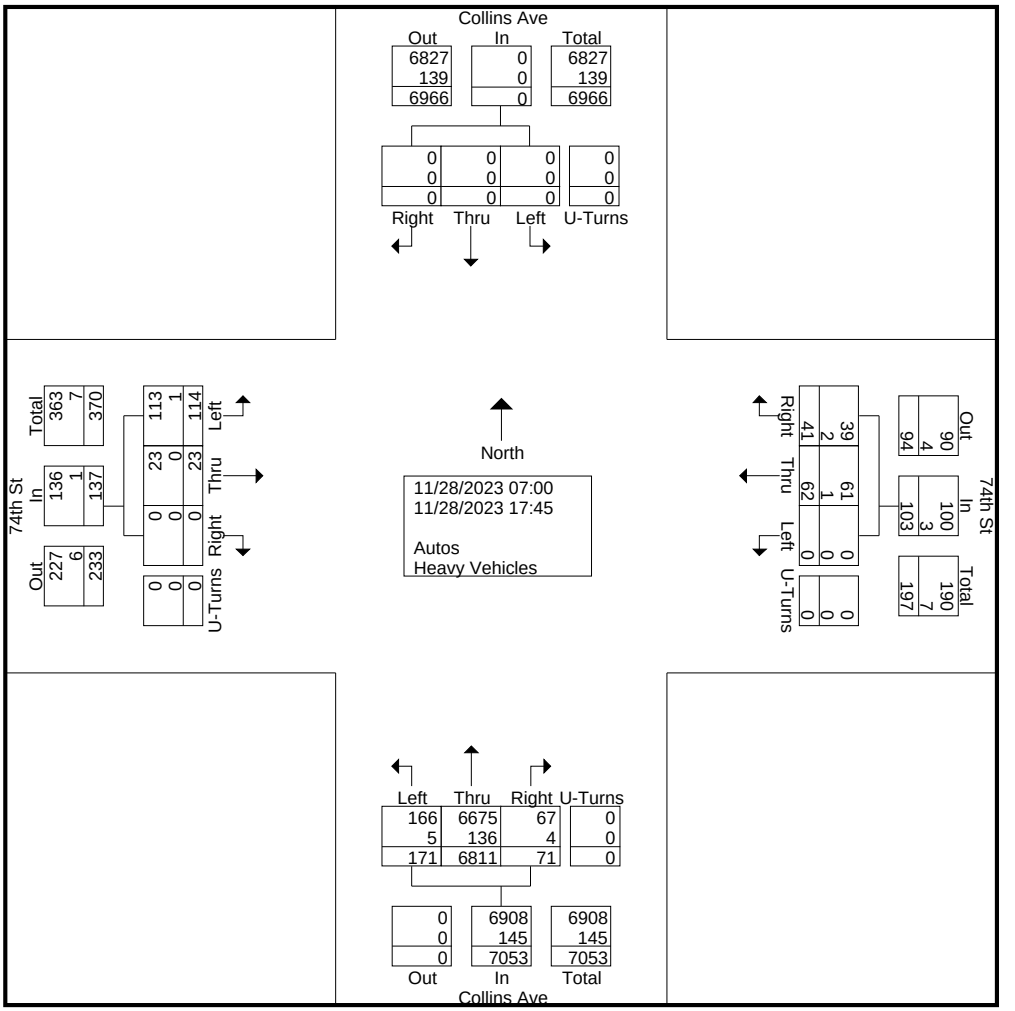
File Name : 6- Collins Ave & 74th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Collins Ave From North					74th St From East					Collins Ave From South					74th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	0	0	0	0	2	1	0	0	3	0	216	4	0	220	0	0	6	0	6	229
07:15	0	0	0	0	0	2	0	0	0	2	2	257	6	0	265	0	1	0	0	1	268
07:30	0	0	0	0	0	4	1	0	0	5	4	269	5	0	278	0	1	4	0	5	288
07:45	0	0	0	0	0	2	1	0	0	3	4	317	6	0	327	0	0	5	0	5	335
Total	0	0	0	0	0	10	3	0	0	13	10	1059	21	0	1090	0	2	15	0	17	1120
08:00	0	0	0	0	0	0	2	0	0	2	2	363	6	0	371	0	0	3	0	3	376
08:15	0	0	0	0	0	0	4	0	0	4	3	373	3	0	379	0	2	5	0	7	390
08:30	0	0	0	0	0	2	0	0	0	2	3	348	4	0	355	0	1	6	0	7	364
08:45	0	0	0	0	0	2	4	0	0	6	4	338	18	0	360	0	0	5	0	5	371
Total	0	0	0	0	0	4	10	0	0	14	12	1422	31	0	1465	0	3	19	0	22	1501
*** BREAK ***																					
16:00	0	0	0	0	0	0	11	0	0	11	6	536	21	0	563	0	0	14	0	14	588
16:15	0	0	0	0	0	2	4	0	0	6	3	562	19	0	584	0	6	5	0	11	601
16:30	0	0	0	0	0	3	8	0	0	11	5	635	18	0	658	0	1	14	0	15	684
16:45	0	0	0	0	0	3	9	0	0	12	3	436	10	0	449	0	2	12	0	14	475
Total	0	0	0	0	0	8	32	0	0	40	17	2169	68	0	2254	0	9	45	0	54	2348
17:00	0	0	0	0	0	4	4	0	0	8	6	521	14	0	541	0	2	7	0	9	558
17:15	0	0	0	0	0	8	2	0	0	10	6	575	9	0	590	0	3	10	0	13	613
17:30	0	0	0	0	0	3	4	0	0	7	10	557	18	0	585	0	2	13	0	15	607
17:45	0	0	0	0	0	4	7	0	0	11	10	508	10	0	528	0	2	5	0	7	546
Total	0	0	0	0	0	19	17	0	0	36	32	2161	51	0	2244	0	9	35	0	44	2324
Grand Total	0	0	0	0	0	41	62	0	0	103	71	6811	171	0	7053	0	23	114	0	137	7293
Apprch %	0	0	0	0		39.8	60.2	0	0		1	96.6	2.4	0		0	16.8	83.2	0		
Total %	0	0	0	0	0	0.6	0.9	0	0	1.4	1	93.4	2.3	0	96.7	0	0.3	1.6	0	1.9	
Autos	0	0	0	0	0	39	61	0	0	100	67	6675									
% Autos	0	0	0	0	0	95.1	98.4	0	0	97.1	94.4	98	97.1	0	97.9	0	100	99.1	0	99.3	98
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	4.9	1.6	0	0	2.9	5.6	2	2.9	0	2.1	0	0	0.9	0	0.7	2

Traf Tech Engineering Inc.

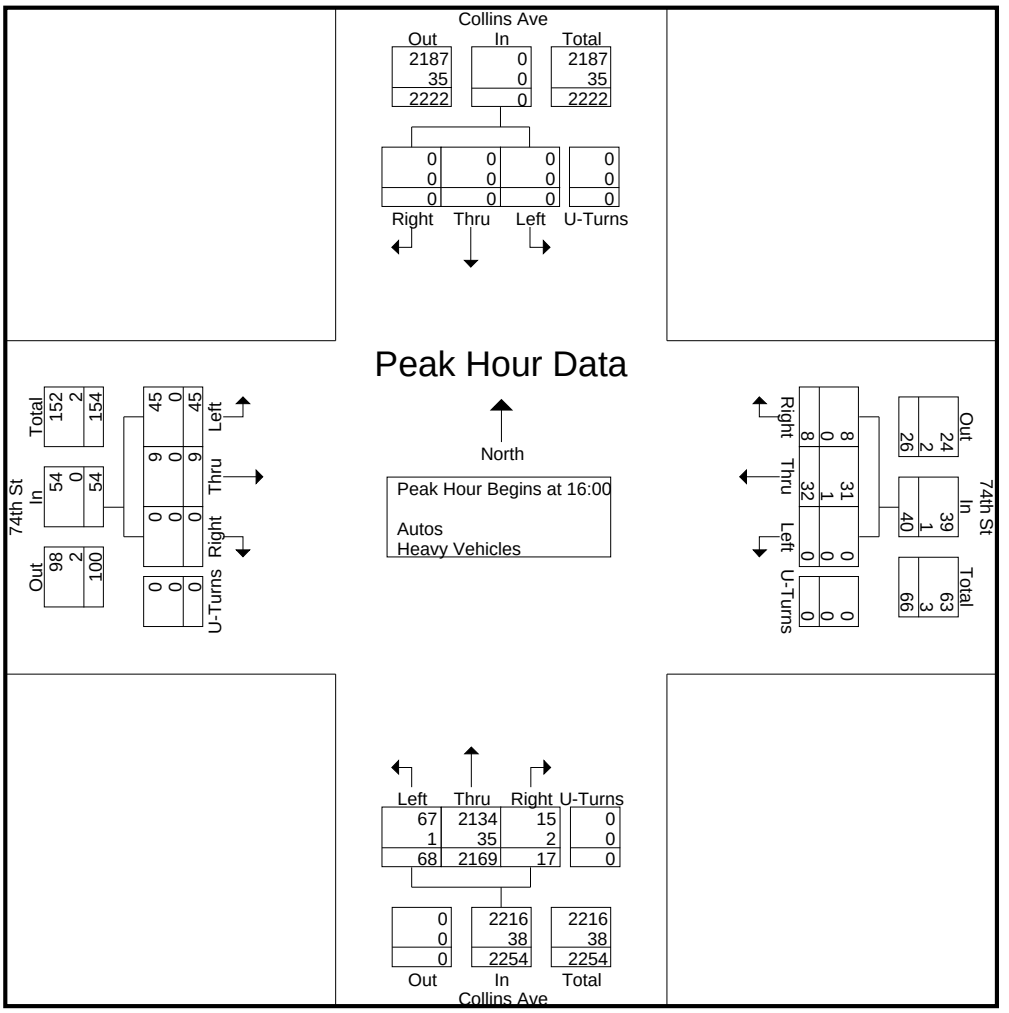
File Name : 6- Collins Ave & 74th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 2



Traf Tech Engineering Inc.

File Name : 6- Collins Ave & 74th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 3

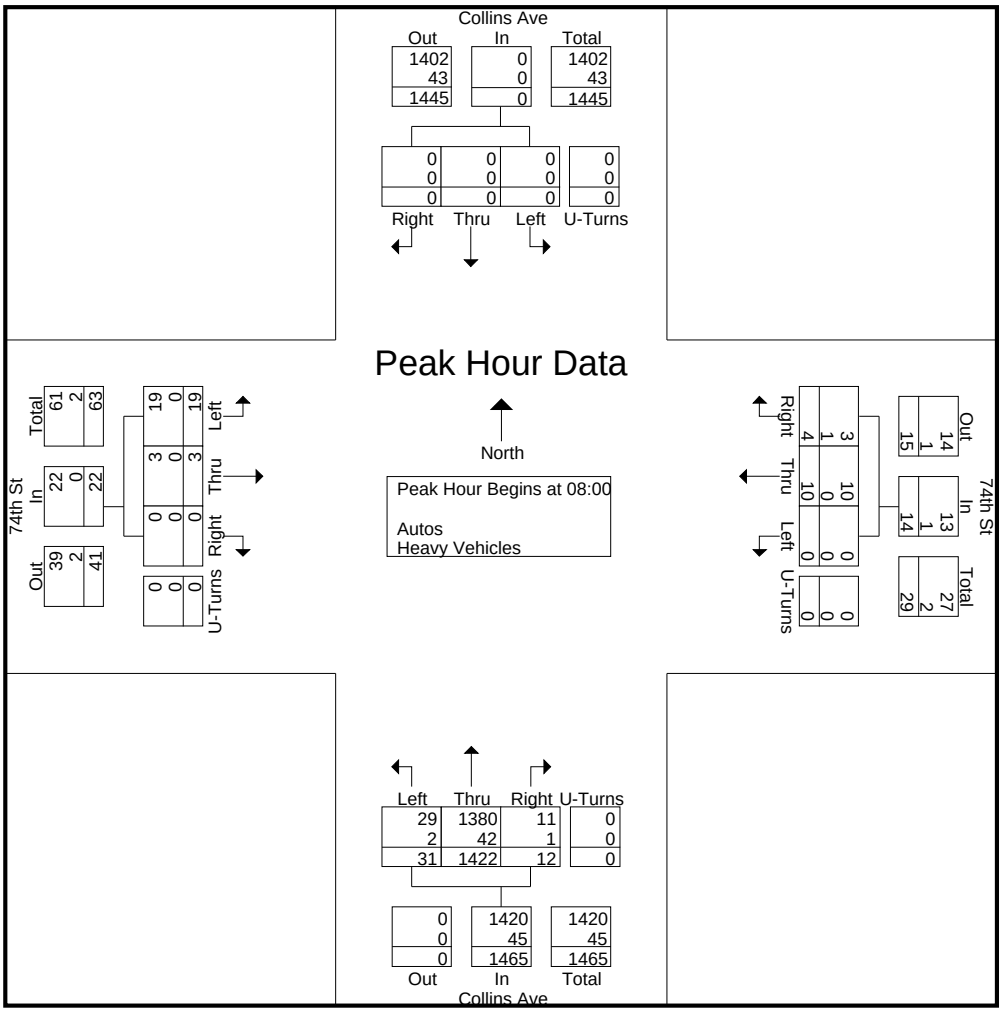
	Collins Ave From North					74th St From East					Collins Ave From South					74th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	11	0	0	11	6	536	21	0	563	0	0	14	0	14	588
16:15	0	0	0	0	0	2	4	0	0	6	3	562	19	0	584	0	6	5	0	11	601
16:30	0	0	0	0	0	3	8	0	0	11	5	635	18	0	658	0	1	14	0	15	684
16:45	0	0	0	0	0	3	9	0	0	12	3	436	10	0	449	0	2	12	0	14	475
Total Volume	0	0	0	0	0	8	32	0	0	40	17	2169	68	0	2254	0	9	45	0	54	2348
% App. Total	0	0	0	0		20	80	0	0		0.8	96.2	3	0		0	16.7	83.3	0		
PHF	.000	.000	.000	.000	.000	.667	.727	.000	.000	.833	.708	.854	.810	.000	.856	.000	.375	.804	.000	.900	.858
Autos	0	0	0	0	0	8	31	0	0	39	15	2134									
% Autos	0	0	0	0	0	100	96.9	0	0	97.5	88.2	98.4	98.5	0	98.3	0	100	100	0	100	98.3
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	3.1	0	0	2.5	11.8	1.6	1.5	0	1.7	0	0	0	0	0	1.7



Traf Tech Engineering Inc.

File Name : 6- Collins Ave & 74th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 4

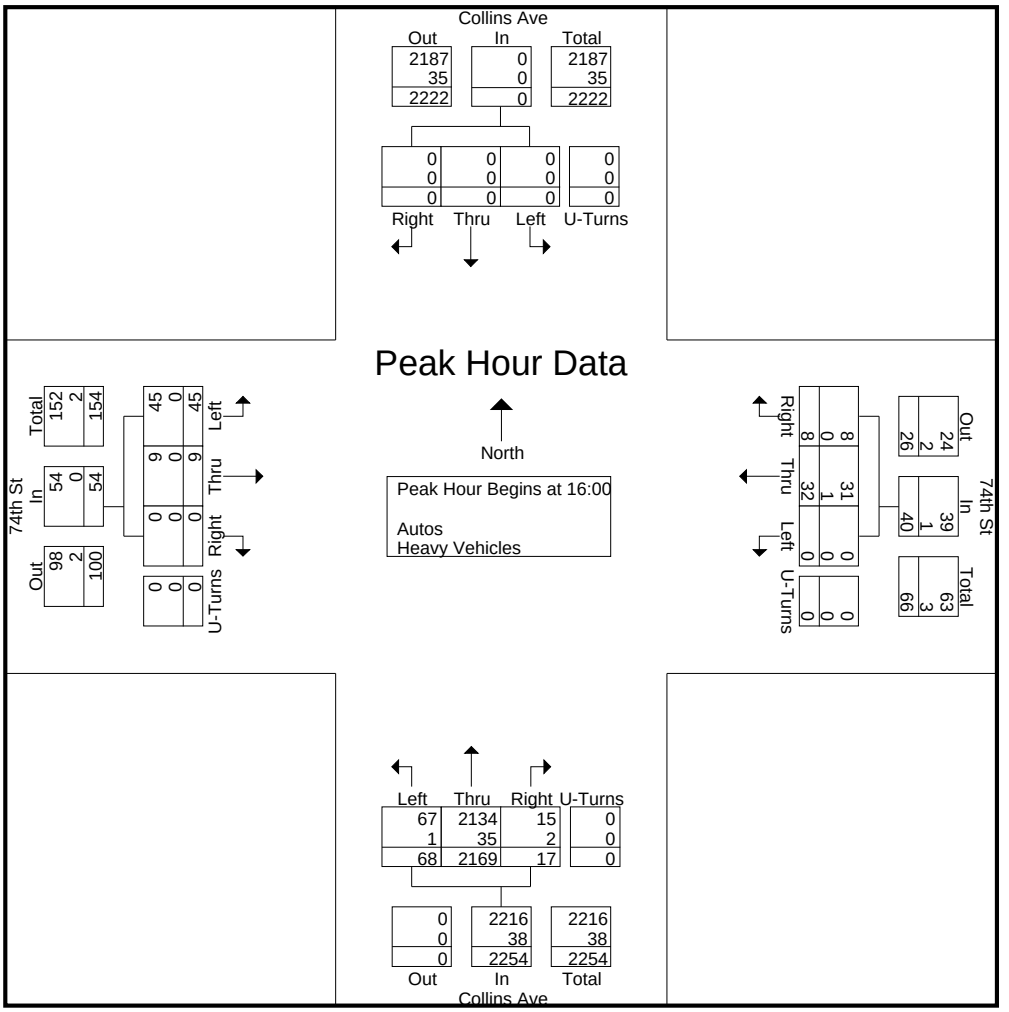
	Collins Ave From North					74th St From East					Collins Ave From South					74th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	2	0	0	2	2	363	6	0	371	0	0	3	0	3	376
08:15	0	0	0	0	0	0	4	0	0	4	3	373	3	0	379	0	2	5	0	7	390
08:30	0	0	0	0	0	2	0	0	0	2	3	348	4	0	355	0	1	6	0	7	364
08:45	0	0	0	0	0	2	4	0	0	6	4	338	18	0	360	0	0	5	0	5	371
Total Volume	0	0	0	0	0	4	10	0	0	14	12	1422	31	0	1465	0	3	19	0	22	1501
% App. Total	0	0	0	0		28.6	71.4	0	0		0.8	97.1	2.1	0		0	13.6	86.4	0		
PHF	.000	.000	.000	.000	.000	.500	.625	.000	.000	.583	.750	.953	.431	.000	.966	.000	.375	.792	.000	.786	.962
Autos	0	0	0	0	0	3	10	0	0	13	11	1380									
% Autos	0	0	0	0	0	75.0	100	0	0	92.9	91.7	97.0	93.5	0	96.9	0	100	100	0	100	96.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	25.0	0	0	0	7.1	8.3	3.0	6.5	0	3.1	0	0	0	0	0	3.1



Traf Tech Engineering Inc.

File Name : 6- Collins Ave & 74th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 5

	Collins Ave From North					74th St From East					Collins Ave From South					74th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	0	11	0	0	11	6	536	21	0	563	0	0	14	0	14	588
16:15	0	0	0	0	0	2	4	0	0	6	3	562	19	0	584	0	6	5	0	11	601
16:30	0	0	0	0	0	3	8	0	0	11	5	635	18	0	658	0	1	14	0	15	684
16:45	0	0	0	0	0	3	9	0	0	12	3	436	10	0	449	0	2	12	0	14	475
Total Volume	0	0	0	0	0	8	32	0	0	40	17	2169	68	0	2254	0	9	45	0	54	2348
% App. Total	0	0	0	0		20	80	0	0		0.8	96.2	3	0		0	16.7	83.3	0		
PHF	.000	.000	.000	.000	.000	.667	.727	.000	.000	.833	.708	.854	.810	.000	.856	.000	.375	.804	.000	.900	.858
Autos	0	0	0	0	0	8	31	0	0	39	15	2134									
% Autos	0	0	0	0	0	100	96.9	0	0	97.5	88.2	98.4	98.5	0	98.3	0	100	100	0	100	98.3
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	3.1	0	0	2.5	11.8	1.6	1.5	0	1.7	0	0	0	0	0	1.7



Traf Tech Engineering Inc.

File Name : 7-Harding Ave & 73rd St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 1

Groups Printed- Peds & Bikes

	Harding Ave From North				73rd St From East				Harding Ave From South				73rd St From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	1	2	0	2	0	0	0	0	0	0	0	3	0	0	0	1	9
07:15	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
07:30	2	0	0	11	0	0	0	1	0	0	0	4	0	0	0	0	18
07:45	0	0	0	6	0	0	0	7	0	0	0	5	0	0	0	11	29
Total	3	2	0	21	0	0	0	9	0	0	0	12	0	0	0	12	59
08:00	2	0	0	10	0	0	0	0	0	0	0	3	1	0	0	3	19
08:15	0	0	0	12	0	0	0	2	0	0	0	1	1	1	0	9	26
08:30	0	0	0	16	0	0	0	1	0	0	0	4	1	0	0	5	27
08:45	3	0	0	16	1	0	0	3	0	0	0	5	1	0	0	4	33
Total	5	0	0	54	1	0	0	6	0	0	0	13	4	1	0	21	105
*** BREAK ***																	
16:00	1	0	0	14	1	0	0	1	1	0	0	3	0	0	0	7	28
16:15	5	0	0	16	0	0	0	3	0	0	0	7	2	0	0	4	37
16:30	2	0	0	17	1	0	0	6	0	0	0	7	4	0	0	1	38
16:45	0	0	0	15	0	0	0	4	0	0	0	3	0	0	0	5	27
Total	8	0	0	62	2	0	0	14	1	0	0	20	6	0	0	17	130
17:00	2	0	0	6	1	0	0	5	0	0	0	10	0	0	0	6	30
17:15	1	0	0	16	2	0	0	1	0	0	0	2	1	0	0	1	24
17:30	3	0	0	17	1	0	0	0	1	0	0	5	1	0	0	9	37
17:45	2	0	0	18	0	0	0	4	2	0	0	6	2	0	0	9	43
Total	8	0	0	57	4	0	0	10	3	0	0	23	4	0	0	25	134
Grand Total	24	2	0	194	7	0	0	39	4	0	0	68	14	1	0	75	428
Apprch %	10.9	0.9	0	88.2	15.2	0	0	84.8	5.6	0	0	94.4	15.6	1.1	0	83.3	
Total %	5.6	0.5	0	45.3	1.6	0	0	9.1	0.9	0	0	15.9	3.3	0.2	0	17.5	

Traf Tech Engineering Inc.

File Name : 5- Alley Ave & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 1

Groups Printed- Peds & Bikes

	Alley From North				74th St From East				Alley From South				74th St From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	1	0	0	2	0	0	0	0	3	0	0	3	0	0	0	1	10
07:15	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
07:30	0	0	0	4	0	0	0	1	1	0	0	5	0	0	0	2	13
07:45	0	0	0	6	0	0	0	3	1	0	0	5	1	0	0	1	17
Total	1	0	0	15	0	0	0	5	5	0	0	13	1	0	0	4	44
08:00	1	0	0	3	0	0	0	3	0	0	0	5	0	0	0	2	14
08:15	1	0	0	8	0	0	0	6	3	0	0	1	0	0	0	2	21
08:30	2	0	0	8	0	0	0	2	4	0	0	8	0	0	0	1	25
08:45	0	0	0	7	1	0	0	5	0	0	0	0	1	0	0	0	14
Total	4	0	0	26	1	0	0	16	7	0	0	14	1	0	0	5	74
*** BREAK ***																	
16:00	1	0	0	25	0	0	0	4	1	0	0	14	0	0	0	3	48
16:15	1	0	0	11	0	0	0	2	0	0	0	18	0	0	0	5	37
16:30	0	0	0	15	0	0	0	3	0	0	0	10	0	0	0	6	34
16:45	1	0	0	11	0	0	0	2	1	0	0	10	3	0	0	3	31
Total	3	0	0	62	0	0	0	11	2	0	0	52	3	0	0	17	150
17:00	2	0	0	21	1	0	0	1	0	0	0	12	2	0	0	3	42
17:15	0	0	0	21	0	0	0	2	2	0	0	8	2	1	0	5	41
17:30	0	0	0	15	1	0	0	3	0	0	0	7	1	0	0	10	37
17:45	3	0	0	11	0	0	0	0	0	0	0	14	0	0	0	4	32
Total	5	0	0	68	2	0	0	6	2	0	0	41	5	1	0	22	152
Grand Total	13	0	0	171	3	0	0	38	16	0	0	120	10	1	0	48	420
Apprch %	7.1	0	0	92.9	7.3	0	0	92.7	11.8	0	0	88.2	16.9	1.7	0	81.4	
Total %	3.1	0	0	40.7	0.7	0	0	9	3.8	0	0	28.6	2.4	0.2	0	11.4	

Traf Tech Engineering Inc.

File Name : 4- Harding Ave & 74th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 1

Groups Printed- Peds & Bikes

	Harding Ave From North				74th St From East				Harding Ave From South				74th St From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	2	0	0	0	1	0	0	1	0	0	0	6	2	0	0	1	13
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:30	1	0	0	0	0	0	0	5	0	0	0	7	0	0	0	0	13
07:45	0	0	0	11	0	0	0	5	0	0	0	2	0	0	0	3	21
Total	3	0	0	11	1	0	0	11	0	0	0	15	3	0	0	4	48
08:00	1	0	0	2	0	0	0	0	0	0	0	3	1	0	0	2	9
08:15	0	0	0	6	0	0	0	2	0	0	0	2	3	0	0	2	15
08:30	1	0	0	6	0	0	0	1	2	0	0	5	0	0	0	1	16
08:45	0	0	0	4	0	0	0	0	0	0	0	3	1	0	0	0	8
Total	2	0	0	18	0	0	0	3	2	0	0	13	5	0	0	5	48
*** BREAK ***																	
16:00	1	0	0	10	0	0	0	2	0	0	0	8	0	0	0	6	27
16:15	1	0	0	4	1	0	0	2	0	0	0	9	3	0	0	10	30
16:30	0	0	0	5	1	0	0	2	0	0	0	8	6	0	0	0	22
16:45	4	0	0	7	0	0	0	8	2	0	0	6	3	0	0	1	31
Total	6	0	0	26	2	0	0	14	2	0	0	31	12	0	0	17	110
17:00	3	0	0	7	0	0	0	5	0	0	0	10	5	0	0	1	31
17:15	3	0	0	12	1	0	0	1	0	0	0	7	2	0	0	6	32
17:30	0	0	0	8	0	0	0	4	0	0	0	5	0	0	0	4	21
17:45	3	0	0	5	0	0	0	1	0	0	0	12	0	0	0	7	28
Total	9	0	0	32	1	0	0	11	0	0	0	34	7	0	0	18	112
Grand Total	20	0	0	87	4	0	0	39	4	0	0	93	27	0	0	44	318
Apprch %	18.7	0	0	81.3	9.3	0	0	90.7	4.1	0	0	95.9	38	0	0	62	
Total %	6.3	0	0	27.4	1.3	0	0	12.3	1.3	0	0	29.2	8.5	0	0	13.8	

Traf Tech Engineering Inc.

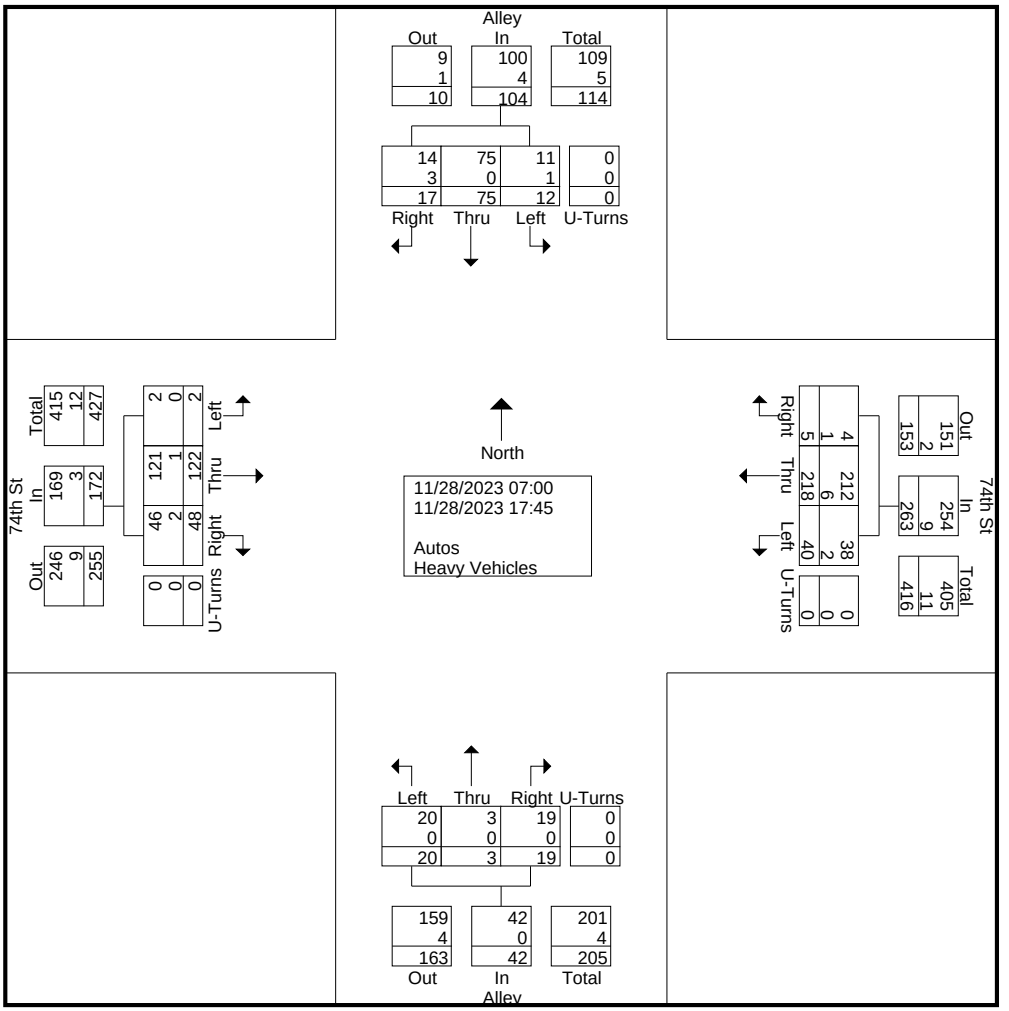
File Name : 5- Alley Ave & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Alley From North					74th St From East					Alley From South					74th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	0	1	0	1	0	5	1	0	6	1	0	0	0	1	0	5	0	0	5	13
07:15	0	1	0	0	1	0	7	1	0	8	0	0	1	0	1	0	1	0	0	1	11
07:30	0	2	0	0	2	0	4	1	0	5	0	0	0	0	0	3	7	0	0	10	17
07:45	1	4	1	0	6	0	7	2	0	9	0	0	1	0	1	3	3	0	0	6	22
Total	1	7	2	0	10	0	23	5	0	28	1	0	2	0	3	6	16	0	0	22	63
08:00	2	7	0	0	9	1	5	0	0	6	1	0	0	0	1	2	6	1	0	9	25
08:15	3	5	0	0	8	0	10	0	0	10	0	0	0	0	0	7	7	0	0	14	32
08:30	0	13	0	0	13	0	3	3	0	6	1	0	0	0	1	2	8	0	0	10	30
08:45	4	24	1	0	29	0	19	3	0	22	0	0	1	0	1	4	5	0	0	9	61
Total	9	49	1	0	59	1	37	6	0	44	2	0	1	0	3	15	26	1	0	42	148
*** BREAK ***																					
16:00	0	0	1	0	1	0	26	5	0	31	1	0	3	0	4	1	11	0	0	12	48
16:15	0	0	2	0	2	0	12	11	0	23	2	0	1	0	3	3	7	0	0	10	38
16:30	0	1	1	0	2	1	26	1	0	28	1	1	1	0	3	2	13	0	0	15	48
16:45	2	4	0	0	6	1	22	4	0	27	4	1	1	0	6	5	14	0	0	19	58
Total	2	5	4	0	11	2	86	21	0	109	8	2	6	0	16	11	45	0	0	56	192
17:00	1	4	1	0	6	1	17	3	0	21	2	0	4	0	6	3	8	1	0	12	45
17:15	1	5	1	0	7	0	14	1	0	15	2	0	3	0	5	5	9	0	0	14	41
17:30	2	3	3	0	8	1	20	2	0	23	3	1	3	0	7	0	8	0	0	8	46
17:45	1	2	0	0	3	0	21	2	0	23	1	0	1	0	2	8	10	0	0	18	46
Total	5	14	5	0	24	2	72	8	0	82	8	1	11	0	20	16	35	1	0	52	178
Grand Total	17	75	12	0	104	5	218	40	0	263	19	3	20	0	42	48	122	2	0	172	581
Apprch %	16.3	72.1	11.5	0		1.9	82.9	15.2	0		45.2	7.1	47.6	0		27.9	70.9	1.2	0		
Total %	2.9	12.9	2.1	0	17.9	0.9	37.5	6.9	0	45.3	3.3	0.5	3.4	0	7.2	8.3	21	0.3	0	29.6	
Autos	14	75	11	0	100	4	212	38	0	254	19	3	20	0	42	46	121	2	0	169	565
% Autos	82.4	100	91.7	0	96.2	80	97.2	95	0	96.6	100	100	100	0	100	95.8	99.2	100	0	98.3	97.2
Heavy Vehicles																					
% Heavy Vehicles	17.6	0	8.3	0	3.8	20	2.8	5	0	3.4	0	0	0	0	0	4.2	0.8	0	0	1.7	2.8

Traf Tech Engineering Inc.

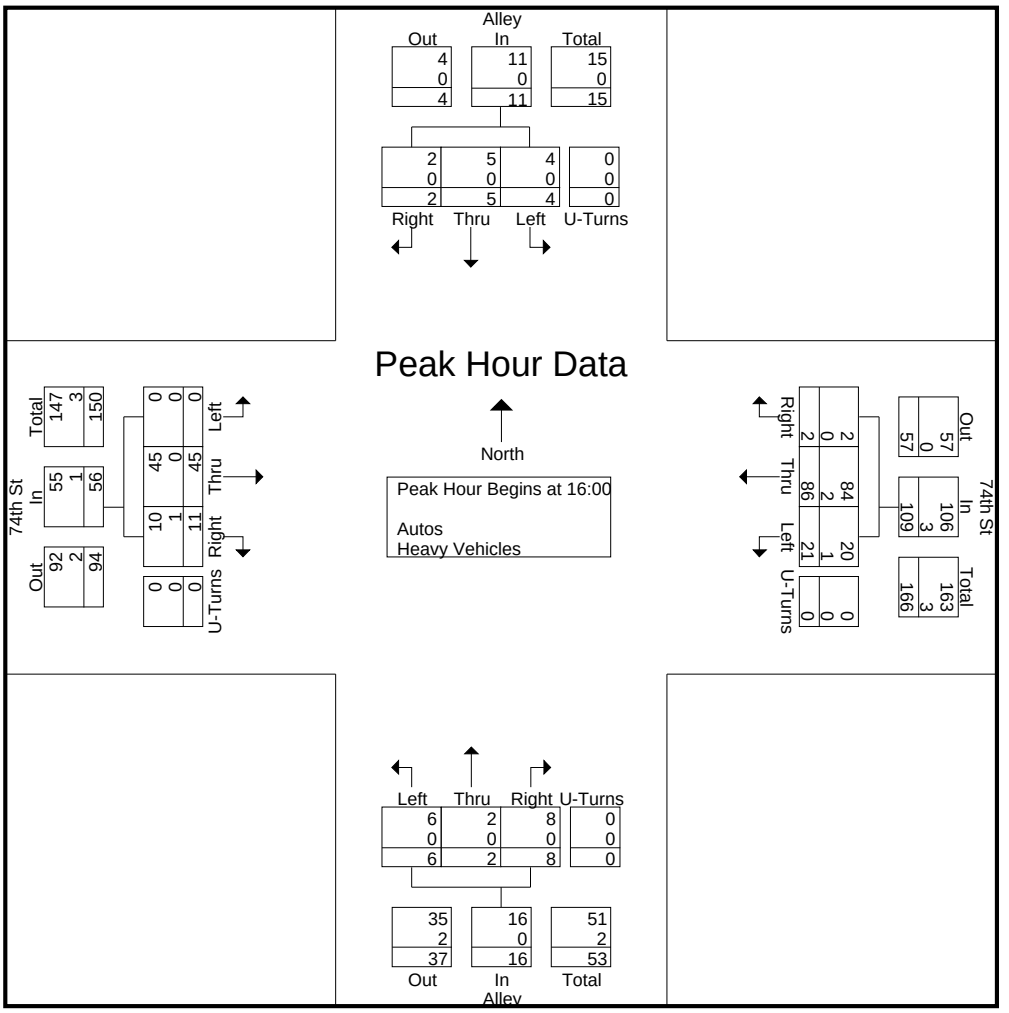
File Name : 5- Alley Ave & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 2



Traf Tech Engineering Inc.

File Name : 5- Alley Ave & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 3

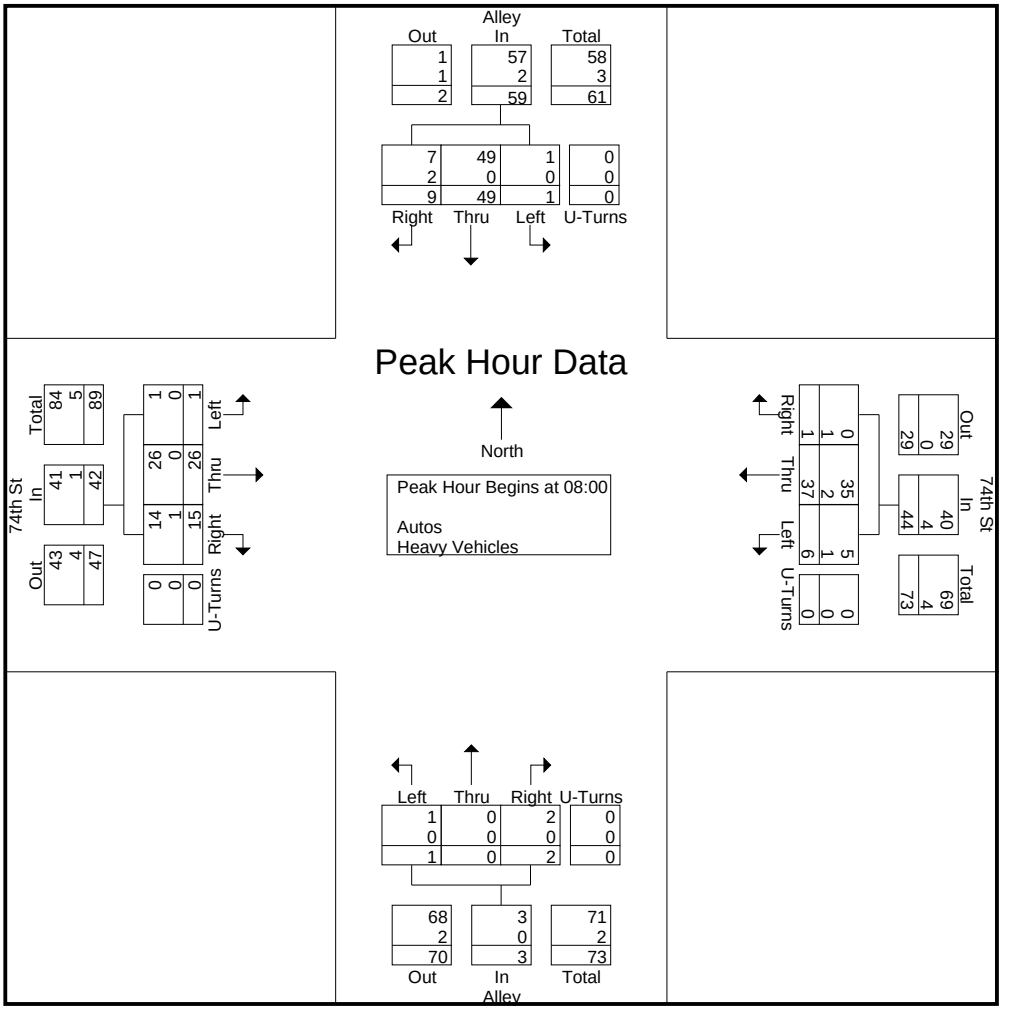
	Alley From North					74th St From East					Alley From South					74th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	1	0	1	0	26	5	0	31	1	0	3	0	4	1	11	0	0	12	48
16:15	0	0	2	0	2	0	12	11	0	23	2	0	1	0	3	3	7	0	0	10	38
16:30	0	1	1	0	2	1	26	1	0	28	1	1	1	0	3	2	13	0	0	15	48
16:45	2	4	0	0	6	1	22	4	0	27	4	1	1	0	6	5	14	0	0	19	58
Total Volume	2	5	4	0	11	2	86	21	0	109	8	2	6	0	16	11	45	0	0	56	192
% App. Total	18.2	45.5	36.4	0		1.8	78.9	19.3	0		50	12.5	37.5	0		19.6	80.4	0	0		
PHF	.250	.313	.500	.000	.458	.500	.827	.477	.000	.879	.500	.500	.500	.000	.667	.550	.804	.000	.000	.737	.828
Autos	2	5	4	0	11	2	84	20	0	106	8	2	6	0	16	10	45	0	0	55	188
% Autos	100	100	100	0	100	100	97.7	95.2	0	97.2	100	100	100	0	100	90.9	100	0	0	98.2	97.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	2.3	4.8	0	2.8	0	0	0	0	0	9.1	0	0	0	1.8	2.1



Traf Tech Engineering Inc.

File Name : 5- Alley Ave & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 4

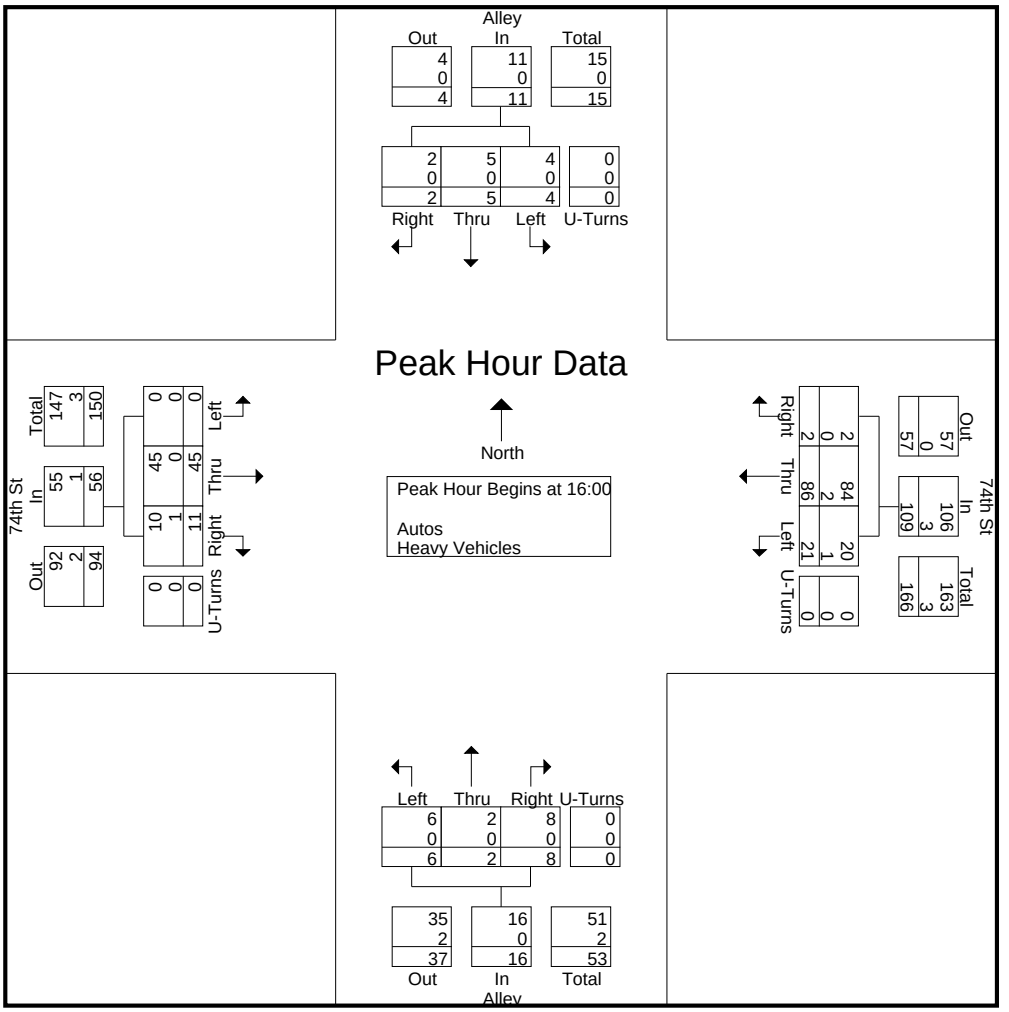
	Alley From North					74th St From East					Alley From South					74th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	2	7	0	0	9	1	5	0	0	6	1	0	0	0	1	2	6	1	0	9	25
08:15	3	5	0	0	8	0	10	0	0	10	0	0	0	0	0	7	7	0	0	14	32
08:30	0	13	0	0	13	0	3	3	0	6	1	0	0	0	1	2	8	0	0	10	30
08:45	4	24	1	0	29	0	19	3	0	22	0	0	1	0	1	4	5	0	0	9	61
Total Volume	9	49	1	0	59	1	37	6	0	44	2	0	1	0	3	15	26	1	0	42	148
% App. Total	15.3	83.1	1.7	0		2.3	84.1	13.6	0		66.7	0	33.3	0		35.7	61.9	2.4	0		
PHF	.563	.510	.250	.000	.509	.250	.487	.500	.000	.500	.500	.000	.250	.000	.750	.536	.813	.250	.000	.750	.607
Autos	7	49	1	0	57	0	35	5	0	40	2	0	1	0	3	14	26	1	0	41	141
% Autos	77.8	100	100	0	96.6	0	94.6	83.3	0	90.9	100	0	100	0	100	93.3	100	100	0	97.6	95.3
Heavy Vehicles																					
% Heavy Vehicles	22.2	0	0	0	3.4	100	5.4	16.7	0	9.1	0	0	0	0	0	6.7	0	0	0	2.4	4.7



Traf Tech Engineering Inc.

File Name : 5- Alley Ave & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 5

Start Time	Alley From North					74th St From East					Alley From South					74th St From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	1	0	1	0	26	5	0	31	1	0	3	0	4	1	11	0	0	12	48
16:15	0	0	2	0	2	0	12	11	0	23	2	0	1	0	3	3	7	0	0	10	38
16:30	0	1	1	0	2	1	26	1	0	28	1	1	1	0	3	2	13	0	0	15	48
16:45	2	4	0	0	6	1	22	4	0	27	4	1	1	0	6	5	14	0	0	19	58
Total Volume	2	5	4	0	11	2	86	21	0	109	8	2	6	0	16	11	45	0	0	56	192
% App. Total	18.2	45.5	36.4	0		1.8	78.9	19.3	0		50	12.5	37.5	0		19.6	80.4	0	0		
PHF	.250	.313	.500	.000	.458	.500	.827	.477	.000	.879	.500	.500	.500	.000	.667	.550	.804	.000	.000	.737	.828
Autos	2	5	4	0	11	2	84	20	0	106	8	2	6	0	16	10	45	0	0	55	188
% Autos	100	100	100	0	100	100	97.7	95.2	0	97.2	100	100	100	0	100	90.9	100	0	0	98.2	97.9
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	2.3	4.8	0	2.8	0	0	0	0	0	9.1	0	0	0	1.8	2.1



Traf Tech Engineering Inc.

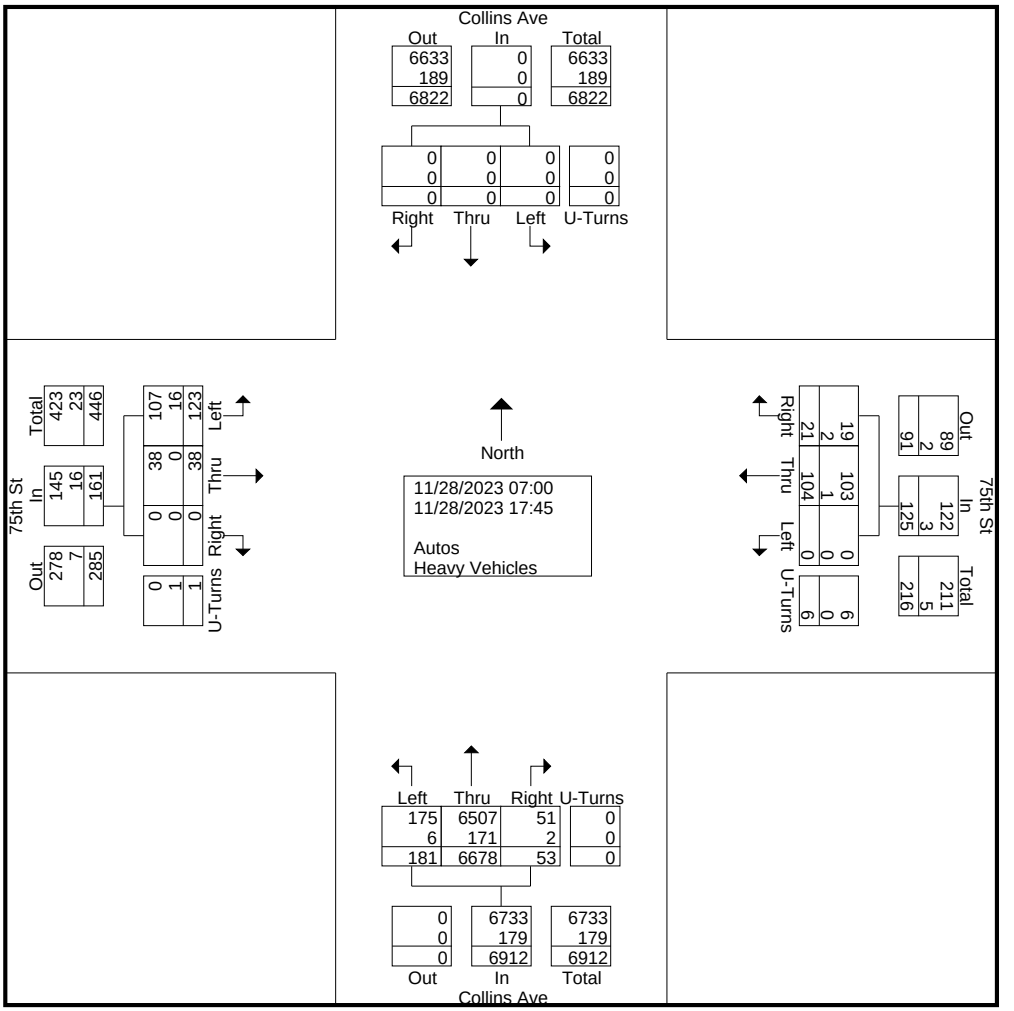
File Name : 3- Collins Ave & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Collins Ave From North					75th St From East					Collins Ave From South					75th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	0	0	0	0	2	5	0	0	7	1	195	13	0	209	0	0	7	0	7	223
07:15	0	0	0	0	0	0	5	0	0	5	0	229	3	0	232	0	1	3	0	4	241
07:30	0	0	0	0	0	1	4	0	0	5	4	290	4	0	298	0	0	10	0	10	313
07:45	0	0	0	0	0	0	3	0	0	3	4	298	12	0	314	0	2	10	0	12	329
Total	0	0	0	0	0	3	17	0	0	20	9	1012	32	0	1053	0	3	30	0	33	1106
08:00	0	0	0	0	0	0	4	0	0	4	1	329	15	0	345	0	0	10	0	10	359
08:15	0	0	0	0	0	1	6	0	0	7	3	367	7	0	377	0	3	9	0	12	396
08:30	0	0	0	0	0	1	5	0	0	6	2	338	4	0	344	0	1	14	0	15	365
08:45	0	0	0	0	0	0	7	0	0	7	3	340	6	0	349	0	3	8	0	11	367
Total	0	0	0	0	0	2	22	0	0	24	9	1374	32	0	1415	0	7	41	0	48	1487
*** BREAK ***																					
16:00	0	0	0	0	0	1	8	0	0	9	1	548	16	0	565	0	1	2	0	3	577
16:15	0	0	0	0	0	1	7	0	0	8	5	546	17	0	568	0	5	5	0	10	586
16:30	0	0	0	0	0	2	5	0	0	7	3	573	10	0	586	0	3	10	0	13	606
16:45	0	0	0	0	0	1	13	0	0	14	5	516	16	0	537	0	7	7	0	14	565
Total	0	0	0	0	0	5	33	0	0	38	14	2183	59	0	2256	0	16	24	0	40	2334
17:00	0	0	0	0	0	5	8	0	0	13	3	502	10	0	515	0	4	10	1	15	543
17:15	0	0	0	0	0	2	5	0	0	7	7	575	21	0	603	0	3	4	0	7	617
17:30	0	0	0	0	0	2	11	0	0	13	8	538	15	0	561	0	1	7	0	8	582
17:45	0	0	0	0	0	2	8	0	6	16	3	494	12	0	509	0	4	7	0	11	536
Total	0	0	0	0	0	11	32	0	6	49	21	2109	58	0	2188	0	12	28	1	41	2278
Grand Total	0	0	0	0	0	21	104	0	6	131	53	6678	181	0	6912	0	38	123	1	162	7205
Apprch %	0	0	0	0		16	79.4	0	4.6		0.8	96.6	2.6	0		0	23.5	75.9	0.6		
Total %	0	0	0	0	0	0.3	1.4	0	0.1	1.8	0.7	92.7	2.5	0	95.9	0	0.5	1.7	0	2.2	
Autos	0	0	0	0	0	19	103	0	6	128	51	6507									
% Autos	0	0	0	0	0	90.5	99	0	100	97.7	96.2	97.4	96.7	0	97.4	0	100	87	0	89.5	97.2
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	9.5	1	0	0	2.3	3.8	2.6	3.3	0	2.6	0	0	13	100	10.5	2.8

Traf Tech Engineering Inc.

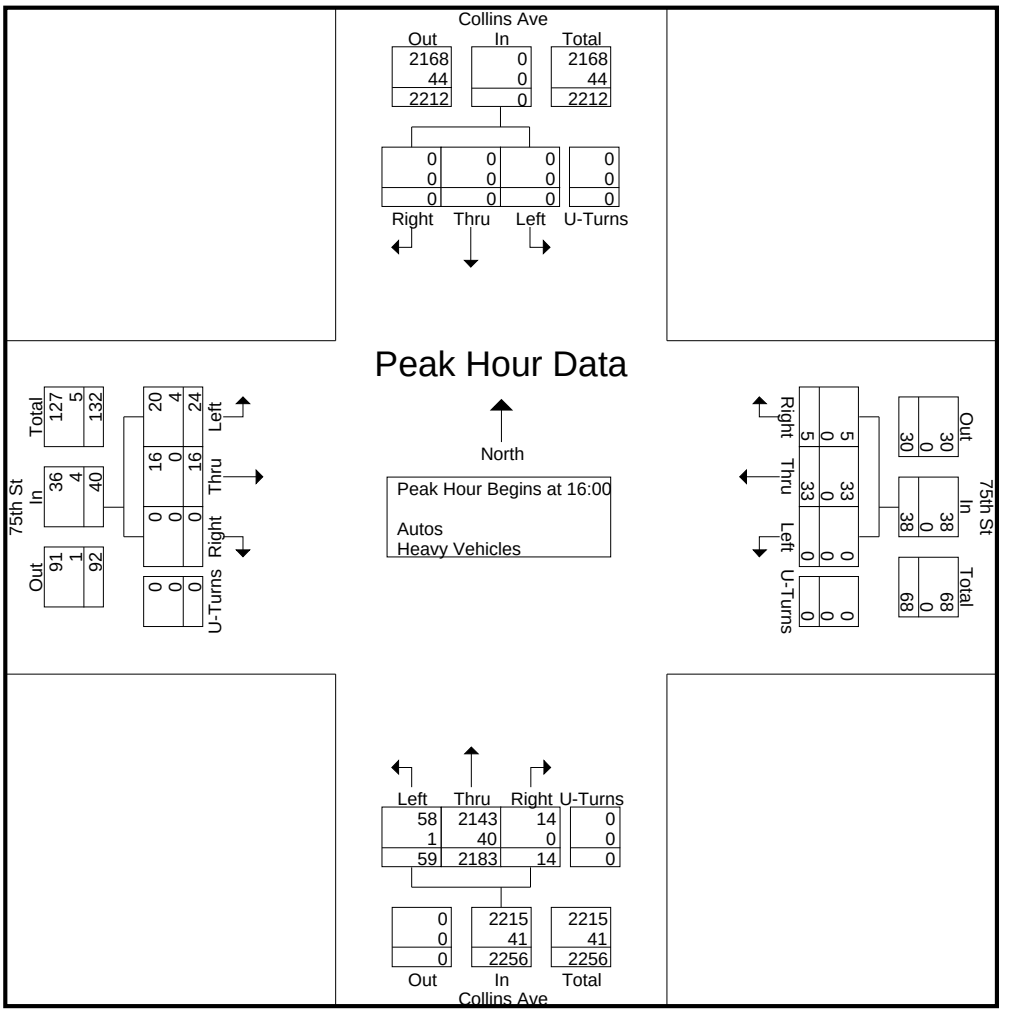
File Name : 3- Collins Ave & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 2



Traf Tech Engineering Inc.

File Name : 3- Collins Ave & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 3

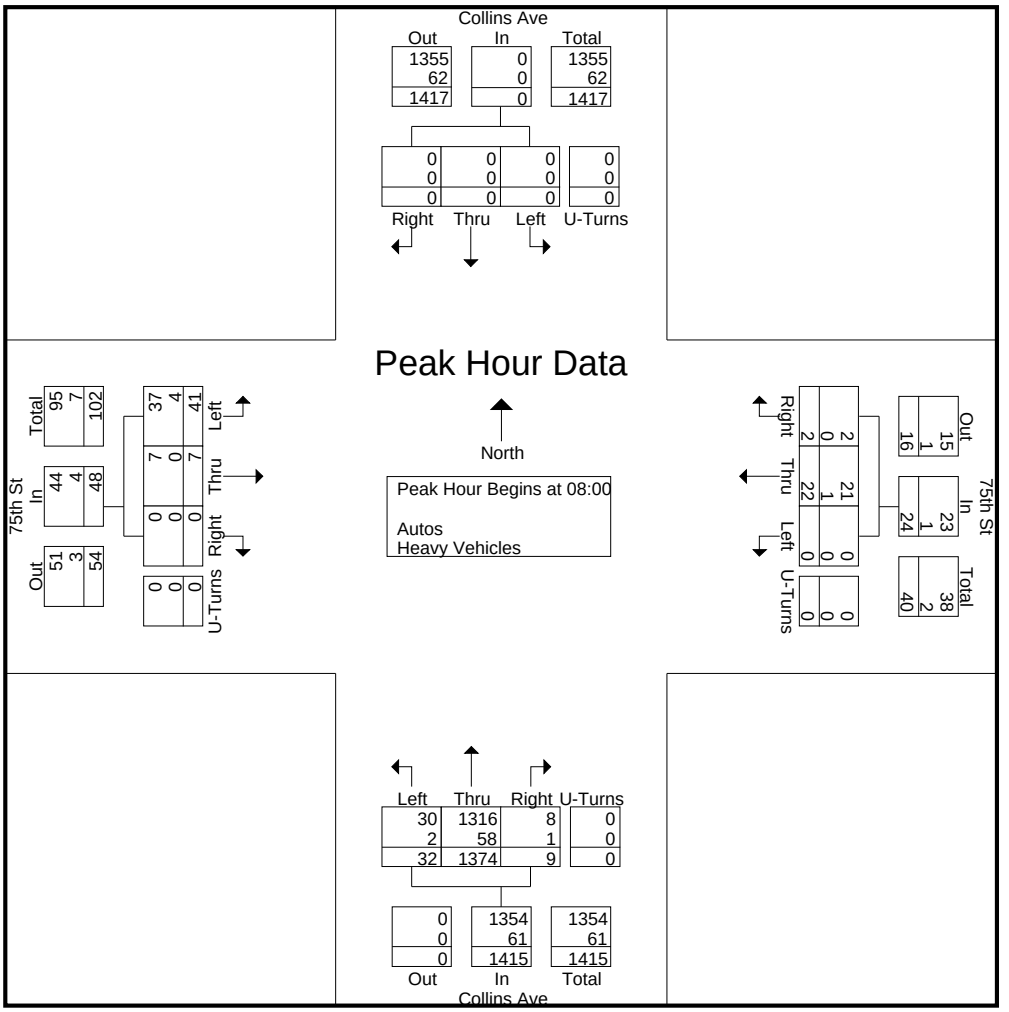
	Collins Ave From North					75th St From East					Collins Ave From South					75th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	1	8	0	0	9	1	548	16	0	565	0	1	2	0	3	577
16:15	0	0	0	0	0	1	7	0	0	8	5	546	17	0	568	0	5	5	0	10	586
16:30	0	0	0	0	0	2	5	0	0	7	3	573	10	0	586	0	3	10	0	13	606
16:45	0	0	0	0	0	1	13	0	0	14	5	516	16	0	537	0	7	7	0	14	565
Total Volume	0	0	0	0	0	5	33	0	0	38	14	2183	59	0	2256	0	16	24	0	40	2334
% App. Total	0	0	0	0		13.2	86.8	0	0		0.6	96.8	2.6	0		0	40	60	0		
PHF	.000	.000	.000	.000	.000	.625	.635	.000	.000	.679	.700	.952	.868	.000	.962	.000	.571	.600	.000	.714	.963
Autos	0	0	0	0	0	5	33	0	0	38	14	2143									
% Autos	0	0	0	0	0	100	100	0	0	100	100	98.2	98.3	0	98.2	0	100	83.3	0	90.0	98.1
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	1.8	1.7	0	1.8	0	0	16.7	0	10.0	1.9



Traf Tech Engineering Inc.

File Name : 3- Collins Ave & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 4

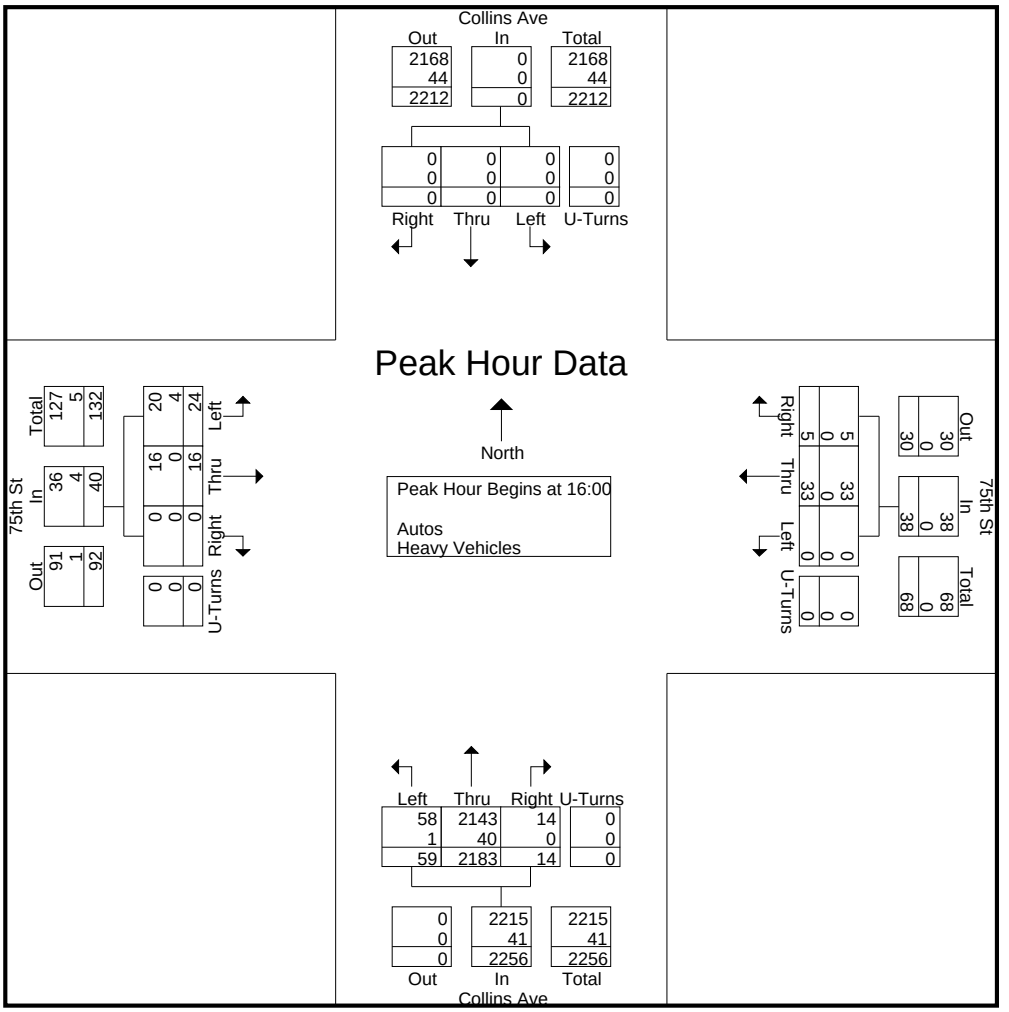
	Collins Ave From North					75th St From East					Collins Ave From South					75th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	4	0	0	4	1	329	15	0	345	0	0	10	0	10	359
08:15	0	0	0	0	0	1	6	0	0	7	3	367	7	0	377	0	3	9	0	12	396
08:30	0	0	0	0	0	1	5	0	0	6	2	338	4	0	344	0	1	14	0	15	365
08:45	0	0	0	0	0	0	7	0	0	7	3	340	6	0	349	0	3	8	0	11	367
Total Volume	0	0	0	0	0	2	22	0	0	24	9	1374	32	0	1415	0	7	41	0	48	1487
% App. Total	0	0	0	0		8.3	91.7	0	0		0.6	97.1	2.3	0		0	14.6	85.4	0		
PHF	.000	.000	.000	.000	.000	.500	.786	.000	.000	.857	.750	.936	.533	.000	.938	.000	.583	.732	.000	.800	.939
Autos	0	0	0	0	0	2	21	0	0	23	8	1316									
% Autos	0	0	0	0	0	100	95.5	0	0	95.8	88.9	95.8	93.8	0	95.7	0	100	90.2	0	91.7	95.6
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	4.5	0	0	4.2	11.1	4.2	6.3	0	4.3	0	0	9.8	0	8.3	4.4



Traf Tech Engineering Inc.

File Name : 3- Collins Ave & 75th St
Site Code : 00000000
Start Date : 11/28/2023
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	Collins Ave From North					75th St From East					Collins Ave From South					75th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	0	0	0	0	1	8	0	0	9	1	548	16	0	565	0	1	2	0	3	577
16:15	0	0	0	0	0	1	7	0	0	8	5	546	17	0	568	0	5	5	0	10	586
16:30	0	0	0	0	0	2	5	0	0	7	3	573	10	0	586	0	3	10	0	13	606
16:45	0	0	0	0	0	1	13	0	0	14	5	516	16	0	537	0	7	7	0	14	565
Total Volume	0	0	0	0	0	5	33	0	0	38	14	2183	59	0	2256	0	16	24	0	40	2334
% App. Total	0	0	0	0		13.2	86.8	0	0		0.6	96.8	2.6	0		0	40	60	0		
PHF	.000	.000	.000	.000	.000	.625	.635	.000	.000	.679	.700	.952	.868	.000	.962	.000	.571	.600	.000	.714	.963
Autos	0	0	0	0	0	5	33	0	0	38	14	2143									
% Autos	0	0	0	0	0	100	100	0	0	100	100	98.2	98.3	0	98.2	0	100	83.3	0	90.0	98.1
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	1.8	1.7	0	1.8	0	0	16.7	0	10.0	1.9



Traf Tech Engineering Inc.

File Name : 6- Collins Ave & 74th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 1

Groups Printed- Peds & Bikes

	Collins Ave From North				74th St From East				Collins Ave From South				74th St From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	1	0	0	0	1	0	0	0	0	0	0	5	0	0	0	8	15
07:15	1	0	0	1	1	0	0	6	3	0	0	2	1	0	0	8	23
07:30	1	0	0	0	0	0	0	10	2	0	0	1	2	0	0	7	23
07:45	0	0	0	1	3	0	0	8	0	0	0	11	0	0	0	11	34
Total	3	0	0	2	5	0	0	24	5	0	0	19	3	0	0	34	95
08:00	1	0	0	0	0	0	0	5	0	0	0	3	0	0	0	7	16
08:15	1	0	0	5	0	0	0	9	0	0	0	9	1	0	0	9	34
08:30	0	0	0	1	1	0	0	14	1	0	0	7	0	0	0	10	34
08:45	0	0	0	2	1	0	0	12	0	0	0	10	1	0	0	9	35
Total	2	0	0	8	2	0	0	40	1	0	0	29	2	0	0	35	119
*** BREAK ***																	
16:00	3	0	0	27	1	0	0	40	3	0	0	28	1	0	0	15	118
16:15	1	0	0	9	4	0	0	43	2	0	0	26	2	0	0	44	131
16:30	1	0	0	10	0	0	0	31	1	0	0	37	0	0	0	27	107
16:45	2	0	0	13	1	0	0	31	2	0	0	19	4	0	0	20	92
Total	7	0	0	59	6	0	0	145	8	0	0	110	7	0	0	106	448
17:00	3	0	0	9	1	0	0	34	1	0	0	16	1	0	0	12	77
17:15	0	0	0	18	1	0	0	24	2	0	0	14	0	0	0	7	66
17:30	0	0	0	11	3	0	0	16	0	0	0	8	2	0	0	19	59
17:45	0	0	0	2	1	0	0	35	1	0	0	20	1	0	0	39	99
Total	3	0	0	40	6	0	0	109	4	0	0	58	4	0	0	77	301
Grand Total	15	0	0	109	19	0	0	318	18	0	0	216	16	0	0	252	963
Apprch %	12.1	0	0	87.9	5.6	0	0	94.4	7.7	0	0	92.3	6	0	0	94	
Total %	1.6	0	0	11.3	2	0	0	33	1.9	0	0	22.4	1.7	0	0	26.2	

Traf Tech Engineering Inc.

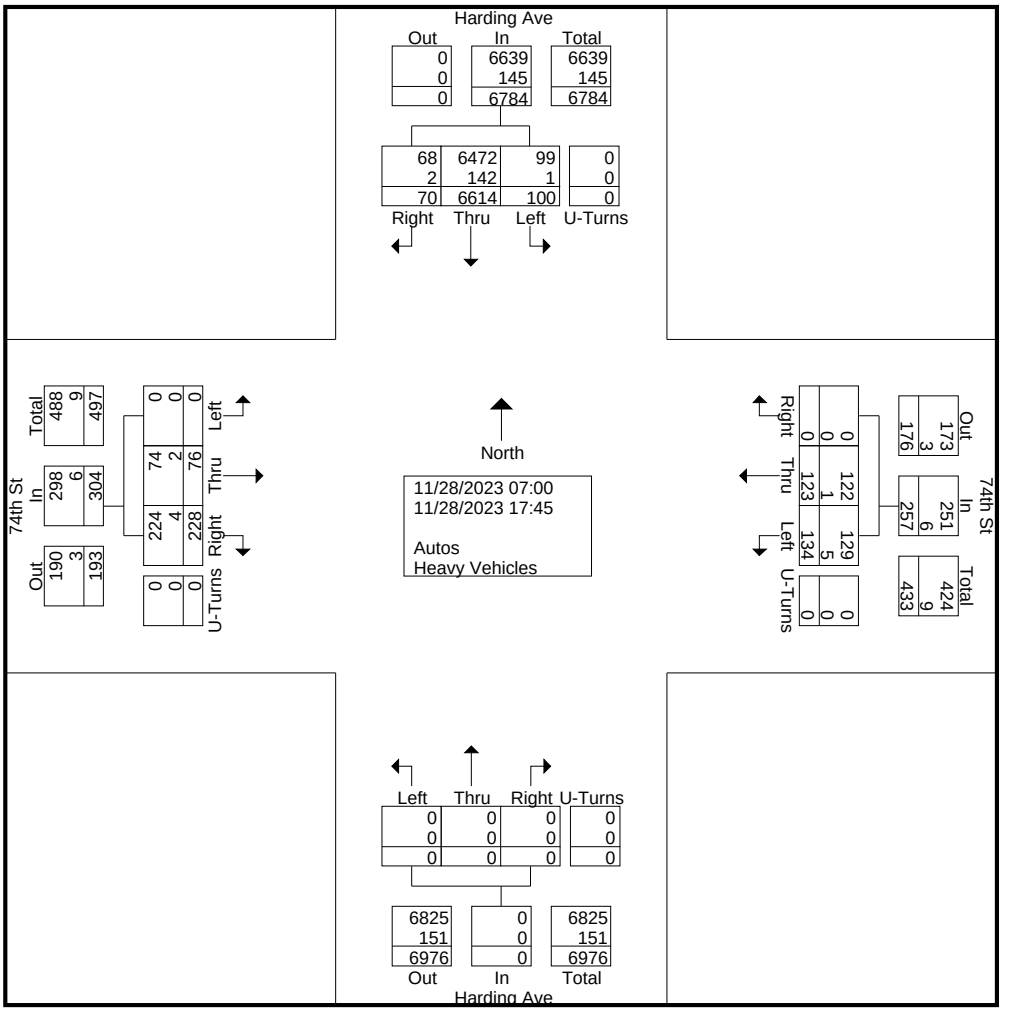
File Name : 4- Harding Ave & 74th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Harding Ave From North					74th St From East					Harding Ave From South					74th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	1	452	3	0	456	0	1	3	0	4	0	0	0	0	0	14	5	0	0	19	479
07:15	1	534	0	0	535	0	3	4	0	7	0	0	0	0	0	11	1	0	0	12	554
07:30	1	507	4	0	512	0	1	5	0	6	0	0	0	0	0	8	6	0	0	14	532
07:45	3	472	4	0	479	0	4	4	0	8	0	0	0	0	0	10	2	0	0	12	499
Total	6	1965	11	0	1982	0	9	16	0	25	0	0	0	0	0	43	14	0	0	57	2064
08:00	4	450	4	0	458	0	1	5	0	6	0	0	0	0	0	10	5	0	0	15	479
08:15	2	441	10	0	453	0	7	6	0	13	0	0	0	0	0	33	4	0	0	37	503
08:30	1	398	3	0	402	0	4	1	0	5	0	0	0	0	0	31	8	0	0	39	446
08:45	0	326	4	0	330	0	11	12	0	23	0	0	0	0	0	18	5	0	0	23	376
Total	7	1615	21	0	1643	0	23	24	0	47	0	0	0	0	0	92	22	0	0	114	1804
*** BREAK ***																					
16:00	4	393	7	0	404	0	12	14	0	26	0	0	0	0	0	10	2	0	0	12	442
16:15	8	433	9	0	450	0	8	12	0	20	0	0	0	0	0	9	2	0	0	11	481
16:30	8	375	8	0	391	0	10	8	0	18	0	0	0	0	0	15	4	0	0	19	428
16:45	5	342	10	0	357	0	17	16	0	33	0	0	0	0	0	8	9	0	0	17	407
Total	25	1543	34	0	1602	0	47	50	0	97	0	0	0	0	0	42	17	0	0	59	1758
17:00	7	364	5	0	376	0	10	11	0	21	0	0	0	0	0	8	4	0	0	12	409
17:15	8	349	9	0	366	0	15	5	0	20	0	0	0	0	0	14	8	0	0	22	408
17:30	12	353	6	0	371	0	9	14	0	23	0	0	0	0	0	13	5	0	0	18	412
17:45	5	425	14	0	444	0	10	14	0	24	0	0	0	0	0	16	6	0	0	22	490
Total	32	1491	34	0	1557	0	44	44	0	88	0	0	0	0	0	51	23	0	0	74	1719
Grand Total	70	6614	100	0	6784	0	123	134	0	257	0	0	0	0	0	228	76	0	0	304	7345
Apprch %	1	97.5	1.5	0		0	47.9	52.1	0		0	0	0	0		75	25	0	0		
Total %	1	90	1.4	0	92.4	0	1.7	1.8	0	3.5	0	0	0	0	0	3.1	1	0	0	4.1	
Autos	68	6472																			
% Autos	97.1	97.9	99	0	97.9	0	99.2	96.3	0	97.7	0	0	0	0	0	98.2	97.4	0	0	98	97.9
Heavy Vehicles																					
% Heavy Vehicles	2.9	2.1	1	0	2.1	0	0.8	3.7	0	2.3	0	0	0	0	0	1.8	2.6	0	0	2	2.1

Traf Tech Engineering Inc.

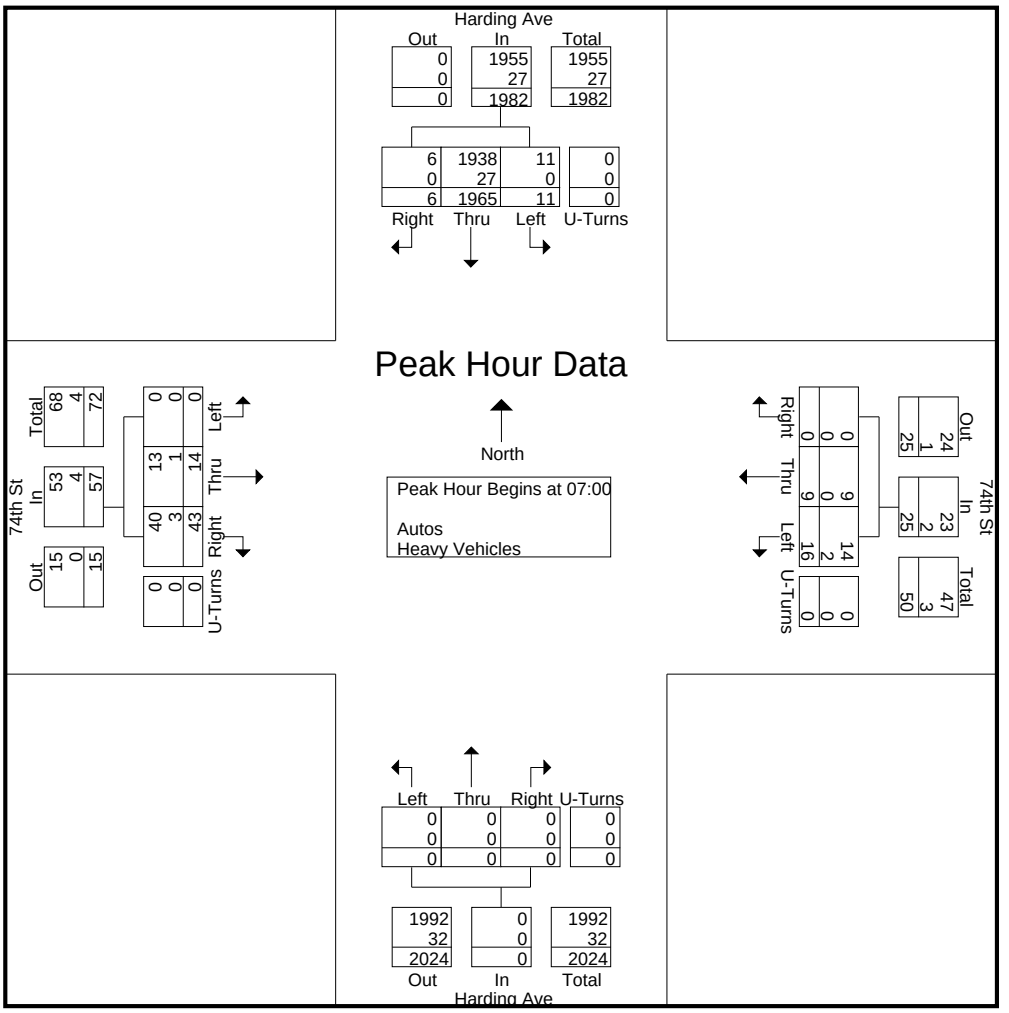
File Name : 4- Harding Ave & 74th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 2



Traf Tech Engineering Inc.

File Name : 4- Harding Ave & 74th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 3

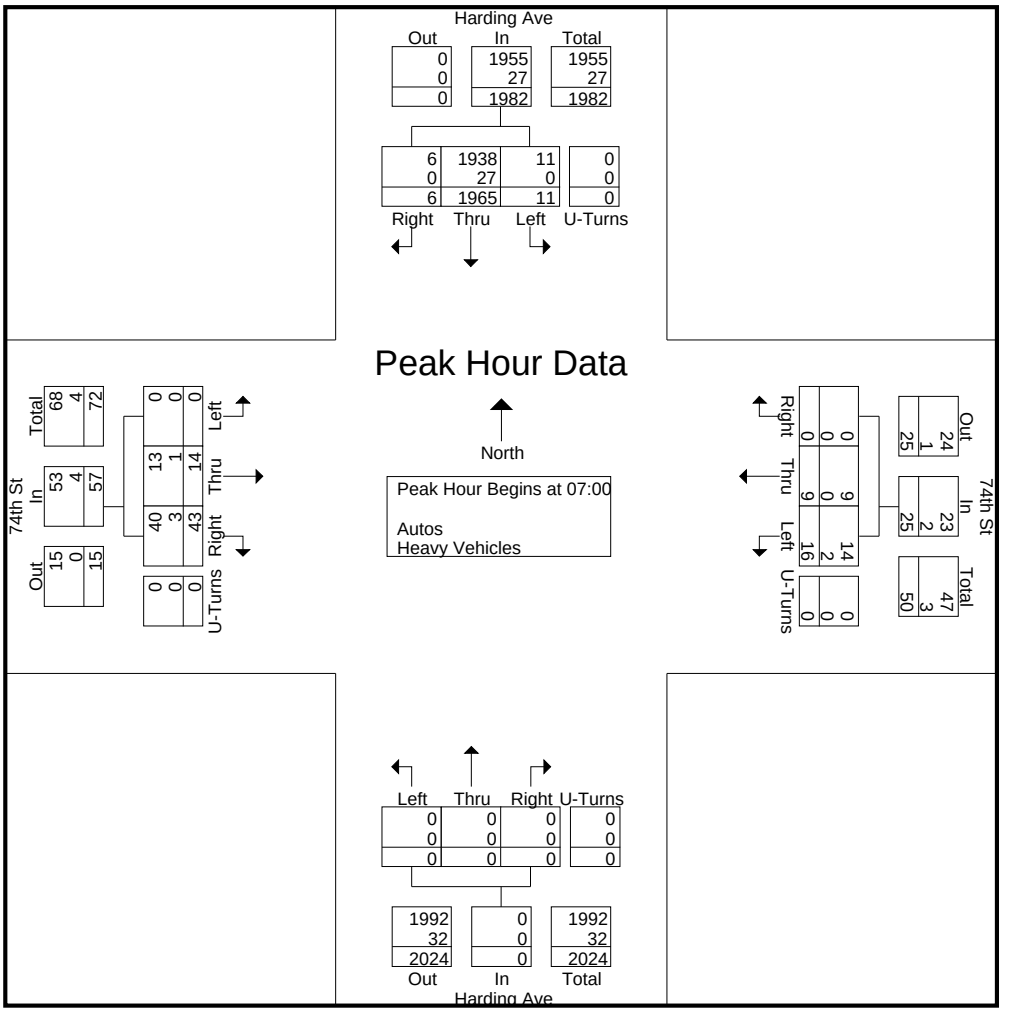
	Harding Ave From North					74th St From East					Harding Ave From South					74th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	1	452	3	0	456	0	1	3	0	4	0	0	0	0	0	14	5	0	0	19	479
07:15	1	534	0	0	535	0	3	4	0	7	0	0	0	0	0	11	1	0	0	12	554
07:30	1	507	4	0	512	0	1	5	0	6	0	0	0	0	0	8	6	0	0	14	532
07:45	3	472	4	0	479	0	4	4	0	8	0	0	0	0	0	10	2	0	0	12	499
Total Volume	6	1965	11	0	1982	0	9	16	0	25	0	0	0	0	0	43	14	0	0	57	2064
% App. Total	0.3	99.1	0.6	0		0	36	64	0		0	0	0	0		75.4	24.6	0	0		
PHF	.500	.920	.688	.000	.926	.000	.563	.800	.000	.781	.000	.000	.000	.000	.000	.768	.583	.000	.000	.750	.931
Autos	6	1938																			
% Autos	100	98.6	100	0	98.6	0	100	87.5	0	92.0	0	0	0	0	0	93.0	92.9	0	0	93.0	98.4
Heavy Vehicles																					
% Heavy Vehicles	0	1.4	0	0	1.4	0	0	12.5	0	8.0	0	0	0	0	0	7.0	7.1	0	0	7.0	1.6



Traf Tech Engineering Inc.

File Name : 4- Harding Ave & 74th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 4

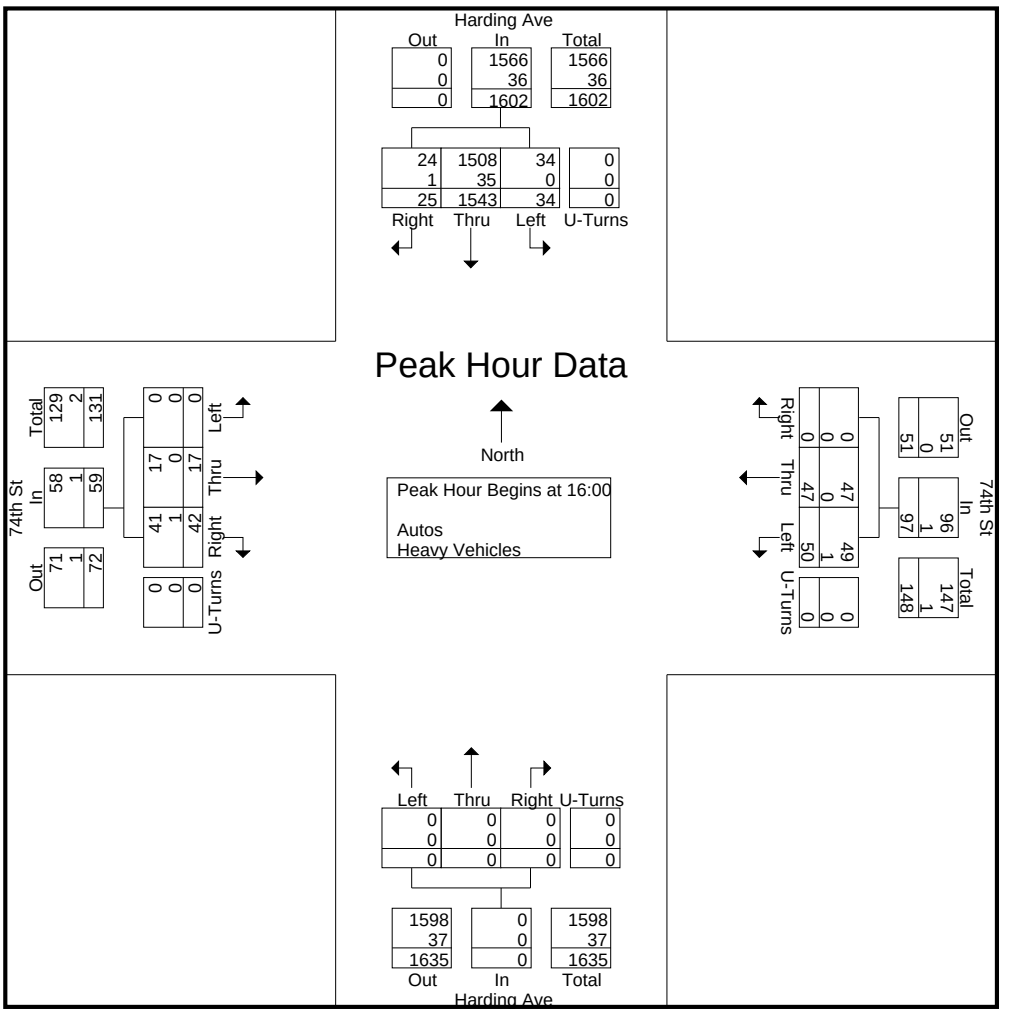
Start Time	Harding Ave From North					74th St From East					Harding Ave From South					74th St From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	1	452	3	0	456	0	1	3	0	4	0	0	0	0	0	14	5	0	0	19	479
07:15	1	534	0	0	535	0	3	4	0	7	0	0	0	0	0	11	1	0	0	12	554
07:30	1	507	4	0	512	0	1	5	0	6	0	0	0	0	0	8	6	0	0	14	532
07:45	3	472	4	0	479	0	4	4	0	8	0	0	0	0	0	10	2	0	0	12	499
Total Volume	6	1965	11	0	1982	0	9	16	0	25	0	0	0	0	0	43	14	0	0	57	2064
% App. Total	0.3	99.1	0.6	0		0	36	64	0		0	0	0	0		75.4	24.6	0	0		
PHF	.500	.920	.688	.000	.926	.000	.563	.800	.000	.781	.000	.000	.000	.000	.000	.768	.583	.000	.000	.750	.931
Autos	6	1938																			
% Autos	100	98.6	100	0	98.6	0	100	87.5	0	92.0	0	0	0	0	0	93.0	92.9	0	0	93.0	98.4
Heavy Vehicles																					
% Heavy Vehicles	0	1.4	0	0	1.4	0	0	12.5	0	8.0	0	0	0	0	0	7.0	7.1	0	0	7.0	1.6



Traf Tech Engineering Inc.

File Name : 4- Harding Ave & 74th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 5

	Harding Ave From North					74th St From East					Harding Ave From South					74th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	4	393	7	0	404	0	12	14	0	26	0	0	0	0	0	10	2	0	0	12	442
16:15	8	433	9	0	450	0	8	12	0	20	0	0	0	0	0	9	2	0	0	11	481
16:30	8	375	8	0	391	0	10	8	0	18	0	0	0	0	0	15	4	0	0	19	428
16:45	5	342	10	0	357	0	17	16	0	33	0	0	0	0	0	8	9	0	0	17	407
Total Volume	25	1543	34	0	1602	0	47	50	0	97	0	0	0	0	0	42	17	0	0	59	1758
% App. Total	1.6	96.3	2.1	0		0	48.5	51.5	0		0	0	0	0		71.2	28.8	0	0		
PHF	.781	.891	.850	.000	.890	.000	.691	.781	.000	.735	.000	.000	.000	.000	.000	.700	.472	.000	.000	.776	.914
Autos	24	1508																			
% Autos	96.0	97.7	100	0	97.8	0	100	98.0	0	99.0	0	0	0	0	0	97.6	100	0	0	98.3	97.8
Heavy Vehicles																					
% Heavy Vehicles	4.0	2.3	0	0	2.2	0	0	2.0	0	1.0	0	0	0	0	0	2.4	0	0	0	1.7	2.2



Traf Tech Engineering Inc.

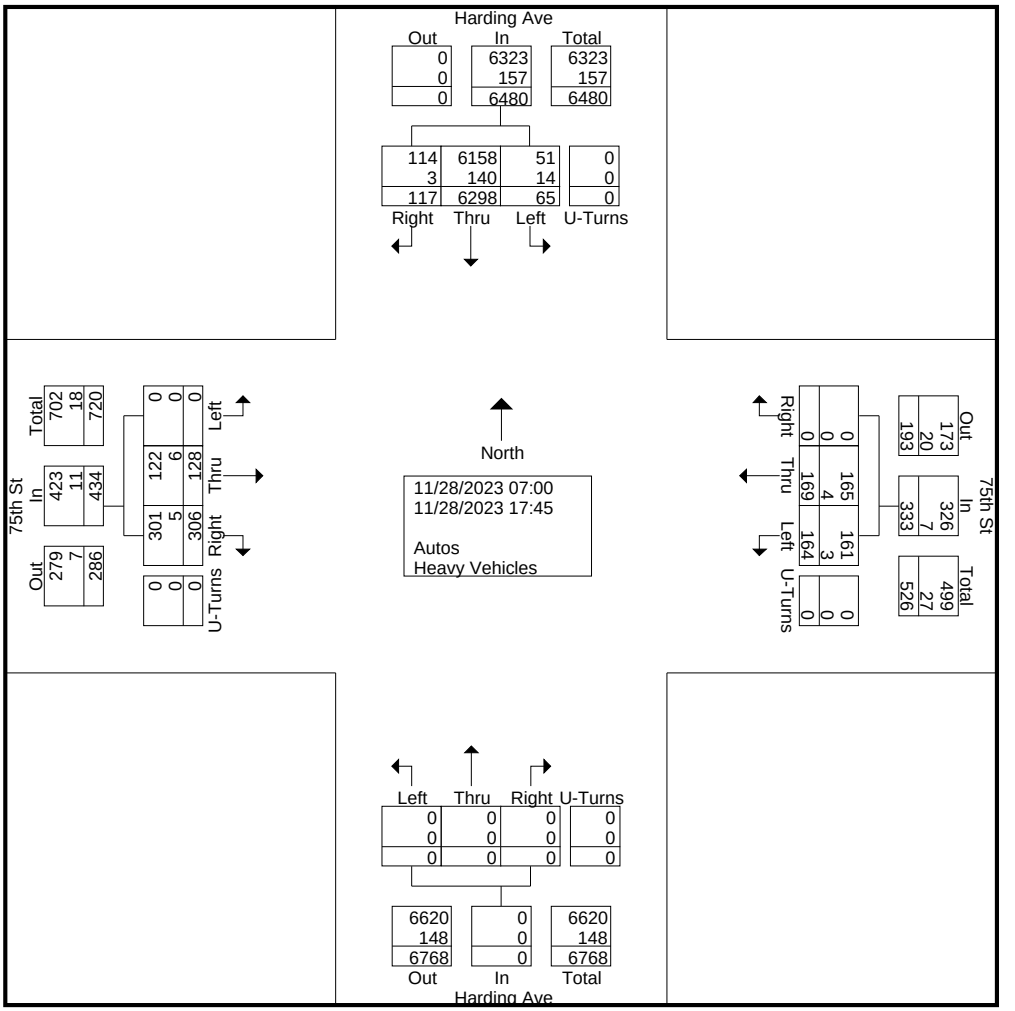
File Name : 1- Harding Ave & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Harding Ave From North					75th St From East					Harding Ave From South					75th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	3	446	2	0	451	0	8	10	0	18	0	0	0	0	0	7	5	0	0	12	481
07:15	2	514	1	0	517	0	4	6	0	10	0	0	0	0	0	9	2	0	0	11	538
07:30	2	527	6	0	535	0	3	3	0	6	0	0	0	0	0	9	9	0	0	18	559
07:45	6	440	3	0	449	0	12	9	0	21	0	0	0	0	0	9	10	0	0	19	489
Total	13	1927	12	0	1952	0	27	28	0	55	0	0	0	0	0	34	26	0	0	60	2067
08:00	8	440	3	0	451	0	18	5	0	23	0	0	0	0	0	25	10	0	0	35	509
08:15	1	369	3	0	373	0	11	25	0	36	0	0	0	0	0	46	14	0	0	60	469
08:30	3	344	4	0	351	0	5	6	0	11	0	0	0	0	0	46	12	0	0	58	420
08:45	4	303	4	0	311	0	11	7	0	18	0	0	0	0	0	32	8	0	0	40	369
Total	16	1456	14	0	1486	0	45	43	0	88	0	0	0	0	0	149	44	0	0	193	1767
*** BREAK ***																					
16:00	2	368	1	0	371	0	7	17	0	24	0	0	0	0	0	12	2	0	0	14	409
16:15	4	427	8	0	439	0	9	20	0	29	0	0	0	0	0	17	5	0	0	22	490
16:30	7	368	7	0	382	0	12	6	0	18	0	0	0	0	0	18	14	0	0	32	432
16:45	13	330	4	0	347	0	18	9	0	27	0	0	0	0	0	18	7	0	0	25	399
Total	26	1493	20	0	1539	0	46	52	0	98	0	0	0	0	0	65	28	0	0	93	1730
17:00	11	334	8	0	353	0	9	6	0	15	0	0	0	0	0	16	10	0	0	26	394
17:15	13	350	4	0	367	0	17	14	0	31	0	0	0	0	0	8	9	0	0	17	415
17:30	20	341	2	0	363	0	14	11	0	25	0	0	0	0	0	19	6	0	0	25	413
17:45	18	397	5	0	420	0	11	10	0	21	0	0	0	0	0	15	5	0	0	20	461
Total	62	1422	19	0	1503	0	51	41	0	92	0	0	0	0	0	58	30	0	0	88	1683
Grand Total	117	6298	65	0	6480	0	169	164	0	333	0	0	0	0	0	306	128	0	0	434	7247
Apprch %	1.8	97.2	1	0		0	50.8	49.2	0		0	0	0	0		70.5	29.5	0	0		
Total %	1.6	86.9	0.9	0	89.4	0	2.3	2.3	0	4.6	0	0	0	0	0	4.2	1.8	0	0	6	
Autos	114	6158																			
% Autos	97.4	97.8	78.5	0	97.6	0	97.6	98.2	0	97.9	0	0	0	0	0	98.4	95.3	0	0	97.5	97.6
Heavy Vehicles																					
% Heavy Vehicles	2.6	2.2	21.5	0	2.4	0	2.4	1.8	0	2.1	0	0	0	0	0	1.6	4.7	0	0	2.5	2.4

Traf Tech Engineering Inc.

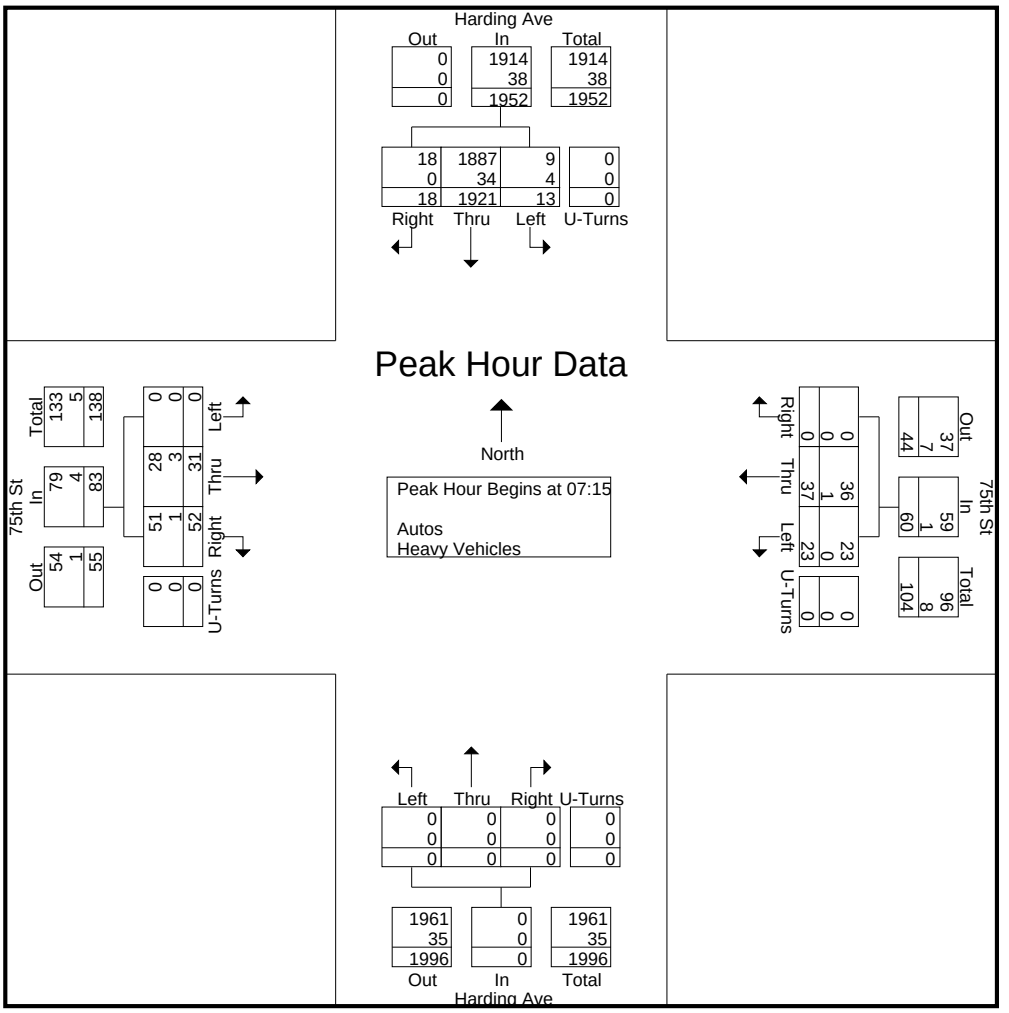
File Name : 1- Harding Ave & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 2



Traf Tech Engineering Inc.

File Name : 1- Harding Ave & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 3

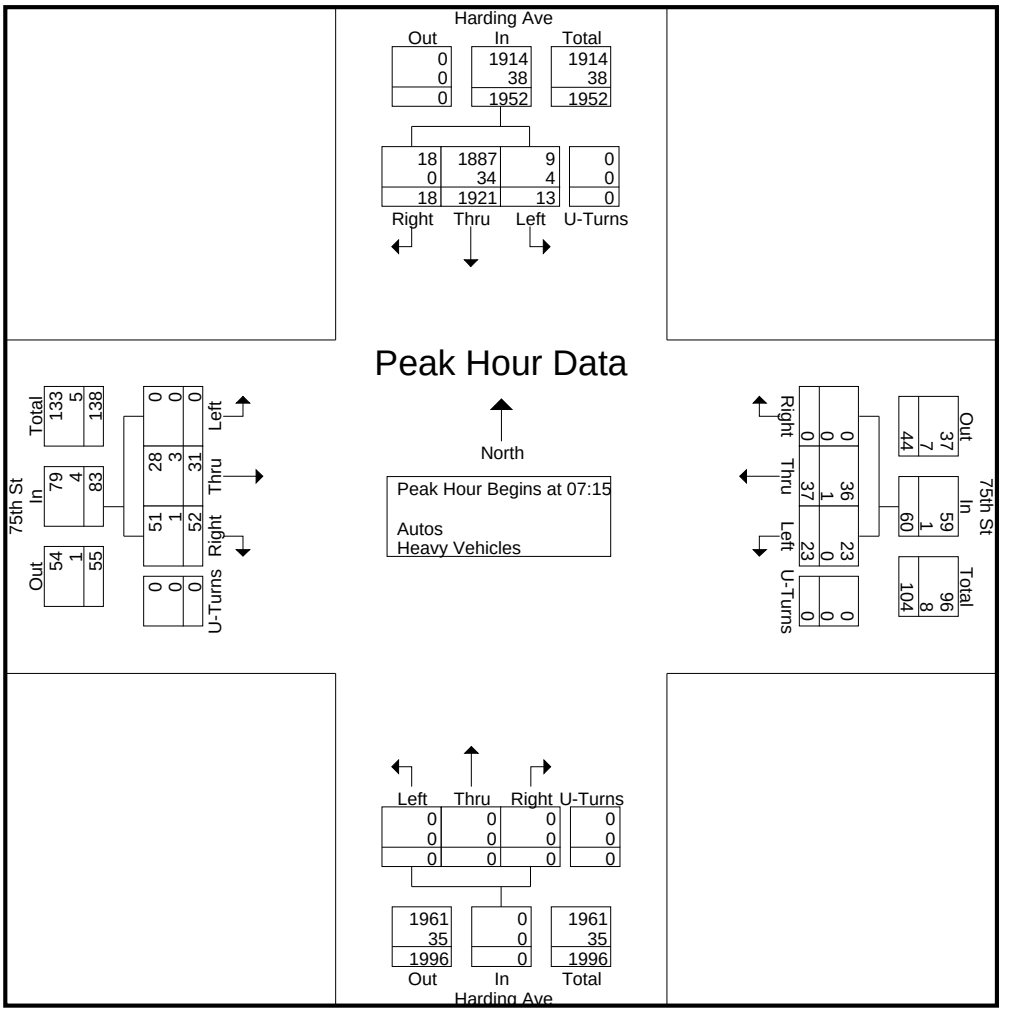
	Harding Ave From North					75th St From East					Harding Ave From South					75th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	2	514	1	0	517	0	4	6	0	10	0	0	0	0	0	9	2	0	0	11	538
07:30	2	527	6	0	535	0	3	3	0	6	0	0	0	0	0	9	9	0	0	18	559
07:45	6	440	3	0	449	0	12	9	0	21	0	0	0	0	0	9	10	0	0	19	489
08:00	8	440	3	0	451	0	18	5	0	23	0	0	0	0	0	25	10	0	0	35	509
Total Volume	18	1921	13	0	1952	0	37	23	0	60	0	0	0	0	0	52	31	0	0	83	2095
% App. Total	0.9	98.4	0.7	0		0	61.7	38.3	0		0	0	0	0		62.7	37.3	0	0		
PHF	.563	.911	.542	.000	.912	.000	.514	.639	.000	.652	.000	.000	.000	.000	.000	.520	.775	.000	.000	.593	.937
Autos	18	1887																			
% Autos	100	98.2	69.2	0	98.1	0	97.3	100	0	98.3	0	0	0	0	0	98.1	90.3	0	0	95.2	97.9
Heavy Vehicles																					
% Heavy Vehicles	0	1.8	30.8	0	1.9	0	2.7	0	0	1.7	0	0	0	0	0	1.9	9.7	0	0	4.8	2.1



Traf Tech Engineering Inc.

File Name : 1- Harding Ave & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 4

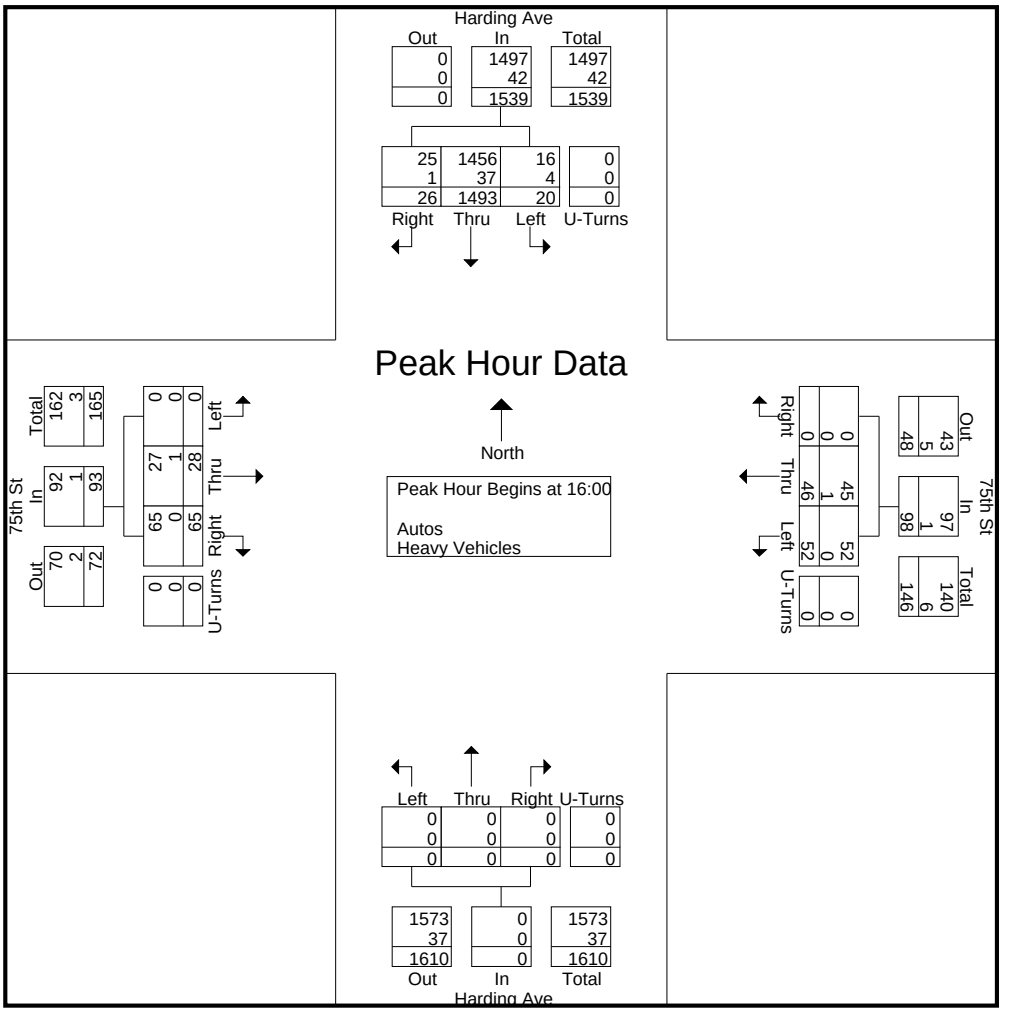
Start Time	Harding Ave From North					75th St From East					Harding Ave From South					75th St From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	2	514	1	0	517	0	4	6	0	10	0	0	0	0	0	9	2	0	0	11	538
07:30	2	527	6	0	535	0	3	3	0	6	0	0	0	0	0	9	9	0	0	18	559
07:45	6	440	3	0	449	0	12	9	0	21	0	0	0	0	0	9	10	0	0	19	489
08:00	8	440	3	0	451	0	18	5	0	23	0	0	0	0	0	25	10	0	0	35	509
Total Volume	18	1921	13	0	1952	0	37	23	0	60	0	0	0	0	0	52	31	0	0	83	2095
% App. Total	0.9	98.4	0.7	0		0	61.7	38.3	0		0	0	0	0		62.7	37.3	0	0		
PHF	.563	.911	.542	.000	.912	.000	.514	.639	.000	.652	.000	.000	.000	.000	.000	.520	.775	.000	.000	.593	.937
Autos	18	1887																			
% Autos	100	98.2	69.2	0	98.1	0	97.3	100	0	98.3	0	0	0	0	0	98.1	90.3	0	0	95.2	97.9
Heavy Vehicles																					
% Heavy Vehicles	0	1.8	30.8	0	1.9	0	2.7	0	0	1.7	0	0	0	0	0	1.9	9.7	0	0	4.8	2.1



Traf Tech Engineering Inc.

File Name : 1- Harding Ave & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 5

Start Time	Harding Ave From North					75th St From East					Harding Ave From South					75th St From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	2	368	1	0	371	0	7	17	0	24	0	0	0	0	0	12	2	0	0	14	409
16:15	4	427	8	0	439	0	9	20	0	29	0	0	0	0	0	17	5	0	0	22	490
16:30	7	368	7	0	382	0	12	6	0	18	0	0	0	0	0	18	14	0	0	32	432
16:45	13	330	4	0	347	0	18	9	0	27	0	0	0	0	0	18	7	0	0	25	399
Total Volume	26	1493	20	0	1539	0	46	52	0	98	0	0	0	0	0	65	28	0	0	93	1730
% App. Total	1.7	97	1.3	0		0	46.9	53.1	0		0	0	0	0		69.9	30.1	0	0		
PHF	.500	.874	.625	.000	.876	.000	.639	.650	.000	.845	.000	.000	.000	.000	.000	.903	.500	.000	.000	.727	.883
Autos	25	1456																			
% Autos	96.2	97.5	80.0	0	97.3	0	97.8	100	0	99.0	0	0	0	0	0	100	96.4	0	0	98.9	97.5
Heavy Vehicles																					
% Heavy Vehicles	3.8	2.5	20.0	0	2.7	0	2.2	0	0	1.0	0	0	0	0	0	0	3.6	0	0	1.1	2.5



Traf Tech Engineering Inc.

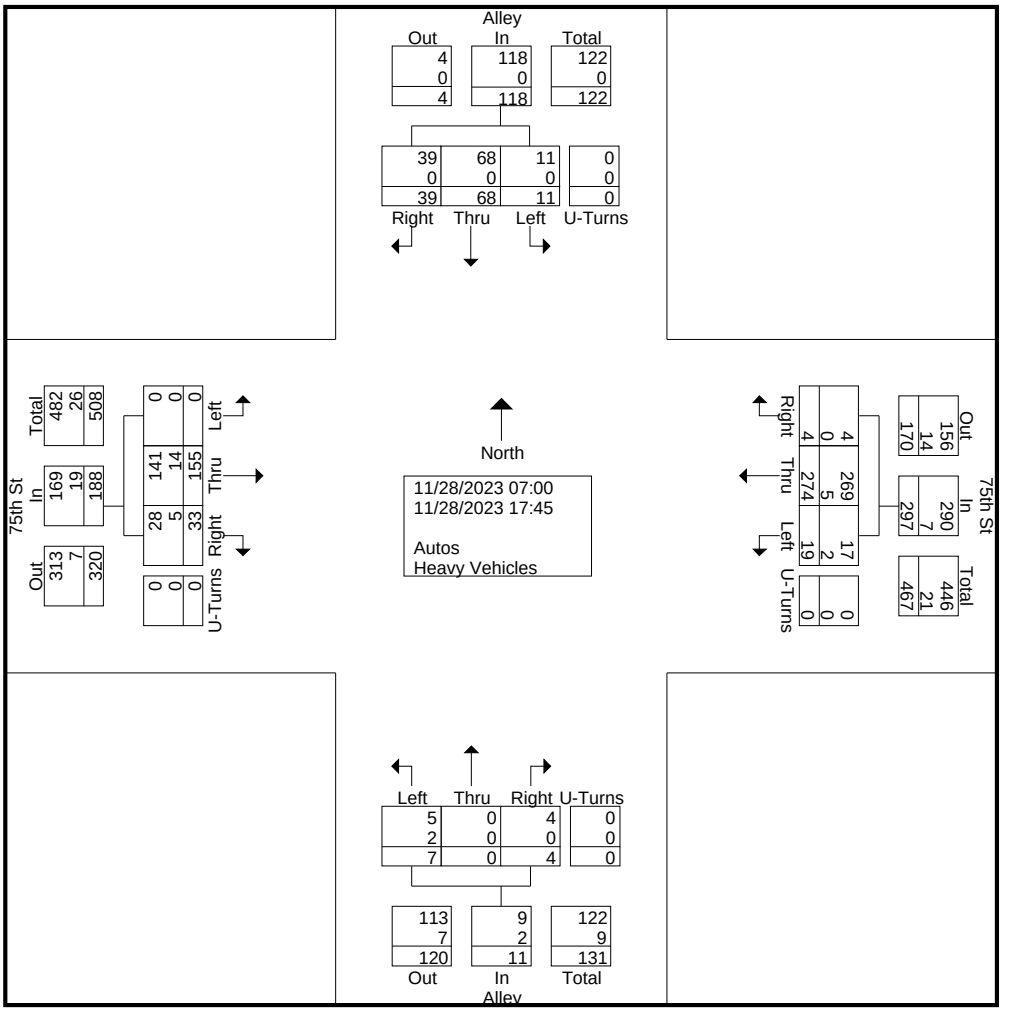
File Name : 2- Alley & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Alley From North					75th St From East					Alley From South					75th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	0	1	0	0	1	0	18	1	0	19	0	0	0	0	0	0	7	0	0	7	27
07:15	1	1	0	0	2	0	8	0	0	8	1	0	0	0	1	0	3	0	0	3	14
07:30	0	1	0	0	1	1	8	0	0	9	0	0	0	0	0	2	13	0	0	15	25
07:45	5	3	0	0	8	0	14	1	0	15	0	0	0	0	0	2	11	0	0	13	36
Total	6	6	0	0	12	1	48	2	0	51	1	0	0	0	1	4	34	0	0	38	102
08:00	3	8	0	0	11	0	18	0	0	18	0	0	1	0	1	2	11	0	0	13	43
08:15	21	7	1	0	29	0	13	1	0	14	0	0	1	0	1	2	13	0	0	15	59
08:30	0	12	1	0	13	0	10	0	0	10	0	0	0	0	0	1	14	0	0	15	38
08:45	2	26	0	0	28	0	15	1	0	16	0	0	1	0	1	2	11	0	0	13	58
Total	26	53	2	0	81	0	56	2	0	58	0	0	3	0	3	7	49	0	0	56	198
*** BREAK ***																					
16:00	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	1	2	0	0	3	24
16:15	3	0	0	0	3	1	25	1	0	27	0	0	0	0	0	2	10	0	0	12	42
16:30	0	0	0	0	0	0	15	0	0	15	1	0	1	0	2	6	12	0	0	18	35
16:45	1	4	3	0	8	0	27	2	0	29	2	0	0	0	2	1	9	0	0	10	49
Total	4	4	3	0	11	1	88	3	0	92	3	0	1	0	4	10	33	0	0	43	150
17:00	0	0	4	0	4	1	15	2	0	18	0	0	2	0	2	7	12	0	0	19	43
17:15	0	2	1	0	3	0	25	2	0	27	0	0	1	0	1	4	7	0	0	11	42
17:30	3	2	0	0	5	1	21	6	0	28	0	0	0	0	0	0	8	0	0	8	41
17:45	0	1	1	0	2	0	21	2	0	23	0	0	0	0	0	1	12	0	0	13	38
Total	3	5	6	0	14	2	82	12	0	96	0	0	3	0	3	12	39	0	0	51	164
Grand Total	39	68	11	0	118	4	274	19	0	297	4	0	7	0	11	33	155	0	0	188	614
Apprch %	33.1	57.6	9.3	0		1.3	92.3	6.4	0		36.4	0	63.6	0		17.6	82.4	0	0		
Total %	6.4	11.1	1.8	0	19.2	0.7	44.6	3.1	0	48.4	0.7	0	1.1	0	1.8	5.4	25.2	0	0	30.6	
Autos	39	68	11	0	118	4	269	17	0	290	4	0	5	0	9	28	141	0	0	169	586
% Autos	100	100	100	0	100	100	98.2	89.5	0	97.6	100	0	71.4	0	81.8	84.8	91	0	0	89.9	95.4
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.8	10.5	0	2.4	0	0	28.6	0	18.2	15.2	9	0	0	10.1	4.6

Traf Tech Engineering Inc.

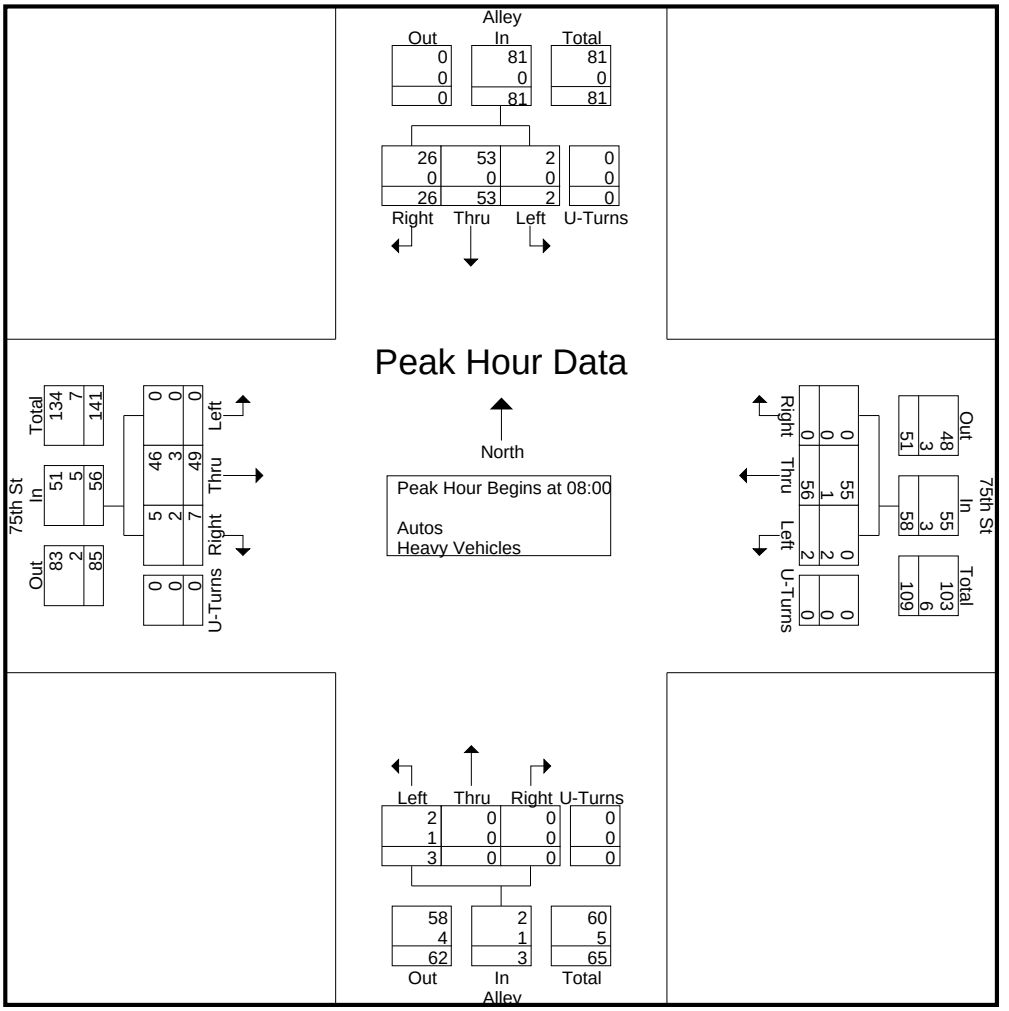
File Name : 2- Alley & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 2



Traf Tech Engineering Inc.

File Name : 2- Alley & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 3

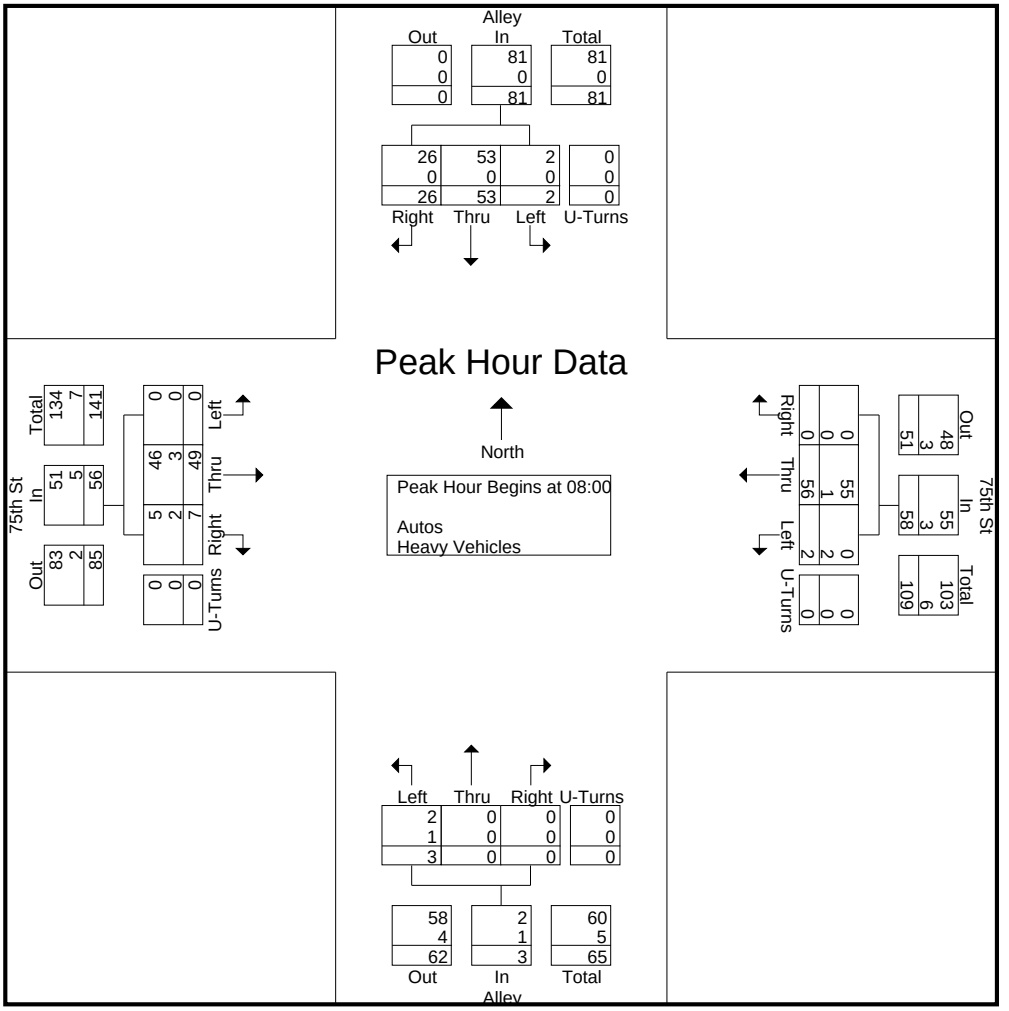
	Alley From North					75th St From East					Alley From South					75th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	3	8	0	0	11	0	18	0	0	18	0	0	1	0	1	2	11	0	0	13	43
08:15	21	7	1	0	29	0	13	1	0	14	0	0	1	0	1	2	13	0	0	15	59
08:30	0	12	1	0	13	0	10	0	0	10	0	0	0	0	0	1	14	0	0	15	38
08:45	2	26	0	0	28	0	15	1	0	16	0	0	1	0	1	2	11	0	0	13	58
Total Volume	26	53	2	0	81	0	56	2	0	58	0	0	3	0	3	7	49	0	0	56	198
% App. Total	32.1	65.4	2.5	0		0	96.6	3.4	0		0	0	100	0		12.5	87.5	0	0		
PHF	.310	.510	.500	.000	.698	.000	.778	.500	.000	.806	.000	.000	.750	.000	.750	.875	.875	.000	.000	.933	.839
Autos	26	53	2	0	81	0	55	0	0	55	0	0	2	0	2	5	46	0	0	51	189
% Autos	100	100	100	0	100	0	98.2	0	0	94.8	0	0	66.7	0	66.7	71.4	93.9	0	0	91.1	95.5
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.8	100	0	5.2	0	0	33.3	0	33.3	28.6	6.1	0	0	8.9	4.5



Traf Tech Engineering Inc.

File Name : 2- Alley & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 4

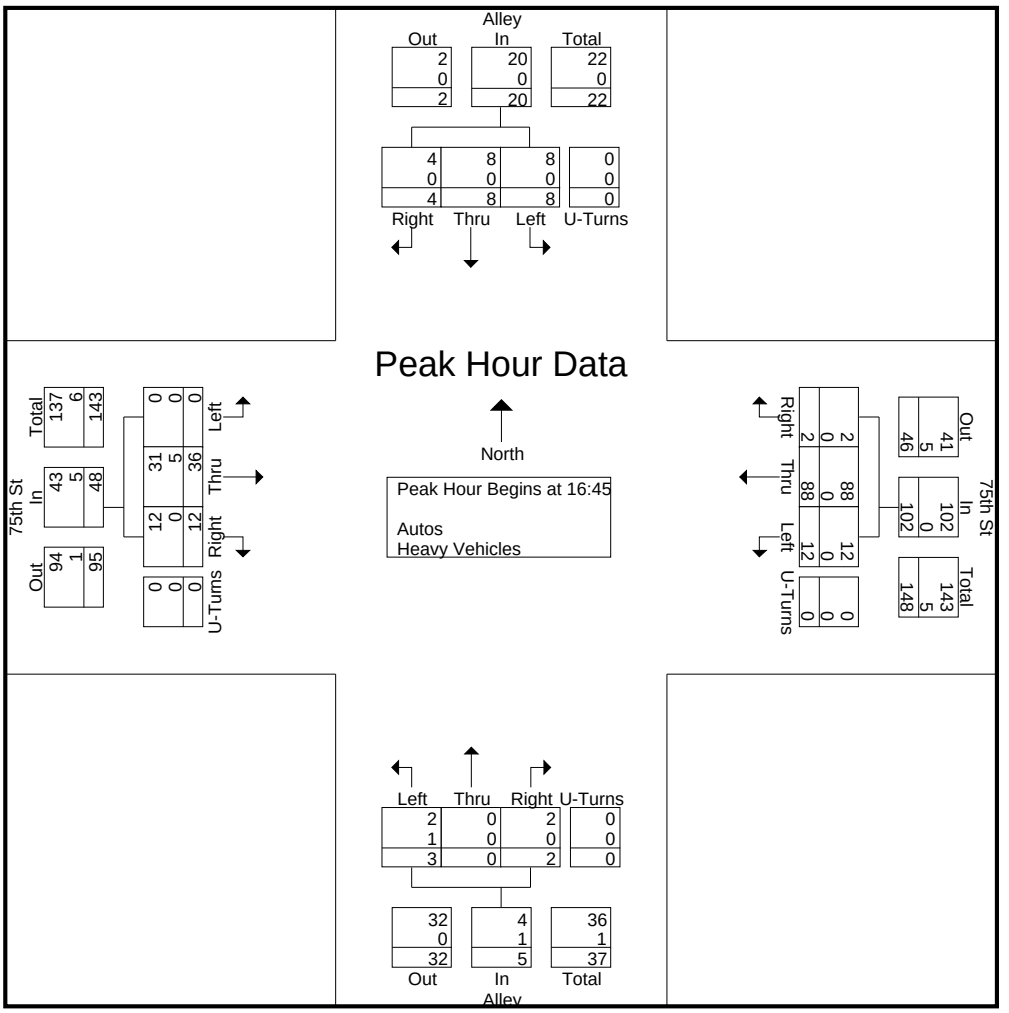
	Alley From North					75th St From East					Alley From South					75th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	3	8	0	0	11	0	18	0	0	18	0	0	1	0	1	2	11	0	0	13	43
08:15	21	7	1	0	29	0	13	1	0	14	0	0	1	0	1	2	13	0	0	15	59
08:30	0	12	1	0	13	0	10	0	0	10	0	0	0	0	0	1	14	0	0	15	38
08:45	2	26	0	0	28	0	15	1	0	16	0	0	1	0	1	2	11	0	0	13	58
Total Volume	26	53	2	0	81	0	56	2	0	58	0	0	3	0	3	7	49	0	0	56	198
% App. Total	32.1	65.4	2.5	0		0	96.6	3.4	0		0	0	100	0		12.5	87.5	0	0		
PHF	.310	.510	.500	.000	.698	.000	.778	.500	.000	.806	.000	.000	.750	.000	.750	.875	.875	.000	.000	.933	.839
Autos	26	53	2	0	81	0	55	0	0	55	0	0	2	0	2	5	46	0	0	51	189
% Autos	100	100	100	0	100	0	98.2	0	0	94.8	0	0	66.7	0	66.7	71.4	93.9	0	0	91.1	95.5
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.8	100	0	5.2	0	0	33.3	0	33.3	28.6	6.1	0	0	8.9	4.5



Traf Tech Engineering Inc.

File Name : 2- Alley & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 5

Start Time	Alley From North					75th St From East					Alley From South					75th St From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	1	4	3	0	8	0	27	2	0	29	2	0	0	0	2	1	9	0	0	10	49
17:00	0	0	4	0	4	1	15	2	0	18	0	0	2	0	2	7	12	0	0	19	43
17:15	0	2	1	0	3	0	25	2	0	27	0	0	1	0	1	4	7	0	0	11	42
17:30	3	2	0	0	5	1	21	6	0	28	0	0	0	0	0	0	8	0	0	8	41
Total Volume	4	8	8	0	20	2	88	12	0	102	2	0	3	0	5	12	36	0	0	48	175
% App. Total	20	40	40	0		2	86.3	11.8	0		40	0	60	0		25	75	0	0		
PHF	.333	.500	.500	.000	.625	.500	.815	.500	.000	.879	.250	.000	.375	.000	.625	.429	.750	.000	.000	.632	.893
Autos	4	8	8	0	20	2	88	12	0	102	2	0	2	0	4	12	31	0	0	43	169
% Autos	100	100	100	0	100	100	100	100	0	100	100	0	66.7	0	80.0	100	86.1	0	0	89.6	96.6
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	33.3	0	20.0	0	13.9	0	0	10.4	3.4



Traf Tech Engineering Inc.

File Name : 3- Collins Ave & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 1

Groups Printed- Peds & Bikes

	Collins Ave From North				75th St From East				Collins Ave From South				75th St From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	5	2	0	0	3	0	0	0	3	1	0	0	4	18
07:15	0	0	0	5	2	0	0	5	3	0	0	3	1	0	0	5	24
07:30	0	0	0	4	5	0	0	5	1	0	0	11	1	0	0	7	34
07:45	0	0	0	4	3	0	0	9	0	0	0	11	2	0	0	5	34
Total	0	0	0	18	12	0	0	22	4	0	0	28	5	0	0	21	110
08:00	0	0	0	3	0	0	0	4	1	0	0	11	0	0	0	9	28
08:15	0	0	0	6	0	0	0	9	2	0	0	5	0	0	0	11	33
08:30	0	0	0	3	3	0	0	4	0	0	0	13	0	0	0	8	31
08:45	0	0	0	5	1	0	0	3	4	0	0	8	1	0	0	10	32
Total	0	0	0	17	4	0	0	20	7	0	0	37	1	0	0	38	124
*** BREAK ***																	
16:00	0	0	0	4	0	0	0	9	1	0	0	28	2	0	0	22	66
16:15	1	0	0	12	0	0	0	11	1	0	0	34	2	0	0	25	86
16:30	0	0	0	11	0	0	0	17	2	0	0	22	3	0	0	25	80
16:45	1	0	0	12	0	0	0	15	4	0	0	27	6	0	0	19	84
Total	2	0	0	39	0	0	0	52	8	0	0	111	13	0	0	91	316
17:00	2	0	0	3	0	0	0	12	0	2	0	20	3	0	0	29	71
17:15	0	0	0	8	1	0	0	9	2	0	0	20	0	0	0	29	69
17:30	0	0	0	13	1	0	0	7	0	0	0	21	2	0	0	25	69
17:45	0	0	0	5	0	0	0	8	3	0	0	54	0	0	0	25	95
Total	2	0	0	29	2	0	0	36	5	2	0	115	5	0	0	108	304
Grand Total	4	0	0	103	18	0	0	130	24	2	0	291	24	0	0	258	854
Apprch %	3.7	0	0	96.3	12.2	0	0	87.8	7.6	0.6	0	91.8	8.5	0	0	91.5	
Total %	0.5	0	0	12.1	2.1	0	0	15.2	2.8	0.2	0	34.1	2.8	0	0	30.2	

Traf Tech Engineering Inc.

File Name : 2- Alley & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 1

Groups Printed- Peds & Bikes

	Alley From North				75th St From East				Alley From South				75th St From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	2	0	0	2	0	0	0	0	0	0	0	6	0	0	0	3	13
07:15	0	0	0	10	0	0	0	6	1	0	0	3	0	0	0	0	20
07:30	1	0	0	4	0	0	0	1	0	0	0	1	0	0	0	2	9
07:45	3	0	0	3	1	0	0	4	0	0	0	10	0	0	0	4	25
Total	6	0	0	19	1	0	0	11	1	0	0	20	0	0	0	9	67
08:00	1	0	0	1	0	0	0	5	1	0	0	10	0	0	0	5	23
08:15	1	0	0	7	0	0	0	1	1	0	0	6	0	0	0	4	20
08:30	1	0	0	4	0	0	0	3	0	0	0	6	0	0	0	0	14
08:45	0	0	0	5	2	0	0	4	0	0	0	7	0	0	0	1	19
Total	3	0	0	17	2	0	0	13	2	0	0	29	0	0	0	10	76
*** BREAK ***																	
16:00	4	0	0	9	1	0	0	2	2	0	0	15	1	0	0	6	40
16:15	0	0	0	8	0	0	0	2	3	0	0	9	0	0	0	1	23
16:30	2	0	0	3	0	0	0	0	0	0	0	13	0	0	0	2	20
16:45	3	0	0	9	1	0	0	1	0	0	0	14	0	0	0	5	33
Total	9	0	0	29	2	0	0	5	5	0	0	51	1	0	0	14	116
17:00	0	0	0	5	1	0	0	3	3	0	0	16	0	0	0	1	29
17:15	5	0	0	8	0	0	0	1	6	0	0	16	0	0	0	0	36
17:30	1	0	0	7	2	0	0	1	0	0	0	10	0	0	0	3	24
17:45	1	0	0	8	0	0	0	3	0	0	0	9	0	0	0	0	21
Total	7	0	0	28	3	0	0	8	9	0	0	51	0	0	0	4	110
Grand Total	25	0	0	93	8	0	0	37	17	0	0	151	1	0	0	37	369
Apprch %	21.2	0	0	78.8	17.8	0	0	82.2	10.1	0	0	89.9	2.6	0	0	97.4	
Total %	6.8	0	0	25.2	2.2	0	0	10	4.6	0	0	40.9	0.3	0	0	10	

Traf Tech Engineering Inc.

File Name : 1- Harding Ave & 75th St
Site Code : 00000000
Start Date : 11/28/2023
Page No : 1

Groups Printed- Peds & Bikes

	Harding Ave From North				75th St From East				Harding Ave From South				75th St From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	1	0	0	4	1	0	0	1	0	0	0	1	1	0	0	0	9
07:15	1	0	0	5	0	0	0	1	1	0	0	2	3	0	0	0	13
07:30	2	1	0	4	0	0	0	1	0	0	0	4	2	0	0	0	14
07:45	1	0	0	11	0	0	0	2	0	0	0	15	1	0	0	1	31
Total	5	1	0	24	1	0	0	5	1	0	0	22	7	0	0	1	67
08:00	0	0	0	11	0	0	0	0	1	0	0	13	0	0	0	4	29
08:15	1	0	0	6	0	0	0	2	1	0	0	7	3	0	0	1	21
08:30	0	0	0	6	0	0	0	0	0	0	0	9	1	0	0	0	16
08:45	0	0	0	2	0	0	0	1	0	0	0	5	1	0	0	2	11
Total	1	0	0	25	0	0	0	3	2	0	0	34	5	0	0	7	77
*** BREAK ***																	
16:00	5	0	0	5	1	0	0	0	1	0	0	19	0	0	0	4	35
16:15	1	0	0	2	0	0	0	0	2	0	0	7	2	0	0	1	15
16:30	2	0	0	8	0	0	0	0	0	0	0	8	2	0	0	2	22
16:45	3	0	0	8	0	0	0	0	2	0	0	10	1	0	0	0	24
Total	11	0	0	23	1	0	0	0	5	0	0	44	5	0	0	7	96
17:00	3	0	0	5	0	0	0	0	2	0	0	10	3	0	0	0	23
17:15	9	0	0	0	2	0	0	0	1	0	0	9	4	0	0	3	28
17:30	5	0	0	7	0	0	0	2	0	0	0	8	0	0	0	3	25
17:45	2	0	0	36	0	0	0	3	2	0	0	23	1	0	0	1	68
Total	19	0	0	48	2	0	0	5	5	0	0	50	8	0	0	7	144
Grand Total	36	1	0	120	4	0	0	13	13	0	0	150	25	0	0	22	384
Apprch %	22.9	0.6	0	76.4	23.5	0	0	76.5	8	0	0	92	53.2	0	0	46.8	
Total %	9.4	0.3	0	31.2	1	0	0	3.4	3.4	0	0	39.1	6.5	0	0	5.7	

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	7410 Collins Avenue	**Organization:**	Traf Tech Engineering, Inc.
Project Location:	Miami Beach	**Performed By:**	J. Vargas
Scenario Description:	Proposed Uses	**Date:**	4/20/2024
Analysis Year:	2026	**Checked By:**	J. Vargas
Analysis Period:	**AM Street Peak Hour**	**Date:**	4/23/2023

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	41,326	sf	78	69	9
Retail	822	12,281	sf	33	20	13
Restaurant				0		
Cinema/Entertainment				0		
Residential	220	26	du	10	2	8
Hotel				0		
All Other Land Uses[2]				0		
Total				121	91	30

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	0	0	0	0
Retail	3		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	121	91	30
Internal Capture Percentage	10%	7%	20%
External Vehicle-Trips[3]	109	85	24
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	4%	33%
Retail	15%	23%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	0%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	7410 Collins Avenue
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	69	69	1.00	9	9
Retail	1.00	20	20	1.00	13	13
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	2	2	1.00	8	8
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	6	0	0	0
Retail	4		2	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	2	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		6	0	0	0	0
Retail	3		0	0	0	0
Restaurant	10	2		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	3	0	0		0
Hotel	2	1	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	3	66	69	66	0	0
Retail	3	17	20	17	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	2	2	2	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	3	6	9	6	0	0
Retail	3	10	13	10	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	8	8	8	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	7410 Collins Avenue	**Organization:**	Traf Tech Engineering, Inc.
Project Location:	Miami Beach	**Performed By:**	J. Vargas
Scenario Description:	Proposed Uses	**Date:**	4/20/2024
Analysis Year:	2026	**Checked By:**	J. Vargas
Analysis Period:	**PM Street Peak Hour**	**Date:**	4/23/2023

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	41,326	sf	80	14	66
Retail	822	12,281	sf	90	45	45
Restaurant				0		
Cinema/Entertainment				0		
Residential	220	26	du	13	8	5
Hotel				0		
All Other Land Uses[2]				0		
Total				183	67	116

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	0	0	0	0
Retail	1		0	0	4	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	183	67	116
Internal Capture Percentage	12%	16%	9%
External Vehicle-Trips[3]	161	56	105
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	7%	6%
Retail	13%	11%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	50%	40%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	7410 Collins Avenue
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	14	14	1.00	66	66
Retail	1.00	45	45	1.00	45	45
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	8	8	1.00	5	5
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		13	3	0	1	0
Retail	1		13	2	12	2
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	1	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	0	0	0	0
Retail	4		0	0	4	0
Restaurant	4	23		0	1	0
Cinema/Entertainment	1	2	0		0	0
Residential	8	5	0	0		0
Hotel	0	1	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	1	13	14	13	0	0
Retail	6	39	45	39	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	4	4	8	4	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	4	62	66	62	0	0
Retail	5	40	45	40	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	3	5	3	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

ATTACHMENT C

Cardinal Distribution for TAZ 622



MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2045 LRTP SUPPORTING DOCUMENTS

DIRECTIONAL TRIP DISTRIBUTION REPORT

SEPTEMBER 2019

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
599	3499	Trips	591	34	0	13	16	316	294	397	1,717
599	3499	Percent	35.6	2.0	0.0	0.8	1.0	19.0	17.7	23.9	
600	3500	Trips	1,964	258	20	47	84	1,205	1,079	998	5,795
600	3500	Percent	34.7	4.6	0.4	0.8	1.5	21.3	19.1	17.7	
601	3501	Trips	70	-	-	28	277	290	175	257	1,104
601	3501	Percent	6.4	-	-	2.5	25.3	26.4	15.9	23.5	
602	3502	Trips	67	17	-	103	540	455	472	464	2,181
602	3502	Percent	3.2	0.8	-	4.9	25.5	21.5	22.3	21.9	
603	3503	Trips	27	-	-	3	177	160	92	111	570
603	3503	Percent	4.8	-	-	0.5	31.0	28.1	16.2	19.5	
604	3504	Trips	45	-	-	6	506	334	458	381	1,779
604	3504	Percent	2.6	-	-	0.4	29.3	19.3	26.5	22.0	
605	3505	Trips	136	16	-	144	498	321	433	386	1,958
605	3505	Percent	7.0	0.8	-	7.4	25.7	16.6	22.4	20.0	
606	3506	Trips	830	-	-	845	1,407	1,998	1,040	2,384	9,052
606	3506	Percent	9.8	-	-	9.9	16.5	23.5	12.2	28.0	
607	3507	Trips	197	83	-	165	848	498	671	627	3,154
607	3507	Percent	6.4	2.7	-	5.4	27.5	16.1	21.7	20.3	
608	3508	Trips	109	-	-	17	655	545	562	535	2,497
608	3508	Percent	4.5	-	-	0.7	27.0	22.5	23.2	22.1	
609	3509	Trips	80	-	-	30	482	700	242	744	2,414
609	3509	Percent	3.5	-	-	1.3	21.2	30.7	10.6	32.7	
610	3510	Trips	576	187	-	313	1,639	1,859	1,152	2,527	9,381
610	3510	Percent	7.0	2.3	-	3.8	19.9	22.5	14.0	30.6	
611	3511	Trips	344	38	-	107	861	847	782	1,269	4,444
611	3511	Percent	8.1	0.9	-	2.5	20.3	20.0	18.4	29.9	
612	3512	Trips	102	-	-	38	497	479	354	809	2,324
612	3512	Percent	4.5	-	-	1.7	21.8	21.0	15.5	35.5	
613	3513	Trips	50	-	-	45	147	146	130	221	738
613	3513	Percent	6.8	-	-	6.1	19.9	19.8	17.6	30.0	
614	3514	Trips	107	-	-	231	720	908	522	868	3,436
614	3514	Percent	3.2	-	-	6.9	21.5	27.1	15.6	25.9	
615	3515	Trips	748	321	-	855	1,825	1,774	1,120	2,278	9,551
615	3515	Percent	8.4	3.6	-	9.6	20.5	19.9	12.6	25.5	
616	3516	Trips	631	418	-	1,214	1,619	1,428	921	1,966	9,585
616	3516	Percent	7.7	5.1	-	14.8	19.8	17.4	11.2	24.0	
617	3517	Trips	18	4	17	9	11	16	6	43	125
617	3517	Percent	14.3	3.3	13.7	7.4	9.0	13.1	4.7	34.7	
618	3518	Trips	243	105	-	241	640	556	295	599	2,736
618	3518	Percent	9.1	3.9	-	9.0	23.9	20.8	11.0	22.4	
619	3519	Trips	114	-	-	442	1,579	1,258	675	2,112	6,703
619	3519	Percent	1.8	-	-	7.2	25.6	20.4	10.9	34.2	
620	3520	Trips	85	-	-	385	1,902	1,775	809	2,132	7,584
620	3520	Percent	1.2	-	-	5.4	26.8	25.1	11.4	30.1	
621	3521	Trips	411	-	112	336	917	877	409	774	3,916
621	3521	Percent	10.7	-	2.9	8.8	23.9	22.9	10.7	20.2	
622	3522	Trips	725	-	-	733	1,372	1,695	887	1,623	7,653
622	3522	Percent	10.3	-	-	10.4	19.5	24.1	12.6	23.1	
623	3523	Trips	394	243	139	749	727	1,431	755	921	5,657
623	3523	Percent	7.4	4.5	2.6	14.0	13.6	26.7	14.1	17.2	
624	3524	Trips	1,100	613	112	625	1,542	2,663	1,706	1,821	11,072
624	3524	Percent	10.8	6.0	1.1	6.1	15.2	26.2	16.8	17.9	

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
599	3499	Trips	392	108	7	13	41	341	344	485	1,765
599	3499	Percent	22.6	6.2	0.4	0.8	2.4	19.7	19.9	28.0	
600	3500	Trips	1,603	330	17	42	94	1,157	1,332	1,506	6,163
600	3500	Percent	26.4	5.4	0.3	0.7	1.6	19.0	21.9	24.8	
601	3501	Trips	73	-	-	36	470	342	267	332	1,552
601	3501	Percent	4.8	-	-	2.4	30.9	22.5	17.5	21.8	
602	3502	Trips	62	6	-	148	713	574	523	476	2,566
602	3502	Percent	2.5	0.3	-	5.9	28.5	22.9	20.9	19.0	
603	3503	Trips	14	-	-	1	337	258	161	172	980
603	3503	Percent	1.5	-	-	0.1	35.7	27.4	17.1	18.3	
604	3504	Trips	64	-	-	41	951	737	707	668	3,445
604	3504	Percent	2.0	-	-	1.3	30.0	23.3	22.3	21.1	
605	3505	Trips	99	36	-	135	670	549	585	509	2,652
605	3505	Percent	3.8	1.4	-	5.2	25.9	21.2	22.7	19.7	
606	3506	Trips	643	-	-	754	1,891	2,383	1,151	2,389	9,786
606	3506	Percent	7.0	-	-	8.2	20.5	25.9	12.5	25.9	
607	3507	Trips	188	140	-	182	1,171	780	868	741	4,188
607	3507	Percent	4.6	3.4	-	4.5	28.8	19.2	21.3	18.2	
608	3508	Trips	110	-	-	48	1,108	1,101	706	785	3,985
608	3508	Percent	2.9	-	-	1.2	28.7	28.5	18.3	20.4	
609	3509	Trips	86	-	-	37	718	953	371	839	3,169
609	3509	Percent	2.9	-	-	1.2	23.9	31.7	12.3	27.9	
610	3510	Trips	681	182	-	382	2,239	2,515	1,391	2,792	12,047
610	3510	Percent	6.7	1.8	-	3.8	22.0	24.7	13.7	27.4	
611	3511	Trips	449	13	-	118	1,000	1,197	848	1,206	5,036
611	3511	Percent	9.3	0.3	-	2.4	20.7	24.8	17.6	25.0	
612	3512	Trips	74	-	-	56	640	617	408	906	2,773
612	3512	Percent	2.8	-	-	2.1	23.7	22.9	15.1	33.6	
613	3513	Trips	42	-	-	27	203	188	128	185	774
613	3513	Percent	5.5	-	-	3.5	26.3	24.2	16.5	24.0	
614	3514	Trips	160	-	-	231	1,441	1,400	1,004	1,429	5,961
614	3514	Percent	2.8	-	-	4.1	25.4	24.7	17.7	25.2	
615	3515	Trips	657	228	-	698	1,586	1,570	1,040	1,804	7,950
615	3515	Percent	8.7	3.0	-	9.2	20.9	20.7	13.7	23.8	
616	3516	Trips	663	430	-	1,243	2,224	2,161	1,427	2,581	12,275
616	3516	Percent	6.2	4.0	-	11.6	20.7	20.1	13.3	24.1	
617	3517	Trips	13	10	12	23	29	51	31	41	219
617	3517	Percent	6.4	4.8	5.8	10.9	13.8	24.0	14.9	19.5	
618	3518	Trips	155	54	-	218	768	639	484	831	3,208
618	3518	Percent	4.9	1.7	-	6.9	24.4	20.3	15.4	26.4	
619	3519	Trips	148	-	-	378	1,965	1,591	822	2,087	7,426
619	3519	Percent	2.1	-	-	5.4	28.1	22.8	11.8	29.9	
620	3520	Trips	101	-	-	236	1,860	2,343	1,013	2,177	8,233
620	3520	Percent	1.3	-	-	3.1	24.1	30.3	13.1	28.2	
621	3521	Trips	349	-	81	272	1,070	1,011	417	959	4,287
621	3521	Percent	8.4	-	1.9	6.6	25.7	24.3	10.0	23.1	
622	3522	Trips	552	-	-	687	1,638	2,319	1,127	2,032	8,893
622	3522	Percent	6.6	-	-	8.2	19.6	27.8	13.5	24.3	
623	3523	Trips	475	123	70	728	1,143	1,694	801	1,023	6,274
623	3523	Percent	7.8	2.0	1.2	12.0	18.9	28.0	13.2	16.9	
624	3524	Trips	1,356	409	98	912	2,505	3,276	2,354	2,063	13,940
624	3524	Percent	10.5	3.2	0.8	7.0	19.3	25.3	18.1	15.9	

APPENDIX C

Signal Timing, PSCF, Historical Data, and Growth Rate

Miami-Dade, FL

TOD Schedule Report

2712 - SR A1A/Harding Ave. & 75th St.

2070-1C-Econolite Type-Cobalt

2/15/2021, 11:04 AM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
2	S - T	61	1	7	17	7	50	1	0	0	4	2
			2	7	17	7	50	1	0	0	4	2
			3	7	17	7	50	1	0	0	4	2
			4	0	0	0	0	0	0	0	0	0
4	W - T	29	1	5	18	7	10	2.5	27	0	4	2
			2	5	18	7	10	2.5	25	0	4	2
			3	5	18	7	10	2.5	25	0	4	2
			4	0	0	0	0	0	0	0	0	0
8	E - T	29	1	5	18	7	10	2.5	27	0	4	2
			2	5	18	7	10	2.5	25	0	4	2
			3	5	18	7	10	2.5	25	0	4	2
			4	0	0	0	0	0	0	0	0	0

Schedule - 1

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
-	X	X	X	X	X	-

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 4	Phs Spl 8
00:00:00	8	70	31	41	29	29
06:30:00	1	90	88	61	29	29
15:00:00	2	90	10	58	32	32
19:30:00	10	70	31	41	29	29
21:00:00	13	70	36	41	29	29

Schedule - 2

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
X	-	-	-	-	-	X

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 4	Phs Spl 8
00:00:00	8	70	31	41	29	29
08:00:00	10	70	31	41	29	29
10:00:00	14	90	53	61	29	29
16:30:00	12	100	62	71	29	29
18:30:00	10	70	31	41	29	29
21:00:00	13	70	36	41	29	29

Action Plan

Name	Pattern	Enabled Logic Processor Statements
8	8	N/A
1	1	N/A
2	2	N/A
10	10	N/A
13	13	N/A

Miami-Dade, FL

2712 - SR A1A/Harding Ave. & 75th St. - 2070-1C - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B	B													
Sequence 1																
Ring 1	**2**	**4**	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ring 2	.	**8**	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Phases In Use		X		X				X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Approach	N	S	N	W	N	N	N	E	N	N	N	N	N	N	N	N
Movement		T		T				T								
Associated PED		X		X				X								
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	E42B
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM) 1-1-3

Timing Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phase Must Gap With Phase Disable	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	X	X	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	X	X	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	X	X	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	X	X	.	.	.	.	.	.	.	.
	5	X	X	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	X	X	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	X	X	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	X	X	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	0	.				+	.			
2	2	V				+	Yel		X	X
3	0	.				+	.			
4	4	V				+	Red	X		
5	0	.				+	.			
6	0	.				+	.			
7	0	.				+	.			
8	8	V				+	Red	X		
9	0	.				+	.			
10	0	.				+	.			
11	0	.				+	.			
12	0	.				+	.			
13	2	P				+	.			
14	4	P				+	.			
15	0	.				+	.			
16	8	P				+	.			

Miami-Dade, FL

2712 - SR A1A/Harding Ave. & 75th St. - 2070-1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1
Plan 1 - "Phase Bank 1"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Min Green	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	5	0	0	0	5	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	17	0	18	0	0	0	18	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	50	0	10	0	0	0	10	0	0	0	0	0	0	0	0
Max2	0	0	0	27	0	0	0	27	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - "Phase Bank 2"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Min Green	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	5	0	0	0	5	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	17	0	18	0	0	0	18	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	50	0	10	0	0	0	10	0	0	0	0	0	0	0	0
Max2	0	0	0	25	0	0	0	25	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - "Phase Bank 3"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Min Green	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	5	0	0	0	5	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	17	0	18	0	0	0	18	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	50	0	10	0	0	0	10	0	0	0	0	0	0	0	0
Max2	0	0	0	25	0	0	0	25	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - "Phase Bank 4"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Miami-Dade, FL

2712 - SR A1A/Harding Ave. & 75th St. - 2070-1C - Econolite Type - Cobalt

Controller Overlaps
Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	4	7	3.0	2.0	5
B02	5	4	7	3.0	2.0	5
C03	5	4	7	3.0	2.0	5
D04	5	4	7	3.0	2.0	5
E05	5	4	7	3.0	2.0	5
F06	5	4	7	3.0	2.0	5
G07	5	4	7	3.0	2.0	5
H08	5	4	7	3.0	2.0	5
I09	5	4	7	3.0	2.0	5
J10	5	4	7	3.0	2.0	5
K11	5	4	7	3.0	2.0	5
L12	5	4	7	3.0	2.0	5
M13	5	4	7	3.0	2.0	5
N14	5	4	7	3.0	2.0	5
O15	5	4	7	3.0	2.0	5
P16	5	4	7	3.0	2.0	5

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Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

Miami-Dade, FL

2712 - SR A1A/Harding Ave. & 75th St. - 2070-1C - Econolite Type - Cobalt

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I																
Non-Act II																
Dual Entry				X				X								
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 5.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X														
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan # 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X														
Max Recall		X														
Soft Recall																
No Rest																
AI Calc																

Plan # 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X														
Max Recall		X														
Soft Recall																
No Rest																
AI Calc																

Plan # 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																

Max Recall															
Soft Recall															
No Rest															
AI Calc															

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Coordination Options
Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	Yes
Local Zero Override	Yes	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

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Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	90	Std (COS)	9	Offsets In	Seconds
Offset Value	88s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 1)	0	61	0	29	0	0	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	29s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	90	Std (COS)	17	Offsets In	Seconds
Offset Value	10s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	0	58	0	32	0	0	0	32	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	32s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	90	Std (COS)	25	Offsets In	Seconds
Offset Value	45s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	0	61	0	29	0	0	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	29s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	80	Std (COS)	33	Offsets In	Seconds
Offset Value	12s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	0	51	0	29	0	0	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	29s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	120	Std (COS)	41	Offsets In	Seconds
Offset Value	79s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 5)	0	91	0	29	0	0	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	29s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	70	Std (COS)	73	Offsets In	Seconds
Offset Value	51s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	0	41	0	29	0	0	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	29s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	70	Std (COS)	81	Offsets In	Seconds
Offset Value	51s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	0	41	0	29	0	0	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	29s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 8

Split Pattern	8	TS2 (Pat-Off)	2-2	Splits In	Seconds
Cycle	70	Std (COS)	89	Offsets In	Seconds
Offset Value	31s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 8)	0	41	0	29	0	0	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	29s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 9

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Seconds
Cycle	90	Std (COS)	97	Offsets In	Seconds
Offset Value	71s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 9)	0	61	0	29	0	0	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	29s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Seconds
Cycle	70	Std (COS)	105	Offsets In	Seconds
Offset Value	31s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 10)	0	41	0	29	0	0	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	29s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 11

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Seconds
Cycle	70	Std (COS)	137	Offsets In	Seconds
Offset Value	61s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 11)	0	41	0	29	0	0	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	29s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 12

Split Pattern	12	TS2 (Pat-Off)	3-3	Splits In	Seconds
Cycle	100	Std (COS)	145	Offsets In	Seconds
Offset Value	62s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 12)	0	71	0	29	0	0	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100s	29s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 13

Split Pattern	13	TS2 (Pat-Off)	4-1	Splits In	Seconds
Cycle	70	Std (COS)	153	Offsets In	Seconds
Offset Value	36s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	0	41	0	29	0	0	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	29s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 14

Split Pattern	14	TS2 (Pat-Off)	4-2	Splits In	Seconds
Cycle	90	Std (COS)	161	Offsets In	Seconds
Offset Value	53s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	0	61	0	29	0	0	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	29s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 20

Split Pattern	20	TS2 (Pat-Off)	6-2	Splits In	Seconds
Cycle	70	Std (COS)	233	Offsets In	Seconds
Offset Value	47s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	0	41	0	29	0	0	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	29s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 22

Split Pattern	22	TS2 (Pat-Off)	7-1	Splits In	Seconds
Cycle	80	Std (COS)	18	Offsets In	Seconds
Offset Value	21s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 22)	0	51	0	29	0	0	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	29s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 23

Split Pattern	23	TS2 (Pat-Off)	7-2	Splits In	Seconds
Cycle	80	Std (COS)	26	Offsets In	Seconds
Offset Value	21s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 23)	0	51	0	29	0	0	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	29s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Miami-Dade, FL

2712 - SR A1A/Harding Ave. & 75th St. - 2070-1C - Econolite Type - Cobalt

Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 1 - "1"

Pattern	1	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 2 - "2"

Pattern	2	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 3 - "3"

Pattern	3	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 4 - "4"

Pattern	4	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 5 - "5"

Pattern	5	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 6 - "6"

Pattern	6	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 7 - "7"

Pattern	7	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 8 - "8"

Pattern	8	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 9 - "9"

Pattern	9	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 10 - "10"

Pattern	10	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 11 - "11"

Pattern	11	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 12 - "12"

Pattern	12	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 13 - "13"

Pattern	13	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 14 - "14"

Pattern	14	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 20 - "20"

Pattern	20	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 22 - "22"

Pattern	22	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 23 - "23"

Pattern	23	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 38 - "38"

Pattern	8	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall		X		X				X								
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 43 - "43"

Pattern	13	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall		X		X				X								
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 62 - "62"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 63 - "63"

Pattern	Flash	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Miami-Dade, FL

2712 - SR A1A/Harding Ave. & 75th St. - 2070-1C - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	8	00:00
2	1	06:30
3	2	15:00
4	10	19:30
5	13	21:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	8	00:00
2	10	08:00
3	14	10:00
4	12	16:30
5	10	18:30
6	13	21:00

Day Plan #3 - "3"

Event	Action Plan	Start Time
1	8	00:00
2	10	06:00
3	14	10:00
4	12	16:30
5	10	18:30
6	13	21:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**
	X	X	X	X	X	X	X	X	X	X	X
	23	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**
	X	X	X	X	X	X	X	X	X	X	X
	23	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**		
	X	X	X	X	X	X	X	X	X		

Miami-Dade, FL

TOD Schedule Report

2711 - SR A1A/Harding Ave. & 74th St.

2070-1C-Econolite Type-Cobalt

2/15/2021, 11:05 AM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
2	S - T	62	1	7	13	7	50	1	0	0	4	2.1
			2	7	13	7	50	1	0	0	4	2.1
			3	7	13	7	50	1	0	0	4	2.1
			4	0	0	0	0	0	0	0	0	0
4	W - T	28	1	7	16	7	30	2.5	30	0	4	2.4
			2	7	16	7	30	2.5	0	0	4	2.4
			3	7	16	7	30	2.5	0	0	4	2.4
			4	0	0	0	0	0	0	0	0	0
8	E - T	28	1	7	16	7	30	2.5	30	0	4	2.4
			2	7	16	7	30	2.5	0	0	4	2.4
			3	7	16	7	30	2.5	0	0	4	2.4
			4	0	0	0	0	0	0	0	0	0

Schedule - 1

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
-	X	X	X	X	X	-

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 4	Phs Spl 8
00:00:00	8	70	39	42	28	28
06:30:00	1	90	9	62	28	28
15:00:00	2	90	18	60	30	30
19:30:00	10	70	42	42	28	28
21:00:00	43	70	42	42	28	28
05:00:00	38	70	39	42	28	28
22:00:00	13	70	42	42	28	28

Schedule - 2

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
X	-	-	-	-	-	X

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 4	Phs Spl 8
00:00:00	8	70	39	42	28	28
08:00:00	10	70	42	42	28	28
10:00:00	14	90	61	62	28	28
16:30:00	12	100	70	72	28	28
18:30:00	10	70	42	42	28	28
21:00:00	43	70	42	42	28	28
05:00:00	38	70	39	42	28	28
22:00:00	13	70	42	42	28	28

Action Plan

Name	Pattern	Enabled Logic Processor Statements
8	8	N/A
1	1	N/A
2	2	N/A
10	10	N/A
43	13	N/A
38	8	N/A
13	13	N/A

Miami-Dade, FL

2711 - SR A1A/Harding Ave. & 74th St. - 2070-1C - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B	B													
Sequence 1																
Ring 1	**2**	**4**	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ring 2	.	**8**	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Phases In Use		X		X				X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Approach	N	S	N	W	N	N	N	E	N	N	N	N	N	N	N	N
Movement		T		T				T								
Associated PED		X		X		X		X								
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	4176
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM) 1-1-3

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing Phases 1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	X	X	.	.	.	.	.	.	.	.	.	.
2	.		.	.	X	X	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	X	X	.	.	.	.	.	.	.	.
4	.	.	.		.	.	X	X	.	.	.	.	.	.	.	.
5	X	X	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase **6**	X	X	.	.	.		.	.	.	.	.	.	.	.	.	.
Must **7**	.	.	X	X	.	.		.	.	.	.	.	.	.	.	.
Gap **8**	.	.	X	X	.	.	.		.	.	.	.	.	.	.	.
With **9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase **10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	0	.				+	.			
2	2	V				+	Yel		X	X
3	0	.				+	.			
4	4	V				+	Red	X		
5	0	.				+	.			
6	0	.				+	.			
7	0	.				+	.			
8	8	V				+	Red	X		
9	0	.				+	.			
10	0	.				+	.			
11	0	.				+	.			
12	0	.				+	.			
13	2	P				+	.			
14	4	P				+	.			
15	2	P				+	.			
16	8	P				+	.			

Miami-Dade, FL

2711 - SR A1A/Harding Ave. & 74th St. - 2070-1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1
Plan 1 - "Phase Bank 1"

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**S-T**	**N**	**W-T**	**N**	**N**	**N**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	13	0	16	0	0	0	16	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	50	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Max2	0	0	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.1	0.0	2.4	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - "Phase Bank 2"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Min Green	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	13	0	16	0	0	0	16	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	50	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.1	0.0	2.4	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - "Phase Bank 3"

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**S-T**	**N**	**W-T**	**N**	**N**	**N**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	13	0	16	0	0	0	16	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	50	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.1	0.0	2.4	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	2.5	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - "Phase Bank 4"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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2711 - SR A1A/Harding Ave. & 74th St. - 2070-1C - Econolite Type - Cobalt

Controller Overlaps
Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	4	7	3.0	2.0	5
B02	5	4	7	3.0	2.0	5
C03	5	4	7	3.0	2.0	5
D04	5	4	7	3.0	2.0	5
E05	5	4	7	3.0	2.0	5
F06	5	4	7	3.0	2.0	5
G07	5	4	7	3.0	2.0	5
H08	5	4	7	3.0	2.0	5
I09	5	4	7	3.0	2.0	5
J10	5	4	7	3.0	2.0	5
K11	5	4	7	3.0	2.0	5
L12	5	4	7	3.0	2.0	5
M13	5	4	7	3.0	2.0	5
N14	5	4	7	3.0	2.0	5
O15	5	4	7	3.0	2.0	5
P16	5	4	7	3.0	2.0	5

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Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

Miami-Dade, FL

2711 - SR A1A/Harding Ave. & 74th St. - 2070-1C - Econolite Type - Cobalt

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I																
Non-Act II																
Dual Entry				X				X								
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 5.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X														
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan # 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X														
Max Recall		X														
Soft Recall																
No Rest																
AI Calc																

Plan # 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X														
Max Recall		X														
Soft Recall																
No Rest																
AI Calc																

Plan # 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																

Max Recall															
Soft Recall															
No Rest															
AI Calc															

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Coordination Options
Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	Yes
Local Zero Override	Yes	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Miami-Dade, FL

2711 - SR A1A/Harding Ave. & 74th St. - 2070-1C - Econolite Type - Cobalt

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	90	Std (COS)	9	Offsets In	Seconds
Offset Value	9s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 1)	0	62	0	28	0	0	0	28	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	28s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	90	Std (COS)	17	Offsets In	Seconds
Offset Value	18s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	0	60	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	30s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	90	Std (COS)	25	Offsets In	Seconds
Offset Value	62s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	0	62	0	28	0	0	0	28	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	28s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	80	Std (COS)	33	Offsets In	Seconds
Offset Value	29s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	0	52	0	28	0	0	0	28	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	28s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	120	Std (COS)	41	Offsets In	Seconds
Offset Value	91s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 5)	0	92	0	28	0	0	0	28	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	28s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	70	Std (COS)	73	Offsets In	Seconds
Offset Value	64s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	0	42	0	28	0	0	0	28	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	28s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	70	Std (COS)	81	Offsets In	Seconds
Offset Value	64s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	0	42	0	28	0	0	0	28	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	28s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 8

Split Pattern	8	TS2 (Pat-Off)	2-2	Splits In	Seconds
Cycle	70	Std (COS)	89	Offsets In	Seconds
Offset Value	39s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 8)	0	42	0	28	0	0	0	28	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	28s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 9

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Seconds
Cycle	90	Std (COS)	97	Offsets In	Seconds
Offset Value	85s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 9)	0	62	0	28	0	0	0	28	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	28s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Seconds
Cycle	70	Std (COS)	105	Offsets In	Seconds
Offset Value	42s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 10)	0	42	0	28	0	0	0	28	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	28s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 11

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Seconds
Cycle	70	Std (COS)	137	Offsets In	Seconds
Offset Value	69s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 11)	0	42	0	28	0	0	0	28	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	28s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 12

Split Pattern	12	TS2 (Pat-Off)	3-3	Splits In	Seconds
Cycle	100	Std (COS)	145	Offsets In	Seconds
Offset Value	70s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 12)	0	72	0	28	0	0	0	28	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100s	28s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 13

Split Pattern	13	TS2 (Pat-Off)	4-1	Splits In	Seconds
Cycle	70	Std (COS)	153	Offsets In	Seconds
Offset Value	42s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	0	42	0	28	0	0	0	28	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	28s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 14

Split Pattern	14	TS2 (Pat-Off)	4-2	Splits In	Seconds
Cycle	90	Std (COS)	161	Offsets In	Seconds
Offset Value	61s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	0	62	0	28	0	0	0	28	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	28s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 20

Split Pattern	20	TS2 (Pat-Off)	6-2	Splits In	Seconds
Cycle	70	Std (COS)	233	Offsets In	Seconds
Offset Value	61s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	0	42	0	28	0	0	0	28	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	28s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 22

Split Pattern	22	TS2 (Pat-Off)	7-1	Splits In	Seconds
Cycle	80	Std (COS)	18	Offsets In	Seconds
Offset Value	34s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 22)	0	52	0	28	0	0	0	28	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	28s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 23

Split Pattern	23	TS2 (Pat-Off)	7-2	Splits In	Seconds
Cycle	80	Std (COS)	26	Offsets In	Seconds
Offset Value	34s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 23)	0	52	0	28	0	0	0	28	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	28s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Miami-Dade, FL

2711 - SR A1A/Harding Ave. & 74th St. - 2070-1C - Econolite Type - Cobalt

Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 1 - "1"

Pattern	1	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 2 - "2"

Pattern	2	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 3 - "3"

Pattern	3	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 4 - "4"

Pattern	4	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 5 - "5"

Pattern	5	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 6 - "6"

Pattern	6	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 7 - "7"

Pattern	7	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 8 - "8"

Pattern	8	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 9 - "9"

Pattern	9	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 10 - "10"

Pattern	10	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 11 - "11"

Pattern	11	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 12 - "12"

Pattern	12	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 13 - "13"

Pattern	13	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 14 - "14"

Pattern	14	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 20 - "20"

Pattern	20	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 22 - "22"

Pattern	22	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 23 - "23"

Pattern	23	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 38 - "38"

Pattern	8	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall		X		X				X								
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 43 - "43"

Pattern	13	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall		X		X				X								
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 62 - "62"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 63 - "63"

Pattern	Flash	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Miami-Dade, FL

2711 - SR A1A/Harding Ave. & 74th St. - 2070-1C - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	8	00:00
2	1	06:30
3	2	15:00
4	10	19:30
5	43	21:00
7	38	05:00
8	13	22:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	8	00:00
2	10	08:00
3	14	10:00
4	12	16:30
5	10	18:30
6	43	21:00
8	38	05:00
9	13	22:00

Day Plan #3 - "3"

Event	Action Plan	Start Time
1	8	00:00
2	10	06:00
3	14	10:00
4	12	16:30
5	10	18:30
6	13	21:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**
	X	X	X	X	X	X	X	X	X	X	X
	23	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**
	X	X	X	X	X	X	X	X	X	X	X
	23	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**		
	X	X	X	X	X	X	X	X	X		

Miami-Dade, FL

TOD Schedule Report

3197 - SR A1A/Harding Ave. & 73rd St.

2070-1C-Econolite Type-Cobalt

2/15/2021, 11:06 AM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
2	S - T	59	1	7	18	7	50	1	0	0	4	2.4
			2	7	18	7	50	1	0	0	4	2.4
			3	7	18	7	50	1	0	0	4	2.4
			4	0	0	0	0	0	0	0	0	0
4	W - T	31	1	7	16	7	18	2	21	0	4	2.4
			2	7	16	7	21	2	0	0	4	2.4
			3	7	16	7	21	2	0	0	4	2.4
			4	0	0	0	0	0	0	0	0	0
8	E - T	31	1	7	16	7	18	2	21	0	4	2.4
			2	7	16	7	21	2	0	0	4	2.4
			3	7	16	7	21	2	0	0	4	2.4
			4	0	0	0	0	0	0	0	0	0

Schedule - 1

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
-	X	X	X	X	X	-

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 4	Phs Spl 8
00:00:00	8	70	50	40	30	30
06:30:00	1	90	22	59	31	31
15:00:00	2	90	35	60	30	30
19:30:00	10	70	52	40	30	30
21:00:00	43	70	55	40	30	30
05:00:00	38	70	50	40	30	30
22:00:00	13	70	55	40	30	30

Schedule - 2

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
X	-	-	-	-	-	X

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 4	Phs Spl 8
00:00:00	8	70	50	40	30	30
08:00:00	10	70	52	40	30	30
10:00:00	14	90	68	60	30	30
16:30:00	12	100	81	70	30	30
18:30:00	10	70	52	40	30	30
21:00:00	43	70	55	40	30	30
05:00:00	38	70	50	40	30	30
22:00:00	13	70	55	40	30	30

Action Plan

Name	Pattern	Enabled Logic Processor Statements
8	8	N/A
1	1	N/A
2	2	N/A
10	10	N/A
43	13	N/A
38	8	N/A
13	13	N/A

Miami-Dade, FL

3197 - SR A1A/Harding Ave. & 73rd St. - 2070-1C - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B	B													
Sequence 1																
Ring 1	**2**	**4**	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ring 2	.	**8**	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Phases In Use		X		X				X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Approach	N	S	N	W	N	N	N	E	N	N	N	N	N	N	N	N
Movement		T		T				T								
Associated PED		X		X		X		X								
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	261E
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM) 1-1-3

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing **1**		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases **2**	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	X	X	.	.	.	.	.	.	.	.	.	.
2	.		.	.	X	X	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	X	X	.	.	.	.	.	.	.	.
4	.	.	.		.	.	X	X	.	.	.	.	.	.	.	.
5	X	X	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase **6**	X	X	.	.	.		.	.	.	.	.	.	.	.	.	.
Must **7**	.	.	X	X	.	.		.	.	.	.	.	.	.	.	.
Gap **8**	.	.	X	X	.	.	.		.	.	.	.	.	.	.	.
With **9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase **10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	0	.				+	.			
2	2	V				+	Yel		X	X
3	0	.				+	.			
4	4	V				+	Red	X		
5	0	.				+	.			
6	0	.				+	.			
7	0	.				+	.			
8	8	V				+	Red	X		
9	0	.				+	.			
10	0	.				+	.			
11	0	.				+	.			
12	0	.				+	.			
13	2	P				+	.			
14	4	P				+	.			
15	2	P				+	.			
16	8	P				+	.			

Miami-Dade, FL

3197 - SR A1A/Harding Ave. & 73rd St. - 2070-1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1
Plan 1 - "Phase Bank 1"

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**S-T**	**N**	**W-T**	**N**	**N**	**N**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	18	0	16	0	0	0	16	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	50	0	18	0	0	0	18	0	0	0	0	0	0	0	0
Max2	0	0	0	21	0	0	0	21	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.4	0.0	2.4	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - "Phase Bank 2"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Min Green	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	18	0	16	0	0	0	16	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	50	0	21	0	0	0	21	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.4	0.0	2.4	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - "Phase Bank 3"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Min Green	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	18	0	16	0	0	0	16	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	50	0	21	0	0	0	21	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.4	0.0	2.4	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - "Phase Bank 4"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Miami-Dade, FL

3197 - SR A1A/Harding Ave. & 73rd St. - 2070-1C - Econolite Type - Cobalt

Controller Overlaps
Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	4	7	3.0	2.0	5
B02	5	4	7	3.0	2.0	5
C03	5	4	7	3.0	2.0	5
D04	5	4	7	3.0	2.0	5
E05	5	4	7	3.0	2.0	5
F06	5	4	7	3.0	2.0	5
G07	5	4	7	3.0	2.0	5
H08	5	4	7	3.0	2.0	5
I09	5	4	7	3.0	2.0	5
J10	5	4	7	3.0	2.0	5
K11	5	4	7	3.0	2.0	5
L12	5	4	7	3.0	2.0	5
M13	5	4	7	3.0	2.0	5
N14	5	4	7	3.0	2.0	5
O15	5	4	7	3.0	2.0	5
P16	5	4	7	3.0	2.0	5

Miami-Dade, FL

3197 - SR A1A/Harding Ave. & 73rd St. - 2070-1C - Econolite Type - Cobalt

Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

Miami-Dade, FL

3197 - SR A1A/Harding Ave. & 73rd St. - 2070-1C - Econolite Type - Cobalt

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I																
Non-Act II																
Dual Entry				X				X								
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 5.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X														
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan # 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X														
Max Recall		X														
Soft Recall																
No Rest																
AI Calc																

Plan # 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X														
Max Recall		X														
Soft Recall																
No Rest																
AI Calc																

Plan # 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																

Max Recall															
Soft Recall															
No Rest															
AI Calc															

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3197 - SR A1A/Harding Ave. & 73rd St. - 2070-1C - Econolite Type - Cobalt

Coordination Options
Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	Yes
Local Zero Override	Yes	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Miami-Dade, FL

3197 - SR A1A/Harding Ave. & 73rd St. - 2070-1C - Econolite Type - Cobalt

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	90	Std (COS)	9	Offsets In	Seconds
Offset Value	22s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 1)	0	59	0	31	0	0	0	31	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	31s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall		X		X				X								
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	90	Std (COS)	17	Offsets In	Seconds
Offset Value	35s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	0	60	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	30s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall		X		X				X								
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	90	Std (COS)	25	Offsets In	Seconds
Offset Value	62s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	0	60	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	30s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	80	Std (COS)	33	Offsets In	Seconds
Offset Value	28s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	0	50	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	30s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	120	Std (COS)	41	Offsets In	Seconds
Offset Value	87s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 5)	0	90	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	30s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	70	Std (COS)	73	Offsets In	Seconds
Offset Value	60s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	0	40	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	30s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	70	Std (COS)	81	Offsets In	Seconds
Offset Value	60s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	0	40	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	30s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 8

Split Pattern	8	TS2 (Pat-Off)	2-2	Splits In	Seconds
Cycle	70	Std (COS)	89	Offsets In	Seconds
Offset Value	50s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 8)	0	40	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	30s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 9

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Seconds
Cycle	90	Std (COS)	97	Offsets In	Seconds
Offset Value	82s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 9)	0	60	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	30s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Seconds
Cycle	70	Std (COS)	105	Offsets In	Seconds
Offset Value	52s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 10)	0	40	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	30s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall		X		X				X								
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 11

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Seconds
Cycle	70	Std (COS)	137	Offsets In	Seconds
Offset Value	64s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 11)	0	40	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	30s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 12

Split Pattern	12	TS2 (Pat-Off)	3-3	Splits In	Seconds
Cycle	100	Std (COS)	145	Offsets In	Seconds
Offset Value	81s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 12)	0	70	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100s	30s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall		X		X				X								
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 13

Split Pattern	13	TS2 (Pat-Off)	4-1	Splits In	Seconds
Cycle	70	Std (COS)	153	Offsets In	Seconds
Offset Value	55s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	0	40	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	30s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 14

Split Pattern	14	TS2 (Pat-Off)	4-2	Splits In	Seconds
Cycle	90	Std (COS)	161	Offsets In	Seconds
Offset Value	68s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	0	60	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	30s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall		X		X				X								
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 20

Split Pattern	20	TS2 (Pat-Off)	6-2	Splits In	Seconds
Cycle	70	Std (COS)	233	Offsets In	Seconds
Offset Value	58s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	0	40	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	30s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 22

Split Pattern	22	TS2 (Pat-Off)	7-1	Splits In	Seconds
Cycle	80	Std (COS)	18	Offsets In	Seconds
Offset Value	29s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 22)	0	50	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	30s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 23

Split Pattern	23	TS2 (Pat-Off)	7-2	Splits In	Seconds
Cycle	80	Std (COS)	26	Offsets In	Seconds
Offset Value	29s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	N	W-T	N	N	N	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 23)	0	50	0	30	0	0	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	30s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Miami-Dade, FL

3197 - SR A1A/Harding Ave. & 73rd St. - 2070-1C - Econolite Type - Cobalt

Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 1 - "1"

Pattern	1	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 2 - "2"

Pattern	2	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 3 - "3"

Pattern	3	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 4 - "4"

Pattern	4	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 5 - "5"

Pattern	5	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 6 - "6"

Pattern	6	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 7 - "7"

Pattern	7	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 8 - "8"

Pattern	8	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 9 - "9"

Pattern	9	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 10 - "10"

Pattern	10	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 11 - "11"

Pattern	11	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 12 - "12"

Pattern	12	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 13 - "13"

Pattern	13	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 14 - "14"

Pattern	14	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 20 - "20"

Pattern	20	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 22 - "22"

Pattern	22	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 23 - "23"

Pattern	23	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 38 - "38"

Pattern	8	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall		X		X				X								
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 43 - "43"

Pattern	13	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall		X		X				X								
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 62 - "62"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 63 - "63"

Pattern	Flash	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Miami-Dade, FL

3197 - SR A1A/Harding Ave. & 73rd St. - 2070-1C - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	8	00:00
2	1	06:30
3	2	15:00
4	10	19:30
5	43	21:00
7	38	05:00
8	13	22:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	8	00:00
2	10	08:00
3	14	10:00
4	12	16:30
5	10	18:30
6	43	21:00
8	38	05:00
9	13	22:00

Day Plan #3 - "3"

Event	Action Plan	Start Time
1	8	00:00
2	10	06:00
3	14	10:00
4	12	16:30
5	10	18:30
6	13	21:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 3

Day Plan No.: 3

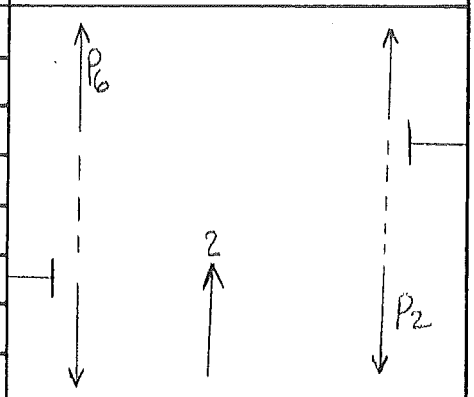
Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

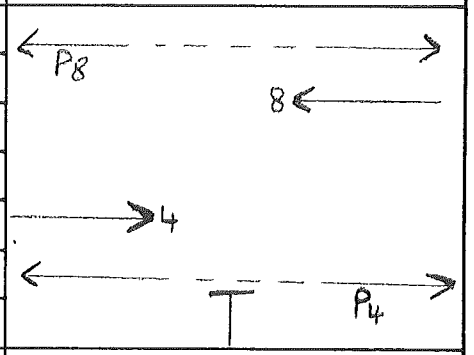
Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	12	13	14	15	16	17	18	19	20	21	22
	23	24	25	26	27	28	29	30	31		

SIGNAL OPERATING PLAN

PHASE		INT	2	4	8		P_2	P_6	P_4	P_8				
Φ_2 NBND		R/W	G	R	R		W	W	DW	DW				
		PED. CL.	G	R	R		FDW	FDW	DW	DW				
	TO CLEAR	Φ_{4+8}	Y	R	R		DW	DW	DW	DW				
Φ_{4+8} EBND & WBND		R/W	R	G	G		DW	DW	W	W				
		PED. CL.	R	G	G		DW	DW	FDW	FDW				
	TO CLEAR	Φ_2	R	Y	Y		DW	DW	DW	DW				
		R/W												
		PED. CL.												
	TO CLEAR													
		R/W												
		PED. CL.												
	TO CLEAR													
FLASH OPERATION			FY	FR	FR									







Drawn	Date
H. FRANCILLON	9/6/94
Check	Date
E Lee	9/6/94
Division Engineer	Date

METROPOLITAN DADE COUNTY
DEPARTMENT OF TRAFFIC AND TRANSPORTATION

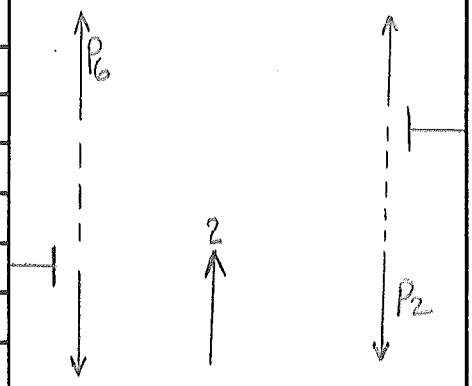
ASSET NO. 2694

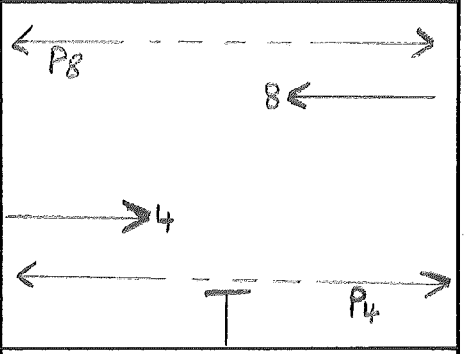
COLLINS AVE (SR A1A) & 74 ST

Placed In Service			Phasing Number
Date: -94	By: MITCHELL		6

SIGNAL OPERATING PLAN

PHASE		INT	2	4	8		P2	P6	P4	P8				
Φ2 NBND		R/W	G	R	R		W	W	DW	DW				
		PED. CL.	G	R	R		FDW	FDW	DW	DW				
	TO CLEAR	Φ4+8	Y	R	R		DW	DW	DW	DW				
Φ4+8 EBND & WBND		R/W	R	G	G		DW	DW	W	W				
		PED. CL.	R	G	G		DW	DW	FDW	FDW				
	TO CLEAR	Φ2	R	Y	Y		DW	DW	DW	DW				
		R/W												
		PED. CL.												
	TO CLEAR													
		R/W												
		PED. CL.												
	TO CLEAR													







Drawn	Date
H. FRANCILLON	9/6/94
Check	Date
E Lee	9/6/94
Division Engineer	Date

METROPOLITAN DADE COUNTY
DEPARTMENT OF TRAFFIC AND TRANSPORTATION

ASSET NO. 2694

COLLINS AVE (SR A1A) & 74 ST

Placed in Service			Phasing Number
Date:	By:		6

SIGNAL OPERATING PLAN

	Direction		SB	EB	WB	Ped Heads				N
Timing Phases	Head No.		2	8	4	P6	P2	P8	P4	Movements/Display/Actuation
(2)	Dwell		G	R	R	W/F	W/F	DW	DW	P2
	Clear to (4+8)		Y	R	R	DW	DW	DW	DW	
SB HARDING AV										2
										P6
(RECALL)										
	Dwell									
	Clear to									
(4+8)	Dwell		R	G	G	DW	DW	W/F	W/F	P4 4
	Clear to (2)		R	Y	Y	DW	DW	DW	DW	8 P8
E/WB 73 STREET (ACTUATED)										
	Dwell									
	Clear to									
	Dwell									
	Clear to									
	Dwell									
	Clear to									
Flashing Operation			FY	FR	FR					Page 1 of 1

Miami-Dade County Public Works Department

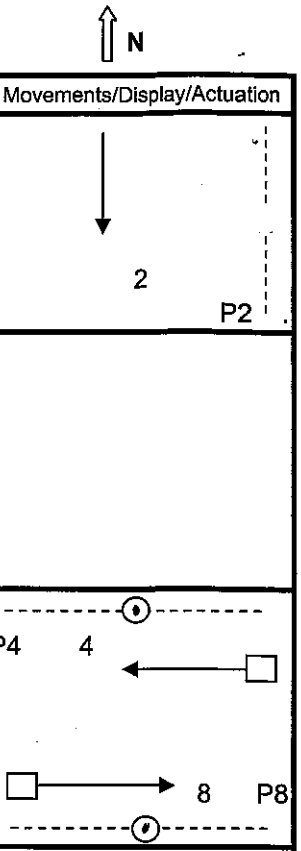
Drawn	Date	Harding Av & 73 ST		
WILLIAM RIVERA PAZ	9/18/2012			
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	9/21/12	Date 11/14/12 By [illegible]	5	3197

FS C.

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SIGNAL OPERATING PLAN

	Direction		SB	EB	EB	Ped Heads			
Timing Phases	Head No.		2	8	4	P2	P4		P8
2	Dwell		G	R	R	W/F	DW		DW
	Clear to (4+8)		Y	R	R	DW	DW		DW
SB HARDING AV (RECALL)									
	Dwell								
	Clear to								
(4+8)	Dwell		R	G	G	DW	W/F		W/F
	Clear to 2		R	Y	Y	DW	DW		DW
E/WB 75 ST (ACTUATED)									
	Dwell								
	Clear to								
	Dwell								
	Clear to								
	Dwell								
	Clear to								
Flashing Operation			FY	FR	FR				



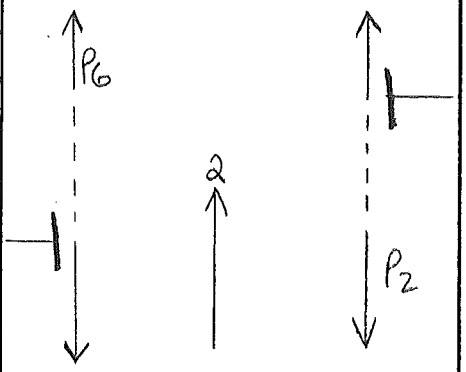
Movements/Display/Actuation

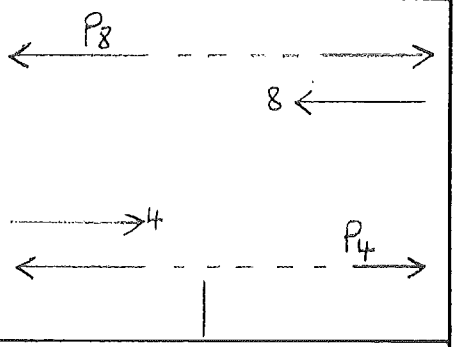
Miami-Dade County Public Works Department

Drawn	Date	HARDING AV & 75 ST		
WILLIAM RIVERA PAZ	7/28/2006			
Checked	Date	Placed in Service	Phasing No.	Asset Number
HIRAM HERNANDEZ	8/25/6	Date 9/1/06 By MAGESCO	6	2712

SIGNAL OPERATING PLAN

PHASE		INT	2	4	8		P2	P6	P4	P8				
Φ2 NBND		R/W	G	R	R		W	W	DW	DW				
		PED. CL.	G	R	R		F DW	F DW	DW	DW				
	TO CLEAR	Φ4+8	Y	R	R		DW	DW	DW	DW				
Φ4+8 EBND & WBND		R/W	R	G	G		DW	DW	W	W				
		PED. CL.	R	G	G		DW	DW	F DW	F DW				
	TO CLEAR	Φ2	R	Y	Y		DW	DW	DW	DW				
		R/W												
		PED. CL.												
	TO CLEAR													
		R/W												
		PED. CL.												
	TO CLEAR													







Drawn	Date
H. FRANCILLON	9/6/94
Check	Date
E Lu	9/6/94
Division Engineer	Date

METROPOLITAN DADE COUNTY
DEPARTMENT OF TRAFFIC AND TRANSPORTATION

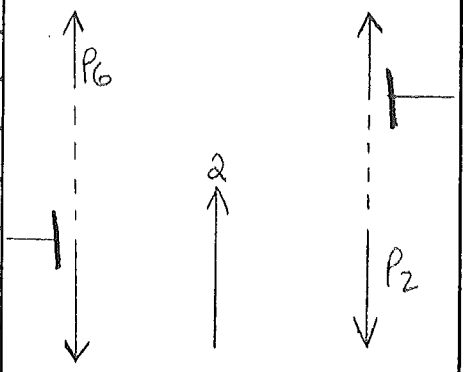
ASSET NO. 2695

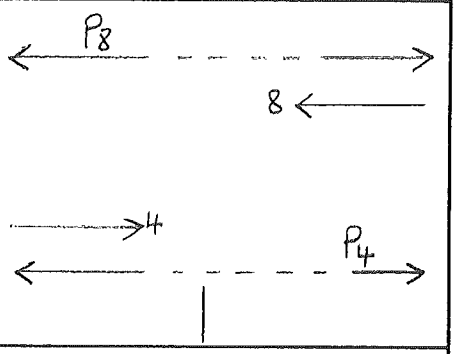
Collins AVE (SR A1A) & 75 ST

Placed In Service			Phasing Number
Date:	By:		4

SIGNAL OPERATING PLAN

PHASE		SIGNAL HEAD NUMBER												
	INT	2	4	8		P2	P6	P4	P8					
Φ2	R/W	G	R	R		W	W	DW	DW					
NBND	PED. CL.	G	R	R		F DW	F DW	DW	DW					
	TO CLEAR Φ4+8	Y	R	R		DW	DW	DW	DW					
Φ4+8	R/W	R	G	G		DW	DW	W	W					
EBND & WBND	PED. CL.	R	G	G		DW	DW	F DW	F DW					
	TO CLEAR Φ2	R	Y	Y		DW	DW	DW	DW					
	R/W													
	PED. CL.													
	TO CLEAR													
	R/W													
	PED. CL.													
	TO CLEAR													
FLASHING OPERATION		FY	FR	FR										





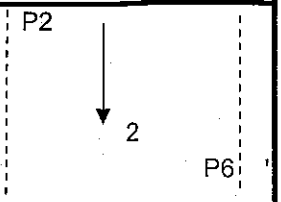


Drawn: H. FRANCILLON	Date: 9/6/94	METROPOLITAN DADE COUNTY DEPARTMENT OF TRAFFIC AND TRANSPORTATION
Check: E Lu	Date: 9/6/94	ASSET NO. 2695 Collins AVE (SR A1A) & 75 ST
Division Engineer	Date	

Placed In Service		Phasing Number
Date: -194	By: MITCHELL	4

SIGNAL OPERATING PLAN

N

	Direction		SB	EB	WB	Ped Heads				
Timing Phases	Head No.		2	8	4	P6	P2	P8	P4	Movements/Display/Actuation
(2)	Dwell		G	R	R	W/F	W/F	DW	DW	
	Clear to (4+8)		Y	R	R	DW	DW	DW	DW	
SB HARDING AV										
(RECALL)										
	Dwell									
	Clear to									
(4+8)	Dwell		R	G	G	DW	DW	W/F	W/F	
	Clear to (2)		R	Y	Y	DW	DW	DW	DW	
E/WB										
74 STREET										
(ACTUATED)										
	Dwell									
	Clear to									
	Dwell									
	Clear to									
	Dwell									
	Clear to									
Flashing Operation			FY	FR	FR					Page 1 of 1

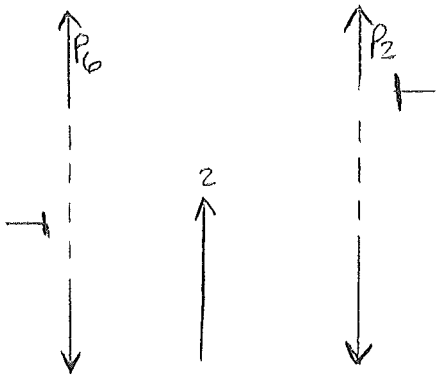
Miami-Dade County Public Works Department

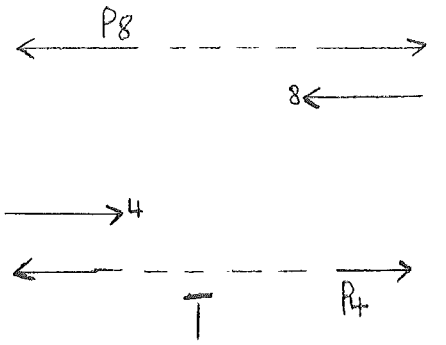
Drawn	Date	Harding Av & 74 Street		
WILLIAM RIVERA PAZ	09/2/12			
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	9/27/12	Date 11/26/12 By SUU	5	2711

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SIGNAL OPERATING PLAN

PHASE		INT	2	4	8		P_2	P_6	P_4	P_8				
ϕ_2 NBND RECALL		R/W	G	R	R		W	W	DW	DW				
		PED. CL.	G	R	R		F DW	F DW	DW	DW				
	TO	$\phi_{4\&8}$	Y	R	R		DW	DW	DW	DW				
	CLEAR													
ϕ 4 & 8 EBND & WBND RECALL		R/W	R	G	G		DW	DW	W	W				
		PED. CL.	R	G	G		DW	DW	F DW	F DW				
	TO	ϕ_2	R	Y	Y		DW	DW	DW	DW				
	CLEAR													
		R/W												
		PED. CL.												
	TO													
	CLEAR													
		R/W												
		PED. CL.												
	TO													
	CLEAR													







Drawn	Date
H. FRANCILLON	9/6/94
Check	Date
E Lu	9/6/94
Division Engineer	Date

METROPOLITAN DADE COUNTY
DEPARTMENT OF TRAFFIC AND TRANSPORTATION

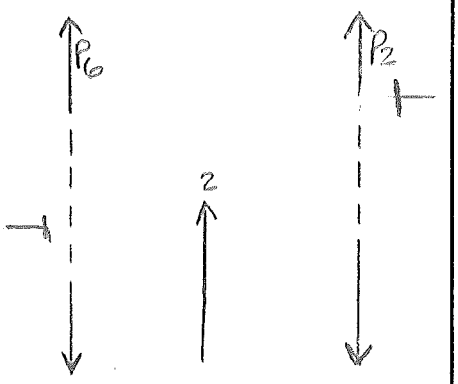
ASSET NO. 2693

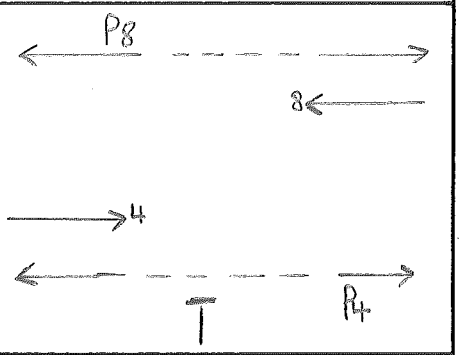
COLLINS AVE (SR A1A) & 73 ST

Placed In Service			Phasing Number
Date:	By:		4

SIGNAL OPERATING PLAN

PHASE	INT	SIGNAL HEAD NUMBER 2	4	8		P2	P6	P4	P8				
Φ2 NBND	R/W	G	R	R		W	W	DW	DW				
	PED. CL.	G	R	R		F DW	F DW	DW	DW				
	TO Φ4&8	Y	R	R		DW	DW	DW	DW				
	CLEAR												
	CLEAR												
	CLEAR												
	CLEAR												
	CLEAR												
Φ 4 & 8 EBND & WBND	R/W	R	G	G		DW	DW	W	W				
	PED. CL.	R	G	G		DW	DW	F DW	F DW				
	TO Φ2	R	Y	Y		DW	DW	DW	DW				
	CLEAR												
	CLEAR												
	CLEAR												
	CLEAR												
	R/W												
	PED. CL.												
	TO												
	CLEAR												
	CLEAR												
	CLEAR												
	CLEAR												
	R/W												
	PED. CL.												
	TO												
	CLEAR												
	CLEAR												
	CLEAR												
	CLEAR												
FLASH OPERATION		FY	FR	FR									







Drawn	Date
H. FRANCILLON	9/6/94
Check	Date
E Ru	9/6/94
Division Engineer	Date

METROPOLITAN DADE COUNTY
DEPARTMENT OF TRAFFIC AND TRANSPORTATION

ASSET NO. 2693

COLLINS AVE (SR A1A) & 73 ST

Placed In Service			Phasing Number
Date: -/94	By: MITCHELL		4

TOD Schedule Report

for 2695: Collins Av&75 St

Print Date: 10/4/2021

Print Time: 3:18 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2695	Collins Av&75 St	DOW-2	TOD	N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	NBT	-	EBT	-	-	-	WBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 NBT	6 - 6 - 6	12 - 12 - 12	7 - 7 - 7	1 - 1 - 1	40 - 50 - 50	0 - 0 - 0	4	2.8
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 EBT	4 - 4 - 4	14 - 14 - 14	4 - 4 - 4	1 - 1 - 1	20 - 20 - 20	20 - 0 - 0	4	2.8
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 WBT	4 - 4 - 4	14 - 14 - 14	4 - 4 - 4	1 - 1 - 1	20 - 20 - 20	20 - 0 - 0	4	2.8

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4---8
External Permit 0	-2-4---8
External Permit 1	-2-4---8
External Permit 2	-2-4---8

TOD Schedule Report

for 2695: Collins Av&75 St

Print Date: 10/4/2021

Print Time: 3:18 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 NBT	3 -	4 EBT	5 -	6 -	7 -	8 WBT	Ring Offset	Offset
	1	90	0	58	0	18	0	0	0	18	0	81
	2	70	0	38	0	18	0	0	0	18	0	63
	3	180	0	148	0	18	0	0	0	18	0	144
	4	180	0	148	0	18	0	0	0	18	0	142
	5	90	0	58	0	18	0	0	0	18	0	27
	6	100	0	68	0	18	0	0	0	18	0	74
	8	70	0	38	0	18	0	0	0	18	0	61
	10	70	0	38	0	18	0	0	0	18	0	26
	12	90	0	58	0	18	0	0	0	18	0	7
	13	70	0	38	0	18	0	0	0	18	0	3
	14	90	0	58	0	18	0	0	0	18	0	35

Local TOD Schedule

Time	Plan	DOW
0000	13	Su S
0000	1	M T W Th F
0600	5	M T W Th F
1000	14	Su S
1600	3	M T W Th F
1630	6	Su S
1900	12	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0000	TOD LOCAL MULTIFU	----4---	SuM T W ThF S
0500	TOD LOCAL MULTIFU	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0000	TOD LOCAL MULTIFUNCT	----4---	SuM T W ThF S
0500	TOD LOCAL MULTIFUNCT	--------	SuM T W ThF S

* Settings

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

No Calendar Defined/Enabled

TOD Schedule Report

for 2693: Collins Av&73 St

Print Date: 10/4/2021

Print Time: 3:18 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2693	Collins Av&73 St	DOW-2	TOD	N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	NBT	-	EBT	-	-	-	WBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk Phase Bank 1	Don't Walk Phase Bank 2	Don't Walk Phase Bank 3	Min Initial Phase Bank 1	Min Initial Phase Bank 2	Min Initial Phase Bank 3	Veh Ext Phase Bank 1	Veh Ext Phase Bank 2	Veh Ext Phase Bank 3	Max Limit Phase Bank 1	Max Limit Phase Bank 2	Max Limit Phase Bank 3	Max 2 Phase Bank 1	Max 2 Phase Bank 2	Max 2 Phase Bank 3	Yellow	Red
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 NBT	6	6	6	12	12	12	7	7	7	1	2.5	1	40	50	50	0	0	0	4	2.8
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 EBT	4	4	4	13	13	13	4	4	4	1	1	1	12	19	19	19	0	0	4	2.8
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 WBT	4	4	4	13	13	13	4	4	4	1	1	1	12	19	19	19	0	0	4	2.8

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4---8
External Permit 0	-2-4---8
External Permit 1	-2-4---8
External Permit 2	-2-4---8

TOD Schedule Report

for 2693: Collins Av&73 St

Print Date: 10/4/2021

Print Time: 3:18 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 NBT	3 -	4 EBT	5 -	6 -	7 -	8 WBT	Ring Offset	Offset
	1	90	0	59	0	17	0	0	0	17	0	65
	2	70	0	39	0	17	0	0	0	17	0	47
	3	180	0	149	0	17	0	0	0	17	0	130
	4	180	0	149	0	17	0	0	0	17	0	127
	5	90	0	59	0	17	0	0	0	17	0	65
	6	100	0	69	0	17	0	0	0	17	0	58
	8	70	0	39	0	17	0	0	0	17	0	46
	10	70	0	39	0	17	0	0	0	17	0	10
	12	90	0	59	0	17	0	0	0	17	0	81
	13	70	0	39	0	17	0	0	0	17	0	59
	14	90	0	59	0	17	0	0	0	17	0	21

Local TOD Schedule

Time	Plan	DOW
0000	13	Su S
0000	1	M T W Th F
0600	5	M T W Th F
1000	14	Su S
1600	3	M T W Th F
1630	6	Su S
1900	12	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0000	TOD LOCAL MULTIFU	----4---	SuM T W ThF S
0500	TOD LOCAL MULTIFU	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0000	TOD LOCAL MULTIFUNCT	----4---	SuM T W ThF S
0500	TOD LOCAL MULTIFUNCT	--------	SuM T W ThF S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 2694: Collins Av&74 St

Print Date: 10/4/2021

Print Time: 3:18 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2694	Collins Av&74 St	DOW-2	TOD	N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	-	-	WBT	-	NBT	-	EBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 -	6 - 6 - 6	12 - 12 - 12	7 - 7 - 7	1 - 2.5 - 2.5	40 - 50 - 50	0 - 0 - 0	4	2.8
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	4 - 4 - 4	12 - 12 - 12	4 - 4 - 4	1 - 2.5 - 2.5	12 - 18 - 16	16 - 0 - 0	4	2.8
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	4 - 4 - 4	12 - 12 - 12	4 - 4 - 4	1 - 2.5 - 2.5	12 - 18 - 16	16 - 0 - 0	4	2.8

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4---8
External Permit 0	-2-4---8
External Permit 1	-2-4---8
External Permit 2	-2-4---8

TOD Schedule Report

for 2694: Collins Av&74 St

Print Date: 10/4/2021

Print Time: 3:18 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	-	WBT	-	NBT	-	EBT		
	1	90	0	60	0	16	0	0	0	16	0	73
	2	70	0	40	0	16	0	0	0	16	0	59
	3	180	0	150	0	16	0	0	0	16	0	138
	4	180	0	150	0	16	0	0	0	16	0	134
	5	90	0	60	0	16	0	0	0	16	0	20
	6	100	0	70	0	16	0	0	0	16	0	64
	8	70	0	40	0	16	0	0	0	16	0	53
	10	70	0	40	0	16	0	0	0	16	0	20
	12	90	0	60	0	16	0	0	0	16	0	89
	13	70	0	40	0	16	0	0	0	16	0	68
	14	90	0	60	0	16	0	0	0	16	0	29

Local TOD Schedule

Time	Plan	DOW
0000	13	Su S
0000	1	M T W Th F
0600	5	M T W Th F
1000	14	Su S
1600	3	M T W Th F
1630	6	Su S
1900	12	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0000	TOD LOCAL MULTIFU	----4---	SuM T W ThF S
0500	TOD LOCAL MULTIFU	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0000	TOD LOCAL MULTIFUNCT	----4---	SuM T W ThF S
0500	TOD LOCAL MULTIFUNCT	--------	SuM T W ThF S

* Settings

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

No Calendar Defined/Enabled

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.06	1.10
2	01/02/2022 - 01/08/2022	1.04	1.08
3	01/09/2022 - 01/15/2022	1.02	1.06
4	01/16/2022 - 01/22/2022	1.01	1.05
5	01/23/2022 - 01/29/2022	1.00	1.04
6	01/30/2022 - 02/05/2022	0.98	1.02
7	02/06/2022 - 02/12/2022	0.97	1.01
* 8	02/13/2022 - 02/19/2022	0.96	1.00
* 9	02/20/2022 - 02/26/2022	0.96	1.00
*10	02/27/2022 - 03/05/2022	0.96	1.00
*11	03/06/2022 - 03/12/2022	0.96	1.00
*12	03/13/2022 - 03/19/2022	0.96	1.00
*13	03/20/2022 - 03/26/2022	0.96	1.00
*14	03/27/2022 - 04/02/2022	0.96	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.00
*16	04/10/2022 - 04/16/2022	0.95	0.99
*17	04/17/2022 - 04/23/2022	0.96	1.00
*18	04/24/2022 - 04/30/2022	0.96	1.00
*19	05/01/2022 - 05/07/2022	0.97	1.01
*20	05/08/2022 - 05/14/2022	0.97	1.01
21	05/15/2022 - 05/21/2022	0.98	1.02
22	05/22/2022 - 05/28/2022	0.99	1.03
23	05/29/2022 - 06/04/2022	0.99	1.03
24	06/05/2022 - 06/11/2022	1.00	1.04
25	06/12/2022 - 06/18/2022	1.01	1.05
26	06/19/2022 - 06/25/2022	1.01	1.05
27	06/26/2022 - 07/02/2022	1.01	1.05
28	07/03/2022 - 07/09/2022	1.02	1.06
29	07/10/2022 - 07/16/2022	1.02	1.06
30	07/17/2022 - 07/23/2022	1.02	1.06
31	07/24/2022 - 07/30/2022	1.02	1.06
32	07/31/2022 - 08/06/2022	1.01	1.05
33	08/07/2022 - 08/13/2022	1.01	1.05
34	08/14/2022 - 08/20/2022	1.01	1.05
35	08/21/2022 - 08/27/2022	1.03	1.07
36	08/28/2022 - 09/03/2022	1.04	1.08
37	09/04/2022 - 09/10/2022	1.05	1.09
38	09/11/2022 - 09/17/2022	1.07	1.11
39	09/18/2022 - 09/24/2022	1.05	1.09
40	09/25/2022 - 10/01/2022	1.03	1.07
41	10/02/2022 - 10/08/2022	1.01	1.05
42	10/09/2022 - 10/15/2022	0.99	1.03
43	10/16/2022 - 10/22/2022	1.00	1.04
44	10/23/2022 - 10/29/2022	1.01	1.05
45	10/30/2022 - 11/05/2022	1.01	1.05
46	11/06/2022 - 11/12/2022	1.02	1.06
47	11/13/2022 - 11/19/2022	1.03	1.07
48	11/20/2022 - 11/26/2022	1.04	1.08
49	11/27/2022 - 12/03/2022	1.05	1.09
50	12/04/2022 - 12/10/2022	1.05	1.09
51	12/11/2022 - 12/17/2022	1.06	1.10
52	12/18/2022 - 12/24/2022	1.04	1.08
53	12/25/2022 - 12/31/2022	1.02	1.06

* PEAK SEASON

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	9600 C	E 5300	W 4300	9.00	54.70	6.80
2021	9700 C	E 5300	W 4400	9.00	54.30	8.70
2020	8000 C	E 4500	W 3500	9.00	54.20	7.60
2019	10700 C	E 5600	W 5100	9.00	54.60	10.20
2018	10500 C	E 5400	W 5100	9.00	54.30	4.30
2017	10800 C	E 5300	W 5500	9.00	55.00	4.30
2016	11100 C	E 5600	W 5500	9.00	54.50	4.30
2015	11700 C	E 5900	W 5800	9.00	54.70	3.80
2014	12000 C	E 6100	W 5900	9.00	54.50	3.80
2013	11600 C	E 5900	W 5700	9.00	52.40	3.70
2012	16600 C	E 7100	W 9500	9.00	55.70	10.50
2011	12000 C	E 5900	W 6100	9.00	55.10	10.50
2010	13800 C	E 5900	W 7900	8.98	54.08	9.50
2009	14400 C	E 6500	W 7900	8.99	53.24	8.40
2008	13800 C	E 6200	W 7600	9.09	55.75	9.60
2007	13800 C	E 5900	W 7900	8.01	54.34	6.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0525 - SR A1A/COLLINS AV/ONE-WAY PAIR NB, 100' N 87 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	21000 C	N 21000	0	9.00	99.90	4.50
2021	22000 C	N 22000	0	9.00	99.90	5.40
2020	22500 C	N 22500	0	9.00	99.90	9.20
2019	25000 C	N 25000	0	9.00	99.90	5.00
2018	22000 C	N 22000	0	9.00	99.90	5.60
2017	21000 C	N 21000	0	9.00	99.90	5.30
2016	25000 C	N 25000	0	9.00	99.90	7.80
2015	24500 C	N 24500	0	9.00	99.90	4.60
2014	21500 C	N 21500		9.00	99.90	5.10
2013	25000 C	N 25000	0	9.00	99.90	6.10
2012	32500 C	N 32500	0	9.00	99.90	8.40
2011	22000 C	N 22000	0	9.00	99.90	7.50
2010	22500 C	N 22500	0	8.98	99.99	8.80
2009	22500 C	N 22500	0	8.99	99.99	8.40
2008	24500 C	N 24500	0	9.09	99.99	5.30
2007	26000 C	N 26000	0	8.01	99.99	4.90

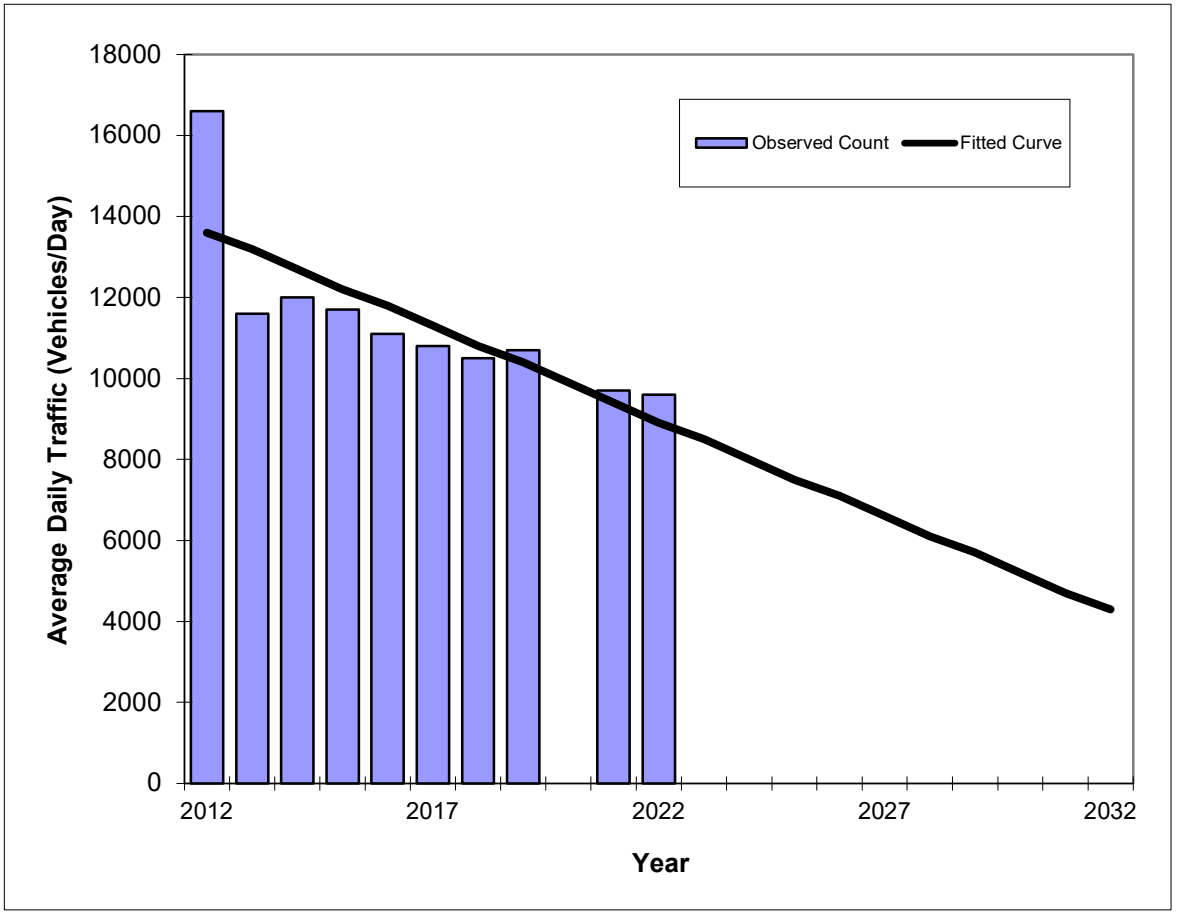
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 934/71 ST -- 200' W SR A1A/HARDING AV

FIN#	0
Location	2

County:	MIAMI-DADE
Station #:	5189
Highway:	SR 934/71 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2012	16600	13600
2013	11600	13200
2014	12000	12700
2015	11700	12200
2016	11100	11800
2017	10800	11300
2018	10500	10800
2019	10700	10400
2020	N/A	N/A
2021	9700	9400
2022	9600	8900
2024 Opening Year Trend		
2024	N/A	8000
2026 Mid-Year Trend		
2026	N/A	7100
2027 Design Year Trend		
2027	N/A	6600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-469
Trend R-squared:	62.10%
Trend Annual Historic Growth Rate:	-3.46%
Trend Growth Rate (2022 to Design Year):	-5.17%
Printed:	18-Jan-24

Straight Line Growth Option

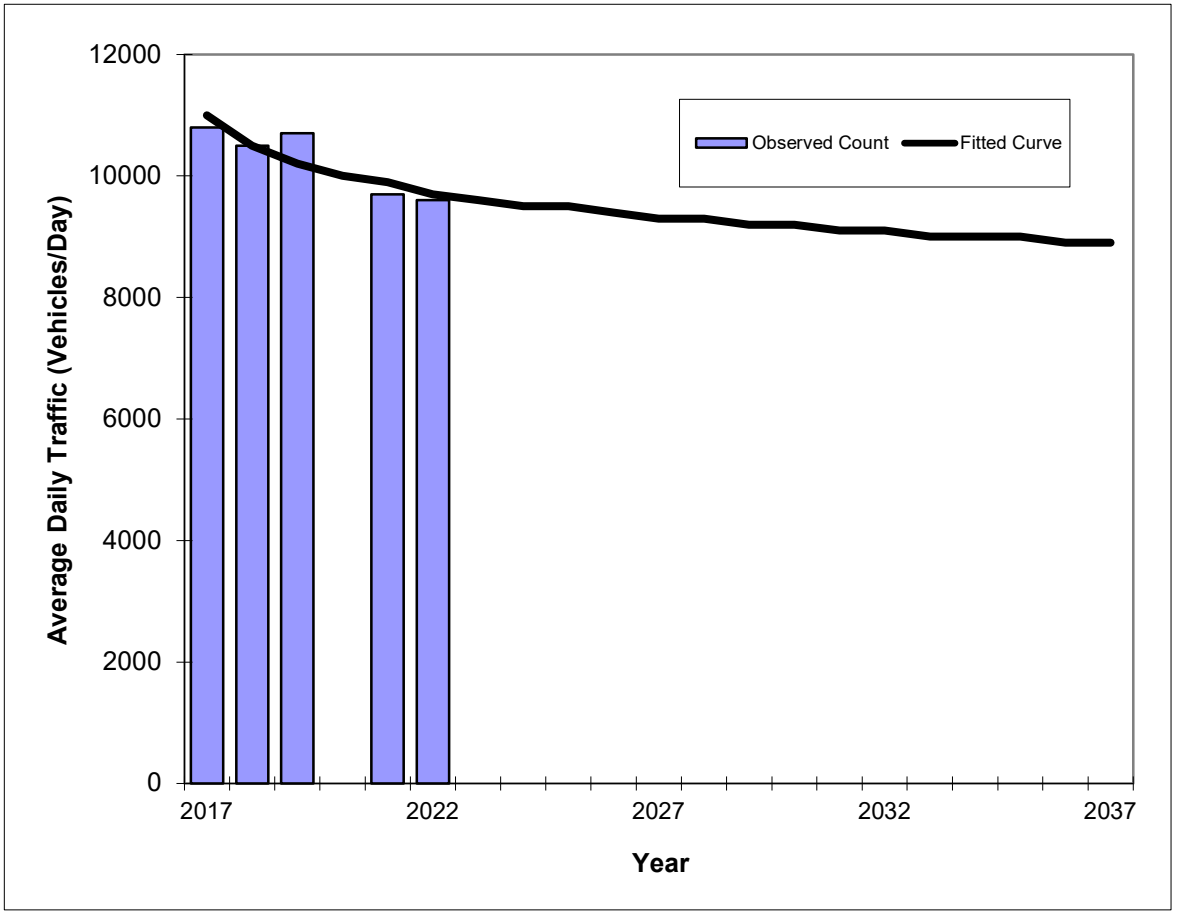
***Axle-Adjusted**

Traffic Trends - V03.a

SR 934/71 ST -- 200' W SR A1A/HARDING AV

FIN#	0
Location	2

County:	MIAMI-DADE
Station #:	5189
Highway:	SR 934/71 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2017	10800	11000
2018	10500	10500
2019	10700	10200
2020	N/A	N/A
2021	9700	9900
2022	9600	9700
2024 Opening Year Trend		
2024	N/A	9500
2026 Mid-Year Trend		
2026	N/A	9400
2027 Design Year Trend		
2027	N/A	9300
TRANPLAN Forecasts/Trends		

Trend R-squared:	88.04%
Compounded Annual Historic Growth Rate:	-2.48%
Compounded Growth Rate (2022 to Design Year):	-0.84%
Printed:	18-Jan-24

Exponential Growth Option

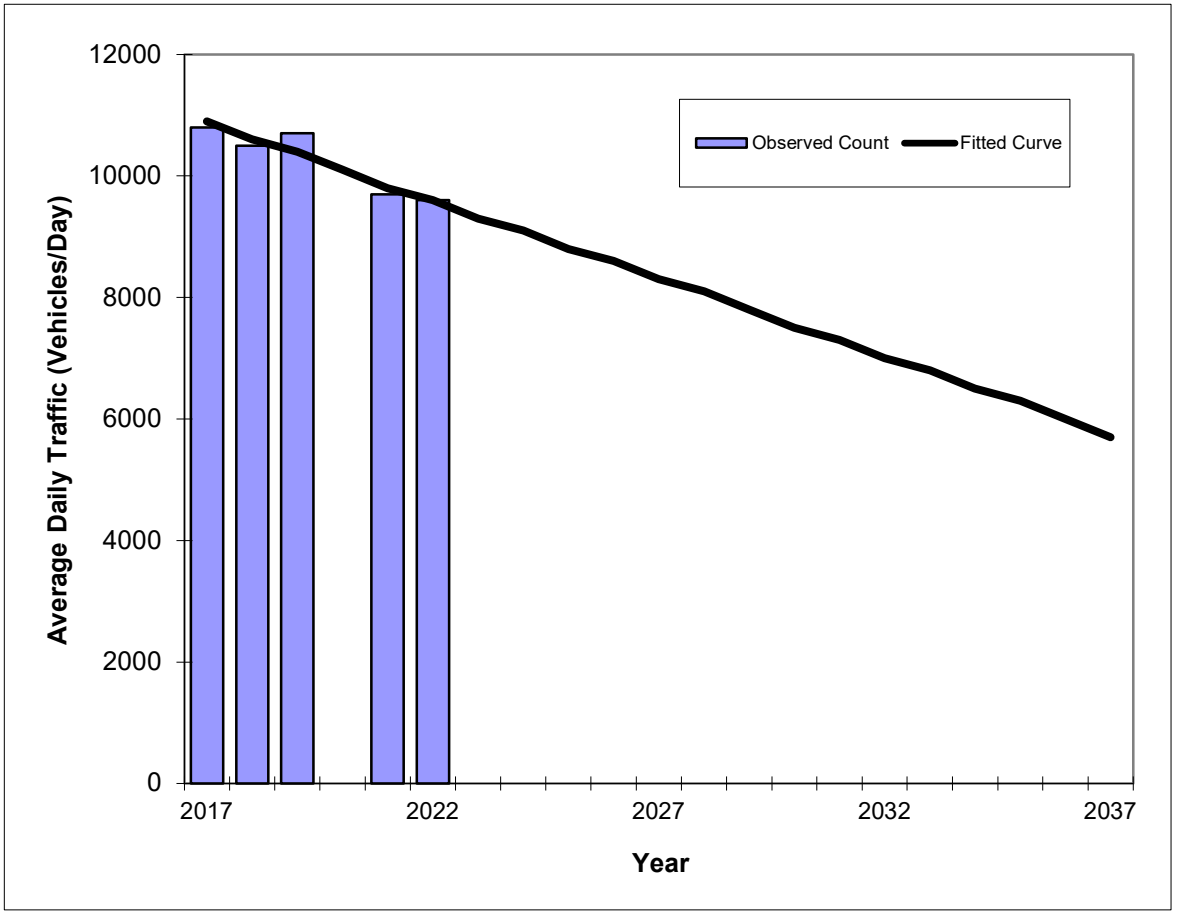
***Axle-Adjusted**

Traffic Trends - V03.a

SR 934/71 ST -- 200' W SR A1A/HARDING AV

FIN#	0
Location	2

County:	MIAMI-DADE
Station #:	5189
Highway:	SR 934/71 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2017	10800	10900
2018	10500	10600
2019	10700	10400
2020	N/A	N/A
2021	9700	9800
2022	9600	9600
2024 Opening Year Trend		
2024	N/A	9100
2026 Mid-Year Trend		
2026	N/A	8600
2027 Design Year Trend		
2027	N/A	8300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-257
Trend R-squared:	87.91%
Trend Annual Historic Growth Rate:	-2.39%
Trend Growth Rate (2022 to Design Year):	-2.71%
Printed:	18-Jan-24

Straight Line Growth Option

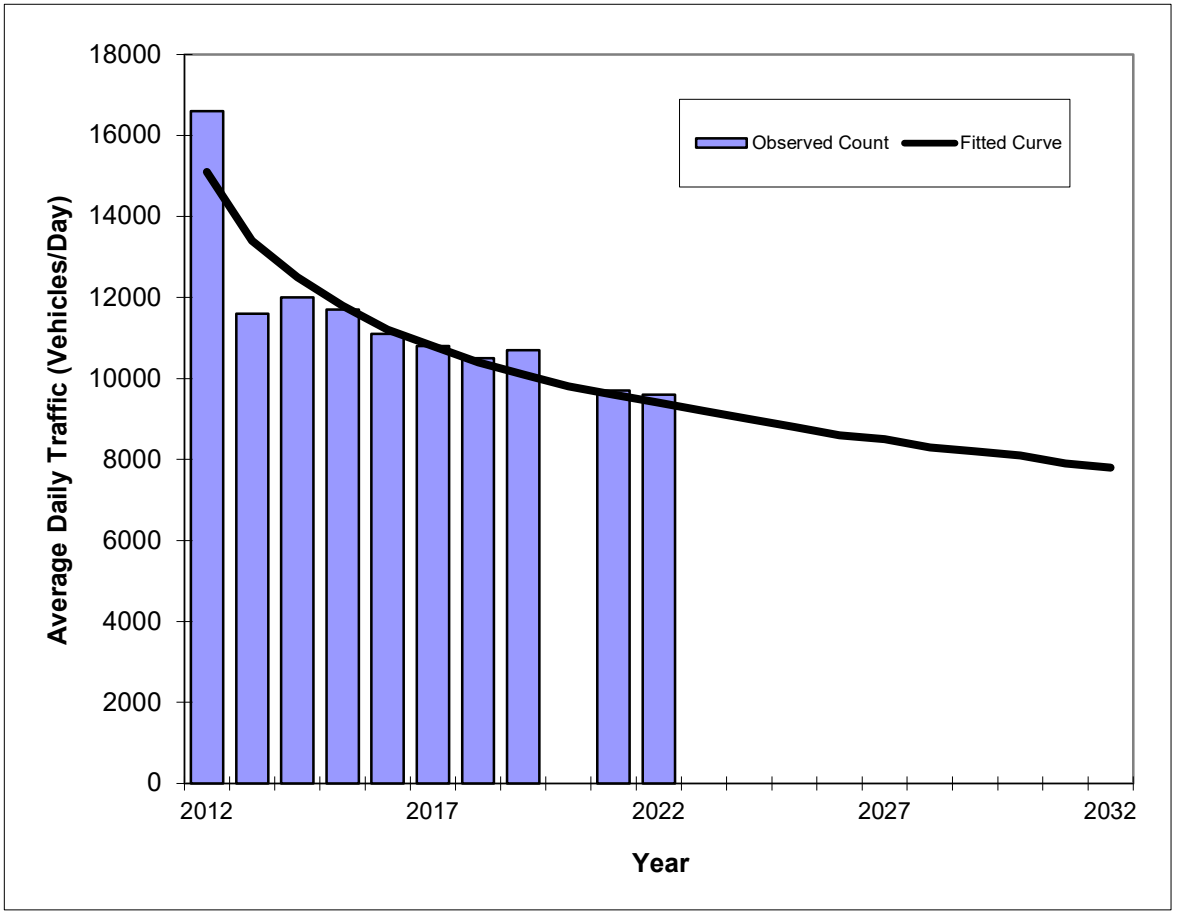
***Axle-Adjusted**

Traffic Trends - V03.a

SR 934/71 ST -- 200' W SR A1A/HARDING AV

FIN#	0
Location	2

County:	MIAMI-DADE
Station #:	5189
Highway:	SR 934/71 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2012	16600	15100
2013	11600	13400
2014	12000	12500
2015	11700	11800
2016	11100	11200
2017	10800	10800
2018	10500	10400
2019	10700	10100
2020	N/A	N/A
2021	9700	9600
2022	9600	9400
2024 Opening Year Trend		
2024	N/A	9000
2026 Mid-Year Trend		
2026	N/A	8600
2027 Design Year Trend		
2027	N/A	8500
TRANPLAN Forecasts/Trends		

Trend R-squared:	82.22%
Compounded Annual Historic Growth Rate:	-4.63%
Compounded Growth Rate (2022 to Design Year):	-1.99%
Printed:	18-Jan-24

Decaying Exponential Growth Option

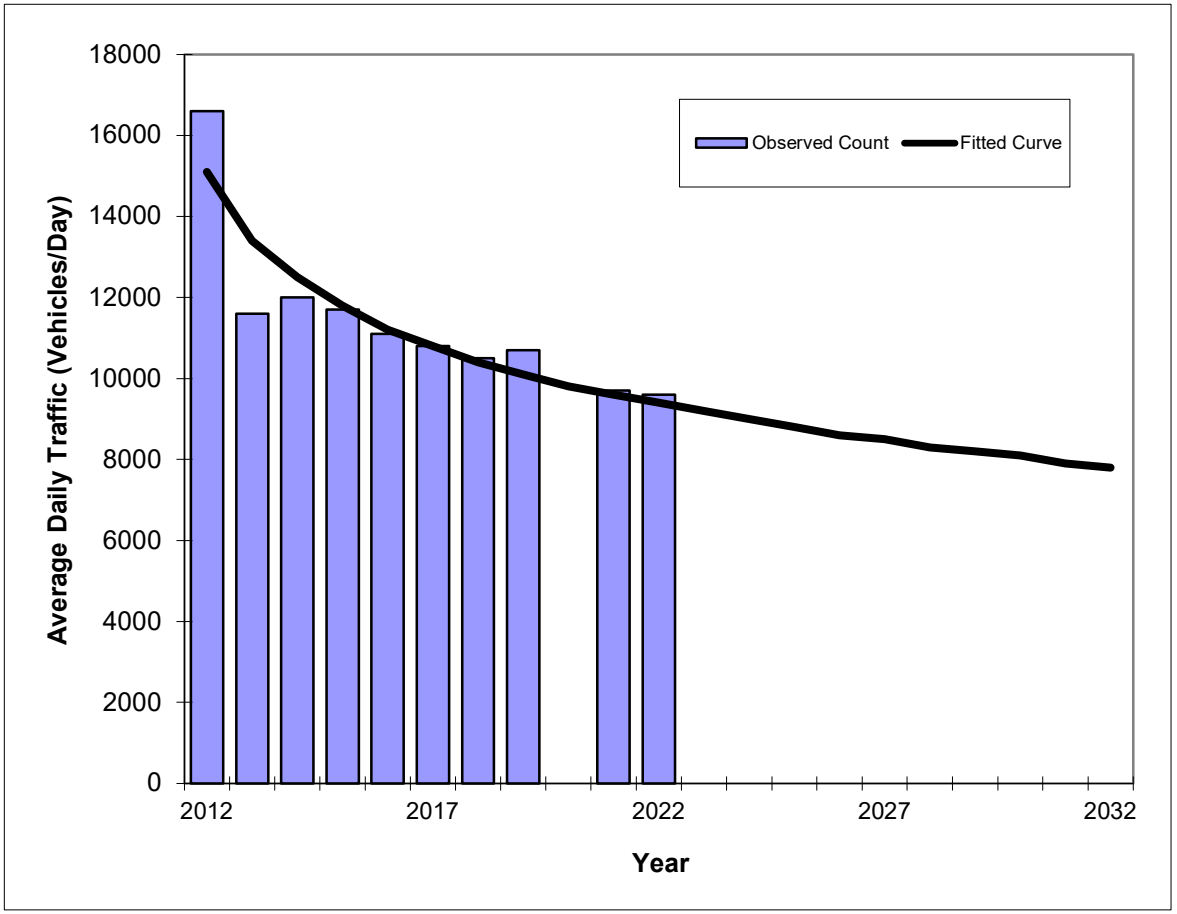
***Axle-Adjusted**

Traffic Trends - V03.a

SR 934/71 ST -- 200' W SR A1A/HARDING AV

FIN#	0
Location	2

County:	MIAMI-DADE
Station #:	5189
Highway:	SR 934/71 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2012	16600	15100
2013	11600	13400
2014	12000	12500
2015	11700	11800
2016	11100	11200
2017	10800	10800
2018	10500	10400
2019	10700	10100
2020	N/A	N/A
2021	9700	9600
2022	9600	9400
2024 Opening Year Trend		
2024	N/A	9000
2026 Mid-Year Trend		
2026	N/A	8600
2027 Design Year Trend		
2027	N/A	8500
TRANPLAN Forecasts/Trends		

Trend R-squared:	69.85%
Compounded Annual Historic Growth Rate:	-4.63%
Compounded Growth Rate (2022 to Design Year):	-1.99%
Printed:	18-Jan-24

Exponential Growth Option

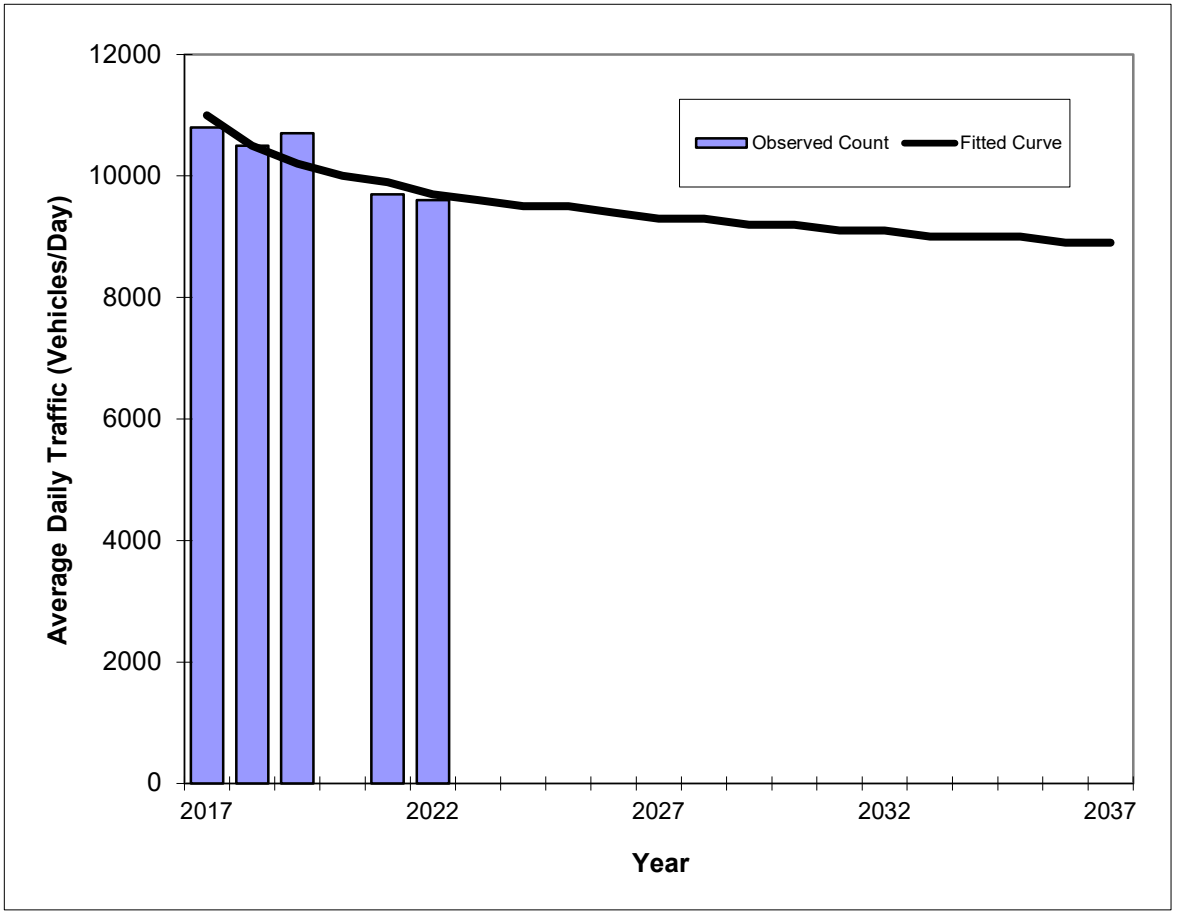
***Axle-Adjusted**

Traffic Trends - V03.a

SR 934/71 ST -- 200' W SR A1A/HARDING AV

FIN#	0
Location	2

County:	MIAMI-DADE
Station #:	5189
Highway:	SR 934/71 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2017	10800	11000
2018	10500	10500
2019	10700	10200
2020	N/A	N/A
2021	9700	9900
2022	9600	9700
2024 Opening Year Trend		
2024	N/A	9500
2026 Mid-Year Trend		
2026	N/A	9400
2027 Design Year Trend		
2027	N/A	9300
TRANPLAN Forecasts/Trends		

Trend R-squared:	75.99%
Compounded Annual Historic Growth Rate:	-2.48%
Compounded Growth Rate (2022 to Design Year):	-0.84%
Printed:	18-Jan-24

Decaying Exponential Growth Option

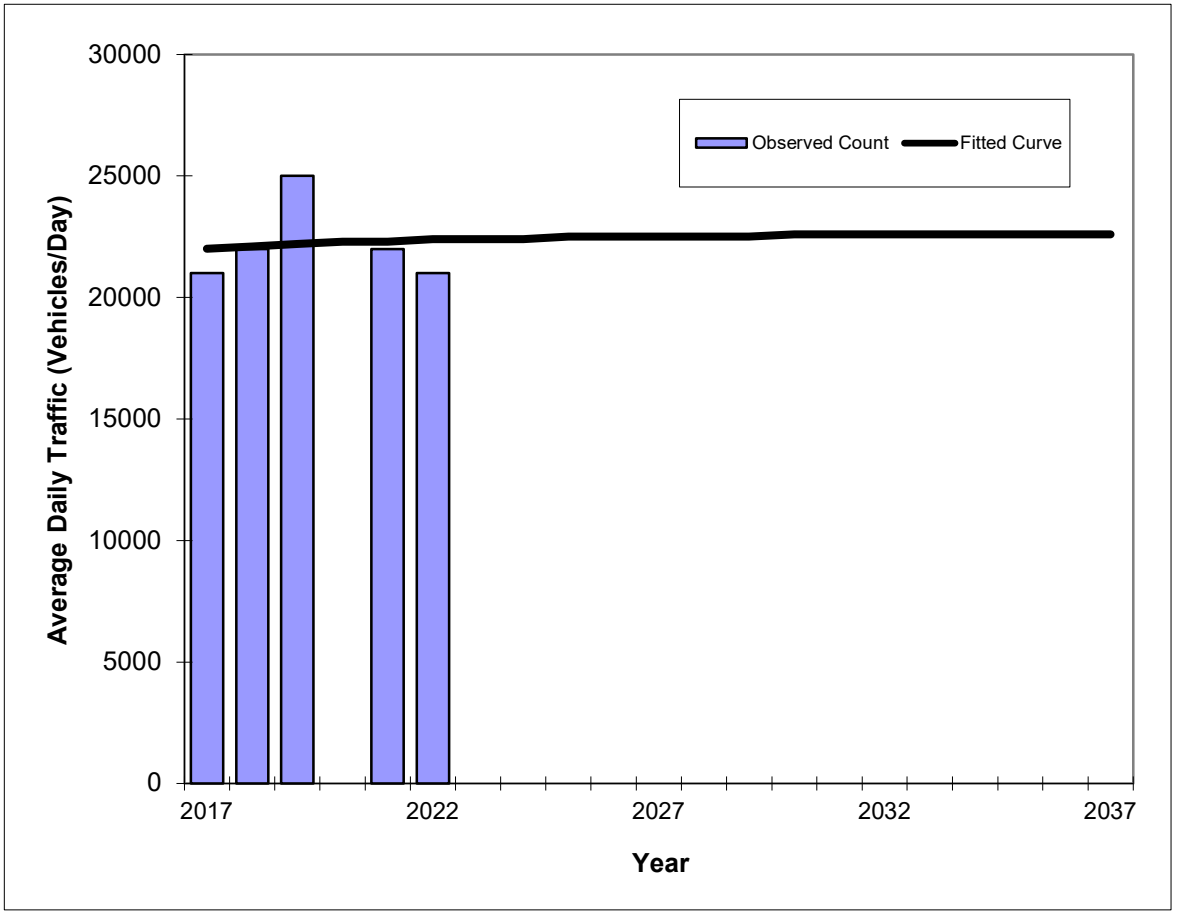
***Axle-Adjusted**

Traffic Trends - V03.a

SR A1A/COLLINS AV/ONE-WAY PAIR NB -- 100' N 87 ST

FIN#	0
Location	1

County:	MIAMI-DADE
Station #:	0525
Highway:	SR A1A/COLLINS AV/ONE-WAY PAIR NB



Year	Traffic (ADT/AADT) Count*	Trend**
2017	21000	22000
2018	22000	22100
2019	25000	22200
2020	N/A	N/A
2021	22000	22300
2022	21000	22400
2024 Opening Year Trend		
2024	N/A	22400
2026 Mid-Year Trend		
2026	N/A	22500
2027 Design Year Trend		
2027	N/A	22500
TRANPLAN Forecasts/Trends		

Trend R-squared:	0.96%
Compounded Annual Historic Growth Rate:	0.36%
Compounded Growth Rate (2022 to Design Year):	0.09%
Printed:	18-Jan-24

Decaying Exponential Growth Option

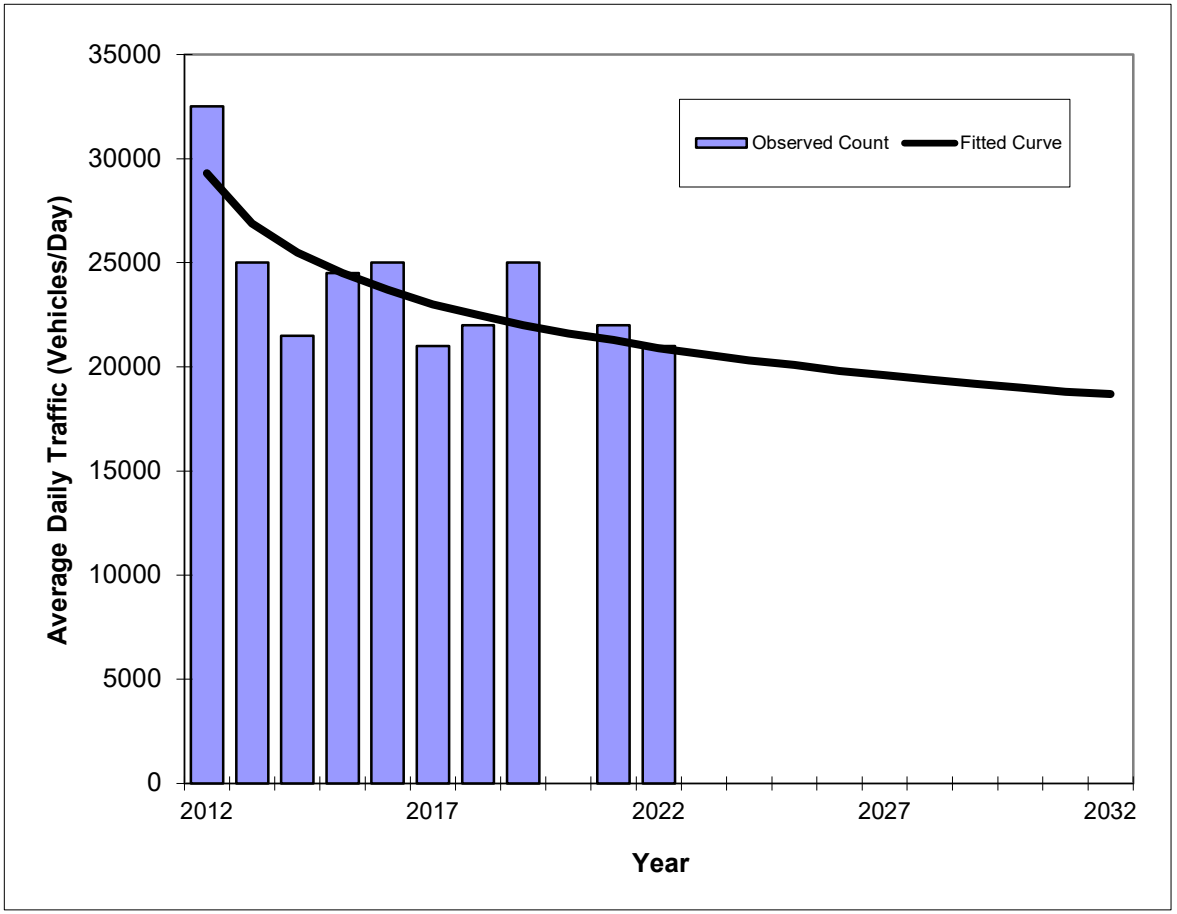
***Axle-Adjusted**

Traffic Trends - V03.a

SR A1A/COLLINS AV/ONE-WAY PAIR NB, -- 100' N 87 ST

FIN#	0
Location	1

County:	MIAMI-DADE
Station #:	0525
Highway:	SR A1A/COLLINS AV/ONE-WAY PAIR NB,



Year	Traffic (ADT/AADT) Count*	Trend**
2012	32500	29300
2013	25000	26900
2014	21500	25500
2015	24500	24500
2016	25000	23700
2017	21000	23000
2018	22000	22500
2019	25000	22000
2020	N/A	N/A
2021	22000	21300
2022	21000	20900
2024 Opening Year Trend		
2024	N/A	20300
2026 Mid-Year Trend		
2026	N/A	19800
2027 Design Year Trend		
2027	N/A	19600
TRANPLAN Forecasts/Trends		

Trend R-squared:	58.24%
Compounded Annual Historic Growth Rate:	-3.32%
Compounded Growth Rate (2022 to Design Year):	-1.28%
Printed:	18-Jan-24

Decaying Exponential Growth Option

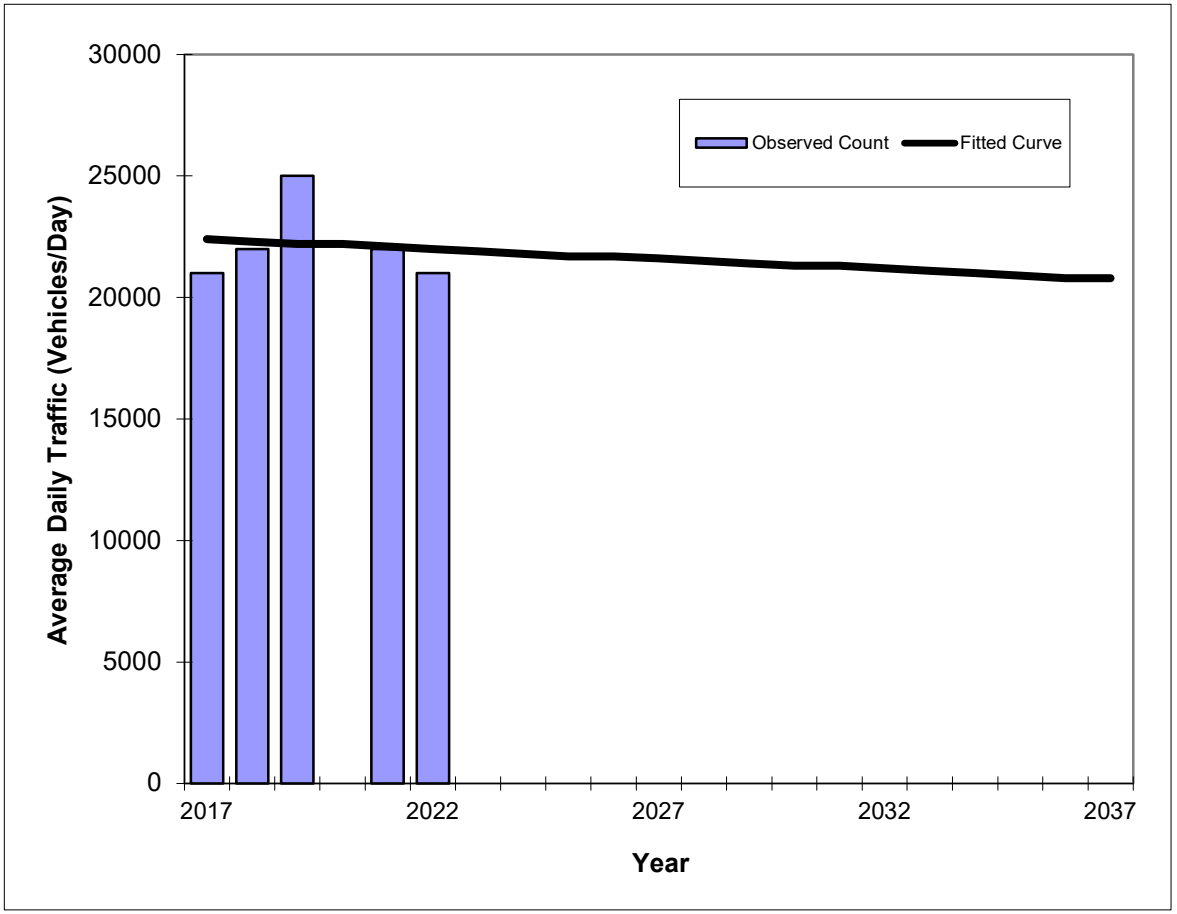
***Axle-Adjusted**

Traffic Trends - V03.a

SR A1A/COLLINS AV/ONE-WAY PAIR NB -- 100' N 87 ST

FIN#	0
Location	1

County:	MIAMI-DADE
Station #:	0525
Highway:	SR A1A/COLLINS AV/ONE-WAY PAIR NB



Year	Traffic (ADT/AADT) Count*	Trend**
2017	21000	22400
2018	22000	22300
2019	25000	22200
2020	N/A	N/A
2021	22000	22100
2022	21000	22000
2024 Opening Year Trend		
2024	N/A	21800
2026 Mid-Year Trend		
2026	N/A	21700
2027 Design Year Trend		
2027	N/A	21600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-81
Trend R-squared:	1.06%
Trend Annual Historic Growth Rate:	-0.36%
Trend Growth Rate (2022 to Design Year):	-0.36%
Printed:	18-Jan-24

Straight Line Growth Option

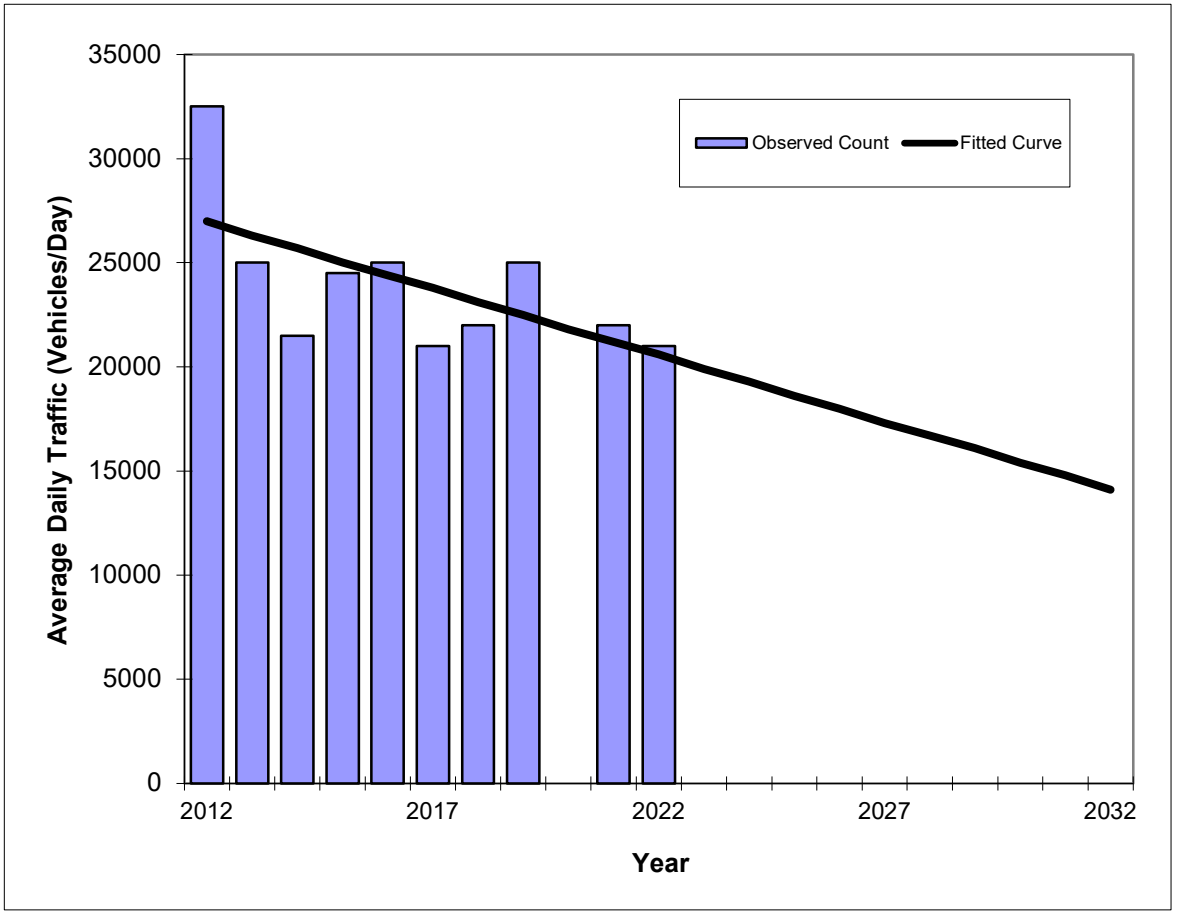
***Axle-Adjusted**

Traffic Trends - V03.a

SR A1A/COLLINS AV/ONE-WAY PAIR NB, -- 100' N 87 ST

FIN#	0
Location	1

County:	MIAMI-DADE
Station #:	0525
Highway:	SR A1A/COLLINS AV/ONE-WAY PAIR NB,



Year	Traffic (ADT/AADT) Count*	Trend**
2012	32500	27000
2013	25000	26300
2014	21500	25700
2015	24500	25000
2016	25000	24400
2017	21000	23800
2018	22000	23100
2019	25000	22500
2020	N/A	N/A
2021	22000	21200
2022	21000	20600
2024 Opening Year Trend		
2024	N/A	19300
2026 Mid-Year Trend		
2026	N/A	18000
2027 Design Year Trend		
2027	N/A	17300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-641
Trend R-squared:	38.16%
Trend Annual Historic Growth Rate:	-2.37%
Trend Growth Rate (2022 to Design Year):	-3.20%
Printed:	18-Jan-24

Straight Line Growth Option

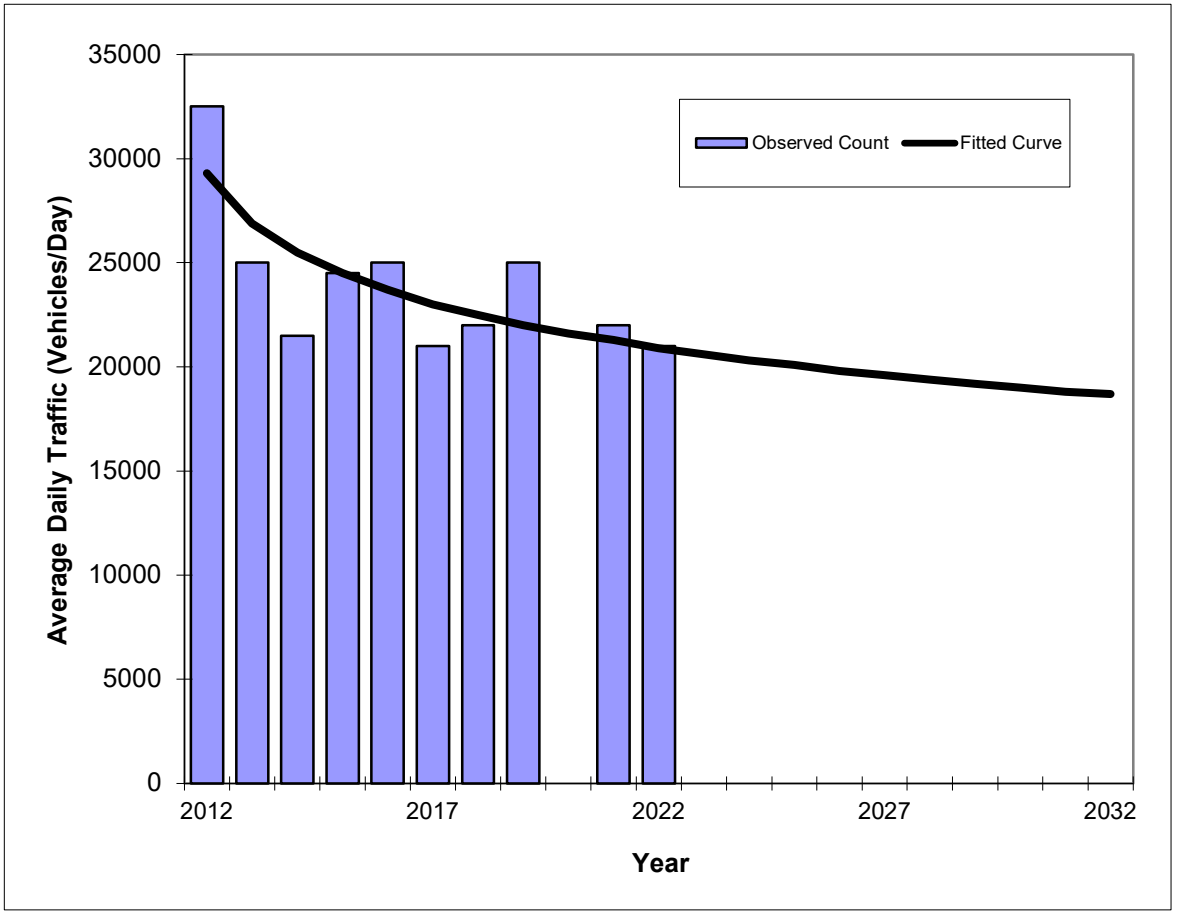
***Axle-Adjusted**

Traffic Trends - V03.a

SR A1A/COLLINS AV/ONE-WAY PAIR NB, -- 100' N 87 ST

FIN#	0
Location	1

County:	MIAMI-DADE
Station #:	0525
Highway:	SR A1A/COLLINS AV/ONE-WAY PAIR NB,



Year	Traffic (ADT/AADT) Count*	Trend**
2012	32500	29300
2013	25000	26900
2014	21500	25500
2015	24500	24500
2016	25000	23700
2017	21000	23000
2018	22000	22500
2019	25000	22000
2020	N/A	N/A
2021	22000	21300
2022	21000	20900
2024 Opening Year Trend		
2024	N/A	20300
2026 Mid-Year Trend		
2026	N/A	19800
2027 Design Year Trend		
2027	N/A	19600
TRANPLAN Forecasts/Trends		

Trend R-squared:	38.72%
Compounded Annual Historic Growth Rate:	-3.32%
Compounded Growth Rate (2022 to Design Year):	-1.28%
Printed:	18-Jan-24

Exponential Growth Option

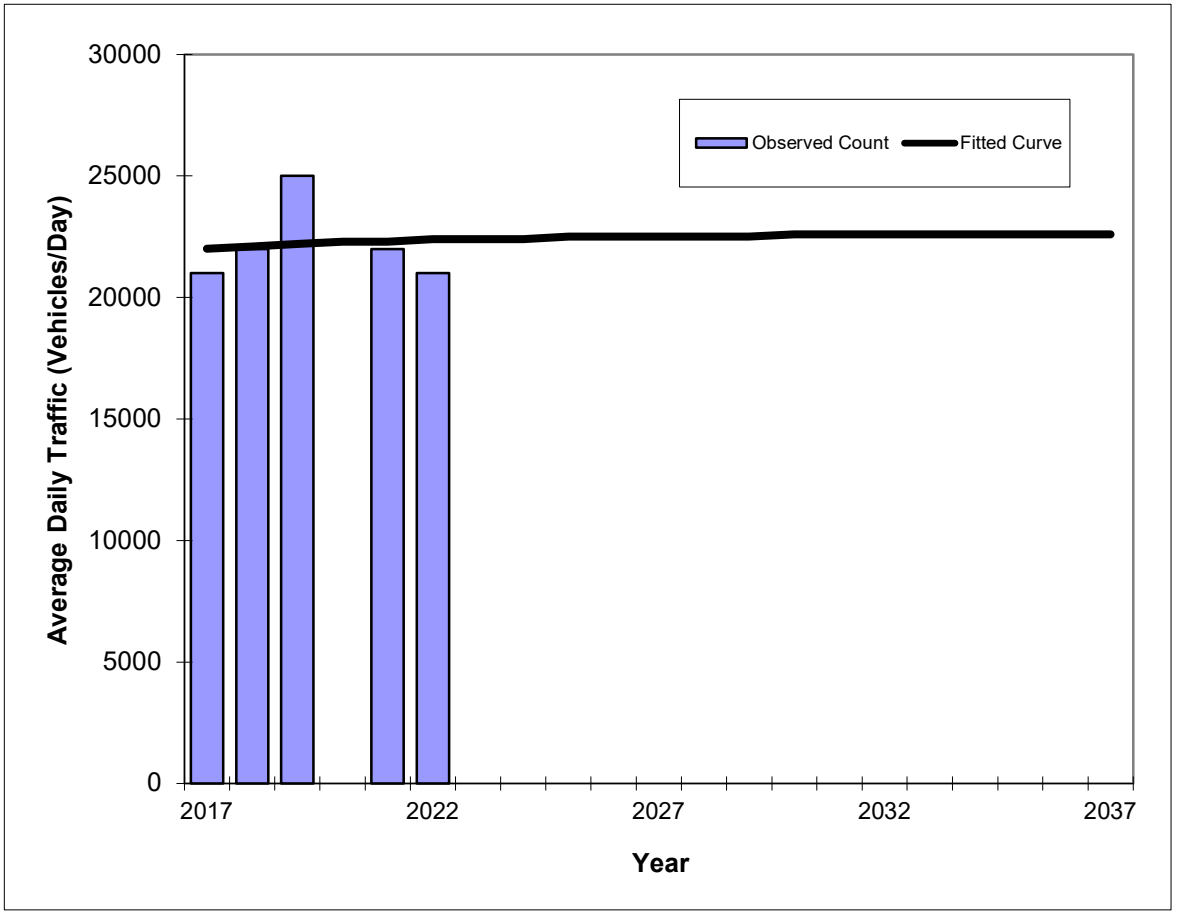
***Axle-Adjusted**

Traffic Trends - V03.a

SR A1A/COLLINS AV/ONE-WAY PAIR NB -- 100' N 87 ST

FIN#	0
Location	1

County:	MIAMI-DADE
Station #:	0525
Highway:	SR A1A/COLLINS AV/ONE-WAY PAIR NB



Year	Traffic (ADT/AADT) Count*	Trend**
2017	21000	22000
2018	22000	22100
2019	25000	22200
2020	N/A	N/A
2021	22000	22300
2022	21000	22400
2024 Opening Year Trend		
2024	N/A	22400
2026 Mid-Year Trend		
2026	N/A	22500
2027 Design Year Trend		
2027	N/A	22500
TRANPLAN Forecasts/Trends		

Trend R-squared:	1.04%
Compounded Annual Historic Growth Rate:	0.36%
Compounded Growth Rate (2022 to Design Year):	0.09%
Printed:	18-Jan-24

Exponential Growth Option

***Axle-Adjusted**

SERPM 8.524
2045 Volumes

SERPM 8.524
2015 Volumes



Growth Rate Trend Analysis Calcualtions - 5 Years						
Description	**FDOT Historical AADT Data**					
	0525			**5189**		
Option	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**
Trend Growth Rate 5 years	-0.36	0.36	0.36	-2.39	-2.48	-2.48
Trend R-squared 5 years	1.06	1.04	0.96	87.91	88.04	75.99
Average Growth Rate (5-year) Linear all stations	-1.38					
Average Growth Rate (5-year) Exponential all stations	-1.06					
Average Growth Rate (5-year) Decaying Exponential all stations	-1.06					
Highest R-Square	**88.04**					
Growth Rate (5-year) with the highest R- Square	**-1.06**					

Growth Rate Trend Analysis Calcualtions - 10 Years						
Description	**FDOT Historical AADT Data**					
	0525			**5189**		
Option	**Linear**	**Exponential**	**Decaying Exponential**	**Linear**	**Exponential**	**Decaying Exponential**
Trend Growth Rate 10 years	-2.37	-3.32	-3.32	-3.46	-4.63	-4.63
Trend R-squared 10 years	38.16	38.72	58.24	62.10	69.85	82.22
Average Growth Rate (10-year) Linear all stations	-2.92					
Average Growth Rate (10-year) Exponential all stations	-3.98					
Average Growth Rate (10-year) Decaying Exponential all stations	-3.98					
Highest R-Square	**82.22**					
Growth Rate (10-year) with highest R- Square	**-3.98**					

Notes:

What Is R-squared?

R-squared is a statistical measure of how close the data are to the fitted regression line. It is also known as the coefficient of determination, or the coefficient of multiple determination for multiple regression.

The definition of R-squared is fairly straight-forward; it is the percentage of the response variable variation that is explained by a linear model. Or:

R-squared = Explained variation / Total variation

R-squared is always between 0 and 100%:

0% indicates that the model explains none of the variability of the response data around its mean.

100% indicates that the model explains all the variability of the response data around its mean.

In general, the higher the R-squared, the better the model fits your data. However, there are important conditions for this guideline that I'll talk about both in this post and my next post.

APPENDIX D

Future Turning Movement Volumes

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Harding Avenue and 75th Street
AM Peak Hour

Description	Northbound			Harding Avenue Southbound			75th Street Eastbound			75th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)				13	1,921	18		31	52	23	37	
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic				1	-1					-3		
2023 Peak Season Traffic	0	0	0	15	2,093	20	0	34	57	22	40	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use					4							
72B North Beach					4							
Park and 72					0							
2027 Background Traffic	0	0	0	16	2,186	20	0	35	59	23	42	0
7410 Collins				24				10			3	
2027 Total Traffic	**0**	**0**	**0**	**40**	**2,186**	**20**	**0**	**45**	**59**	**23**	**45**	**0**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Harding Avenue and 75th Street
PM Peak Hour

Description	Northbound			Harding Avenue Southbound			75th Street Eastbound			75th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)				20	1,493	26		28	65	52	46	
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic				0	0					-3		
2023 Peak Season Traffic	0	0	0	22	1,627	28	0	31	71	54	50	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use					10							
72B North Beach					3							
Park and 72					6							
2027 Background Traffic	0	0	0	23	1,712	29	0	32	74	56	52	0
7410 Collins				14				5			11	
Pass-by				4	-4							
2027 Total Traffic	**0**	**0**	**0**	**41**	**1,708**	**29**	**0**	**37**	**74**	**56**	**63**	**0**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Court and 75th Street
AM Peak Hour

Description	Collins Court Northbound			Collins Court Southbound			75th Street Eastbound			75th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	3	0	0	2	53	26		49	7	2	56	0
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic	-3		0						1	1		0
2023 Peak Season Traffic	0	0	0	2	58	28	0	53	9	3	61	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use												
72B North Beach												
Park and 72												
2027 Background Traffic	0	0	0	2	60	29	0	56	9	3	64	0
7410 Collins									34	42	3	
2027 Total Traffic	**0**	**0**	**0**	**2**	**60**	**29**	**0**	**56**	**43**	**45**	**67**	**0**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Court and 75th Street
PM Peak Hour

Description	Collins Court Northbound			Collins Court Southbound			75th Street Eastbound			75th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	3	0	2	4	8	8		36	12	12	88	2
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic	-3		-2						0	2		-2
2023 Peak Season Traffic	0	0	0	4	9	9	0	39	13	15	96	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use												
72B North Beach												
Park and 72												
2027 Background Traffic	0	0	0	5	9	9	0	41	14	16	100	0
7410 Collins									19	22	11	
Pass-by									4	5		
2027 Total Traffic	**0**	**0**	**0**	**5**	**9**	**9**	**0**	**41**	**37**	**43**	**111**	**0**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Avenue and 75th Street
AM Peak Hour

Description	Collins Avenue Northbound			Collins Avenue Southbound			75th Street Eastbound			75th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	32	1,374	9				41	7	0	0	22	2
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic	1	0					0					
2023 Peak Season Traffic	36	1,498	10	0	0	0	45	8	0	0	24	2
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use												
72B North Beach		5										
Park and 72												
2027 Background Traffic	37	1,563	10	0	0	0	47	8	0	0	25	2
7410 Collins	45	7										
2027 Total Traffic	**82**	**1,570**	**10**	**0**	**0**	**0**	**47**	**8**	**0**	**0**	**25**	**2**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Avenue and 75th Street
PM Peak Hour

Description	Collins Avenue Northbound			Collins Avenue Southbound			75th Street Eastbound			75th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	59	2,183	14				24	16	0	0	33	5
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic	0	4					-2					
2023 Peak Season Traffic	64	2,383	15	0	0	0	24	17	0	0	36	5
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use												
72B North Beach		8										
Park and 72												
2027 Background Traffic	67	2,488	16	0	0	0	25	18	0	0	37	6
7410 Collins	33	27										
Pass-by	5	0										
2027 Total Traffic	**105**	**2,515**	**16**	**0**	**0**	**0**	**25**	**18**	**0**	**0**	**37**	**6**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Harding Avenue and 74th Street
AM Peak Hour

Description	Harding Avenue Northbound			Harding Avenue Southbound			74th Street Eastbound			74th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)				11	1,965	6	0	14	43	16	9	0
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic				-1	-3			4		2		
2023 Peak Season Traffic	0	0	0	11	2,139	7	0	19	47	19	10	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use					4							
72B North Beach					4							
Park and 72					0							
2027 Background Traffic	0	0	0	11	2,234	7	0	20	49	20	10	0
7410 Collins								12		9	3	
2027 Total Traffic	**0**	**0**	**0**	**11**	**2,234**	**7**	**0**	**32**	**49**	**29**	**13**	**0**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Harding Avenue and 74th Street
PM Peak Hour

Description	Harding Avenue Northbound			Harding Avenue Southbound			74th Street Eastbound			74th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)				34	1,543	25	0	17	42	50	47	0
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic				0	-3			2		-4		
2023 Peak Season Traffic	0	0	0	37	1,679	27	0	21	46	51	51	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use					10							
72B North Beach					3							
Park and 72					6							
2027 Background Traffic	0	0	0	39	1,766	28	0	21	48	53	53	0
7410 Collins								6		34	13	
Pass-by					-4					4		
2027 Total Traffic	**0**	**0**	**0**	**39**	**1,762**	**28**	**0**	**27**	**48**	**91**	**66**	**0**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Court and 74th Street
AM Peak Hour

Description	Collins Court Northbound			Collins Court Southbound			74th Street Eastbound			74th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	1	0	2	9	49	1	1	26	15	6	37	1
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic	-1	0	-2			3	-1		4	2		-1
2023 Peak Season Traffic	0	0	0	10	53	4	0	28	20	9	40	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use												
72B North Beach												
Park and 72												
2027 Background Traffic	0	0	0	10	56	4	0	29	21	9	42	0
7410 Collins				10		12		12				
2027 Total Traffic	**0**	**0**	**0**	**20**	**56**	**16**	**0**	**41**	**21**	**9**	**42**	**0**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Court and 74th Street
PM Peak Hour

Description	Alley Avenue Northbound			Alley Avenue Southbound			74th Street Eastbound			74th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	6	2	8	4	5	2	0	45	11	21	86	2
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic	-7	-2	-9			3	0		2	3		-2
2023 Peak Season Traffic	0	0	0	4	5	5	0	49	14	26	94	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use												
72B North Beach												
Park and 72												
2027 Background Traffic	0	0	0	5	6	5	0	51	15	27	98	0
7410 Collins				38		47		6				
Pass-by				5		4						
2027 Total Traffic	**0**	**0**	**0**	**48**	**6**	**56**	**0**	**57**	**15**	**27**	**98**	**0**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Avenue and 74th Street
AM Peak Hour

Description	Collins Avenue Northbound			Collins Avenue Southbound			74th Street Eastbound			74th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	31	1,422	12				19	3	0	0	10	4
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic	-1	1					-2					
2023 Peak Season Traffic	33	1,551	13	0	0	0	19	3	0	0	11	4
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use												
72B North Beach		5										
Park and 72												
2027 Background Traffic	34	1,619	14	0	0	0	19	3	0	0	11	5
7410 Collins		30					22					
2027 Total Traffic	**34**	**1,649**	**14**	**0**	**0**	**0**	**41**	**3**	**0**	**0**	**11**	**5**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Avenue and 74th Street
PM Peak Hour

Description	Collins Avenue Northbound			Collins Avenue Southbound			74th Street Eastbound			74th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	68	2,169	17				45	9	0	0	32	8
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic	1	11					-7					
2023 Peak Season Traffic	75	2,375	19	0	0	0	42	10	0	0	35	9
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use												
72B North Beach		8										
Park and 72												
2027 Background Traffic	78	2,480	19	0	0	0	44	10	0	0	36	9
7410 Collins		16					44					
Pass-by							5					
2027 Total Traffic	**78**	**2,496**	**19**	**0**	**0**	**0**	**93**	**10**	**0**	**0**	**36**	**9**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Harding Avenue and 73rd Street
AM Peak Hour

Description	Northbound			Harding Avenue Southbound			73rd Street Eastbound			73rd Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)				17	1,987	9		37	40	33	25	0
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic					-1			-4		1		
2023 Peak Season Traffic	0	0	0	19	2,165	10	0	36	44	37	27	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use					4							
72B North Beach					4							
Park and 72					0							
2027 Background Traffic	0	0	0	19	2,261	10	0	38	45	38	28	0
7410 Collins					9							
2027 Total Traffic	**0**	**0**	**0**	**19**	**2,270**	**10**	**0**	**38**	**45**	**38**	**28**	**0**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Harding Avenue and 73rd Street
PM Peak Hour

Description	Northbound			Harding Avenue Southbound			73rd Street Eastbound			73rd Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)				36	1,529	25		42	138	44	76	0
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic					-7			-2		7		
2023 Peak Season Traffic	0	0	0	39	1,660	27	0	44	150	55	83	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use					10							
72B North Beach					3							
Park and 72					6							
2027 Background Traffic	0	0	0	41	1,746	28	0	46	157	57	86	0
7410 Collins					34							
Pass-by					0							
2027 Total Traffic	**0**	**0**	**0**	**41**	**1,780**	**28**	**0**	**46**	**157**	**57**	**86**	**0**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Court and 73rd Street
AM Peak Hour

Description	Collins Court Northbound			Collins Court Southbound			73rd Street Eastbound			73rd Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	13	0	14	3	57	10	4	55	17	7	41	2
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic		0	0	2		1	-4					-2
2023 Peak Season Traffic	14	0	15	5	62	12	0	60	19	8	45	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use												
72B North Beach												
Park and 72												
2027 Background Traffic	15	0	16	5	65	12	0	62	19	8	47	0
7410 Collins												
2027 Total Traffic	**15**	**0**	**16**	**5**	**65**	**12**	**0**	**62**	**19**	**8**	**47**	**0**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Court and 73rd Street
PM Peak Hour

Description	Collins Court Northbound			Collins Court Southbound			73rd Street Eastbound			73rd Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	20	2	10	13	11	10	2	60	20	12	91	1
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic		-2	2	9		7	-2					-1
2023 Peak Season Traffic	22	0	13	23	12	18	0	65	22	13	99	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use												
72B North Beach												
Park and 72												
2027 Background Traffic	23	0	13	24	12	19	0	68	23	14	103	0
7410 Collins												
2027 Total Traffic	**23**	**0**	**13**	**24**	**12**	**19**	**0**	**68**	**23**	**14**	**103**	**0**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Avenue and 73rd Street
AM Peak Hour

Description	Collins Avenue Northbound			Southbound			73rd Street Eastbound			73rd Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	37	1,346	12				62	8	0	0	14	11
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic	-2	2					2					
2023 Peak Season Traffic	38	1,469	13	0	0	0	70	9	0	0	15	12
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use												
72B North Beach		5										
Park and 72												
2027 Background Traffic	40	1,534	14	0	0	0	72	9	0	0	16	12
7410 Collins		30										
2027 Total Traffic	**40**	**1,564**	**14**	**0**	**0**	**0**	**72**	**9**	**0**	**0**	**16**	**12**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Avenue and 73rd Street
PM Peak Hour

Description	Collins Avenue Northbound			Southbound			73rd Street Eastbound			73rd Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)	82	2,198	31				46	5	0	0	18	12
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic	-1	1					11					
2023 Peak Season Traffic	88	2,397	34	0	0	0	61	5	0	0	20	13
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use												
72B North Beach		8										
Park and 72												
2027 Background Traffic	92	2,502	35	0	0	0	64	6	0	0	20	14
7410 Collins		16										
2027 Total Traffic	**92**	**2,518**	**35**	**0**	**0**	**0**	**64**	**6**	**0**	**0**	**20**	**14**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Court and South Driveway
AM Peak Hour

Description	Collins Court Northbound			Collins Court Southbound			Eastbound			Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)												
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic												
2023 Peak Season Traffic	0	0	0	0	70	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use												
72B North Beach												
Park and 72												
2027 Background Traffic	0	0	0	0	73	0	0	0	0	0	0	0
7410 Collins				18	17					5		
2027 Total Traffic	**0**	**0**	**0**	**18**	**90**	**0**	**0**	**0**	**0**	**5**	**0**	**0**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Court and South Driveway
PM Peak Hour

Description	Collins Court Northbound			Collins Court Southbound			Eastbound			Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)												
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic												
2023 Peak Season Traffic	0	0	0	0	37	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use												
72B North Beach												
Park and 72												
2027 Background Traffic	0	0	0	0	39	0	0	0	0	0	0	0
7410 Collins				13	71					23		
2027 Total Traffic	**0**	**0**	**0**	**13**	**110**	**0**	**0**	**0**	**0**	**23**	**0**	**0**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Court and North Driveway
AM Peak Hour

Description	Collins Court Northbound			Collins Court Southbound			Driveway Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)												
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic												
2023 Peak Season Traffic	0	0	0	0	70	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use												
72B North Beach												
Park and 72												
2027 Background Traffic	0	0	0	0	73	0	0	0	0	0	0	0
7410 Collins					18	58			17			
2027 Total Traffic	**0**	**0**	**0**	**0**	**91**	**58**	**0**	**0**	**17**	**0**	**0**	**0**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Collins Court and North Driveway
PM Peak Hour

Description	Collins Court Northbound			Collins Court Southbound			Driveway Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (11/28/2023)												
Season Adjustment Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Diverted Traffic												
2023 Peak Season Traffic	0	0	0	0	37	0	0	0	0	0	0	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
666 71Street Mixed-Use												
72B North Beach												
Park and 72												
2027 Background Traffic	0	0	0	0	39	0	0	0	0	0	0	0
7410 Collins					13	37			71			
2027 Total Traffic	**0**	**0**	**0**	**0**	**52**	**37**	**0**	**0**	**71**	**0**	**0**	**0**

Note: At Signalized intersectons, u-turns were added to left-turn volumes in order to provide Capacity Analysis usinf the HCM 6th Edition

TRAFTECH ENGINEERING, INC.

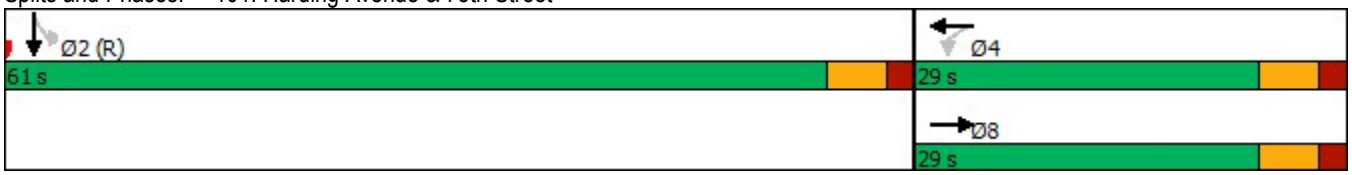
APPENDIX E

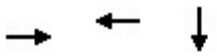
SYNCHRO Analyses

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	34	22	40	2093
Future Volume (vph)	34	22	40	2093
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	29.0	30.0
Total Split (s)	29.0	29.0	29.0	61.0
Total Split (%)	32.2%	32.2%	32.2%	67.8%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	16.9		16.9	64.9
Actuated g/C Ratio	0.19		0.19	0.72
v/c Ratio	0.35		0.25	0.65
Control Delay	30.4		33.3	10.6
Queue Delay	0.0		0.0	0.0
Total Delay	30.4		33.3	10.6
LOS	C		C	B
Approach Delay	30.4		33.3	10.6
Approach LOS	C		C	B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 88 (98%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 12.0	Intersection LOS: B
Intersection Capacity Utilization 66.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: Harding Avenue & 75th Street

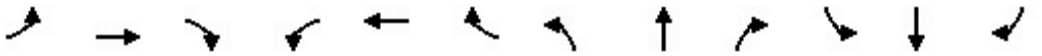




Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	97	66	2264
v/c Ratio	0.35	0.25	0.65
Control Delay	30.4	33.3	10.6
Queue Delay	0.0	0.0	0.0
Total Delay	30.4	33.3	10.6
Queue Length 50th (ft)	41	28	312
Queue Length 95th (ft)	83	74	374
Internal Link Dist (ft)	284	696	435
Turn Bay Length (ft)			
Base Capacity (vph)	380	364	3507
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.26	0.18	0.65

Intersection Summary

HCM 6th Signalized Intersection Summary
101: Harding Avenue & 75th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	34	57	22	40	0	0	0	0	15	2093	20
Future Volume (veh/h)	0	34	57	22	40	0	0	0	0	15	2093	20
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	0.96		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	36	61	23	43	0				16	2227	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	97	165	122	202	0				23	3372	33
Arrive On Green	0.00	0.18	0.18	0.18	0.18	0.00				0.91	0.91	0.91
Sat Flow, veh/h	0	531	899	372	1104	0				33	4935	48
Grp Volume(v), veh/h	0	0	97	66	0	0				801	737	726
Grp Sat Flow(s),veh/h/ln	0	0	1430	1476	0	0				1668	1689	1660
Q Serve(g_s), s	0.0	0.0	5.3	0.1	0.0	0.0				10.9	8.6	8.6
Cycle Q Clear(g_c), s	0.0	0.0	5.3	5.4	0.0	0.0				10.9	8.6	8.6
Prop In Lane	0.00		0.63	0.35		0.00				0.02		0.03
Lane Grp Cap(c), veh/h	0	0	262	325	0	0				1140	1154	1134
V/C Ratio(X)	0.00	0.00	0.37	0.20	0.00	0.00				0.70	0.64	0.64
Avail Cap(c_a), veh/h	0	0	365	439	0	0				1140	1154	1134
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	32.2	31.1	0.0	0.0				1.8	1.7	1.7
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.2	0.0	0.0				3.6	2.7	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.9	1.2	0.0	0.0				2.5	2.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	32.8	31.4	0.0	0.0				5.4	4.4	4.5
LnGrp LOS	A	A	C	C	A	A				A	A	A
Approach Vol, veh/h		97			66						2264	
Approach Delay, s/veh		32.8			31.4						4.8	
Approach LOS		C			C						A	

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		67.5		22.5				22.5				
Change Period (Y+Rc), s		6.0		6.0				6.0				
Max Green Setting (Gmax), s		55.0		23.0				23.0				
Max Q Clear Time (g_c+I1), s		12.9		7.4				7.3				
Green Ext Time (p_c), s		7.5		0.2				0.3				

Intersection Summary												
HCM 6th Ctrl Delay			6.6									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	53	9	3	61	0	0	0	0	2	58	28
Future Vol, veh/h	0	53	9	3	61	0	0	0	0	2	58	28
Conflicting Peds, #/hr	0	0	29	29	0	0	10	0	13	13	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082	671	104	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	63	11	4	73	0	0	0	0	2	69	33

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	103	0	0	163	184	83
Stage 1	-	-	-	-	-	-	81	81	-
Stage 2	-	-	-	-	-	-	82	103	-
Critical Hdwy	-	-	-	4.13	-	-	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-
Follow-up Hdwy	-	-	-	2.227	-	-	3	3	3
Pot Cap-1 Maneuver	0	-	-	1483	-	0	1023	1002	1120
Stage 1	0	-	-	-	-	0	1109	1109	-
Stage 2	0	-	-	-	-	0	1108	1085	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1483	-	-	1020	0	1109
Mov Cap-2 Maneuver	-	-	-	-	-	-	1020	0	-
Stage 1	-	-	-	-	-	-	1109	0	-
Stage 2	-	-	-	-	-	-	1105	0	-

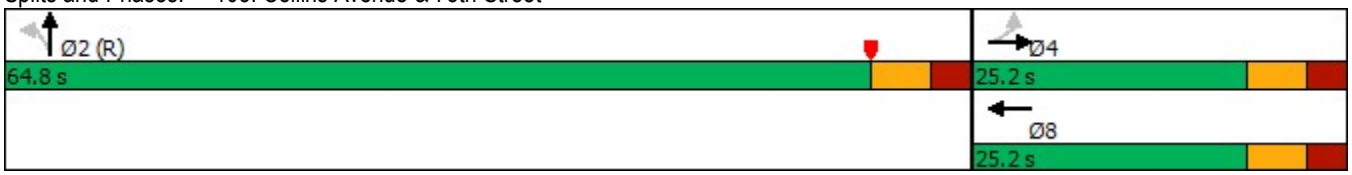
Approach	EB	WB	SB
HCM Control Delay, s	0	0.3	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1483	-	1103
HCM Lane V/C Ratio	-	-	0.002	-	0.095
HCM Control Delay (s)	-	-	7.4	0	8.6
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.3

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	45	8	24	1498
Future Volume (vph)	45	8	24	1498
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	7.0
Minimum Split (s)	24.8	24.8	24.8	64.8
Total Split (s)	25.2	25.2	25.2	64.8
Total Split (%)	28.0%	28.0%	28.0%	72.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)		9.0	9.0	70.9
Actuated g/C Ratio		0.10	0.10	0.79
v/c Ratio		0.47	0.17	0.43
Control Delay		38.4	34.5	1.4
Queue Delay		0.0	0.0	0.0
Total Delay		38.4	34.5	1.4
LOS		D	C	A
Approach Delay		38.4	34.5	1.4
Approach LOS		D	C	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 3.1	Intersection LOS: A
Intersection Capacity Utilization 50.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: Collins Avenue & 75th Street



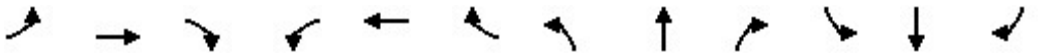


Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	57	28	1643
v/c Ratio	0.47	0.17	0.43
Control Delay	38.4	34.5	1.4
Queue Delay	0.0	0.0	0.0
Total Delay	38.4	34.5	1.4
Queue Length 50th (ft)	23	14	26
Queue Length 95th (ft)	m47	35	32
Internal Link Dist (ft)	629	315	463
Turn Bay Length (ft)			
Base Capacity (vph)	245	336	3818
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.23	0.08	0.43

Intersection Summary

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

HCM 6th Signalized Intersection Summary
103: Collins Avenue & 75th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	8	0	0	24	2	36	1498	10	0	0	0
Future Volume (veh/h)	45	8	0	0	24	2	36	1498	10	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.96		1.00	1.00		0.95	1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.90			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	48	9	0	0	26	2	38	1594	11			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	185	29	0	0	169	13	80	3594	26			
Arrive On Green	0.11	0.11	0.00	0.00	0.11	0.11	0.98	0.98	0.98			
Sat Flow, veh/h	1000	257	0	0	1525	117	109	4871	35			
Grp Volume(v), veh/h	57	0	0	0	0	28	580	536	527			
Grp Sat Flow(s),veh/h/ln	1257	0	0	0	0	1642	1665	1689	1662			
Q Serve(g_s), s	3.0	0.0	0.0	0.0	0.0	1.4	1.1	0.9	0.9			
Cycle Q Clear(g_c), s	4.4	0.0	0.0	0.0	0.0	1.4	1.1	0.9	0.9			
Prop In Lane	0.84		0.00	0.00		0.07	0.07		0.02			
Lane Grp Cap(c), veh/h	213	0	0	0	0	182	1228	1246	1226			
V/C Ratio(X)	0.27	0.00	0.00	0.00	0.00	0.15	0.47	0.43	0.43			
Avail Cap(c_a), veh/h	342	0	0	0	0	336	1228	1246	1226			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.93	0.93	0.93			
Uniform Delay (d), s/veh	37.8	0.0	0.0	0.0	0.0	36.2	0.2	0.2	0.2			
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.1	1.2	1.0	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.0	0.0	0.6	0.6	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	0.0	0.0	0.0	0.0	36.3	1.4	1.2	1.3			
LnGrp LOS	D	A	A	A	A	D	A	A	A			
Approach Vol, veh/h		57			28			1643				
Approach Delay, s/veh		38.0			36.3			1.3				
Approach LOS		D			D			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		73.2		16.8				16.8				
Change Period (Y+Rc), s		* 6.8		* 6.8				* 6.8				
Max Green Setting (Gmax), s		* 58		* 18				* 18				
Max Q Clear Time (g_c+I1), s		3.1		6.4				3.4				
Green Ext Time (p_c), s		4.4		0.1				0.0				

Intersection Summary	
HCM 6th Ctrl Delay	3.1
HCM 6th LOS	A

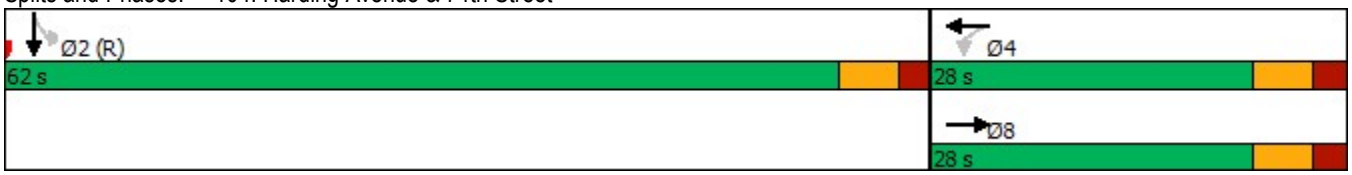
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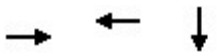
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	19	19	10	2139
Future Volume (vph)	19	19	10	2139
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	28.0	28.0	26.1
Total Split (s)	28.0	28.0	28.0	62.0
Total Split (%)	31.1%	31.1%	31.1%	68.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.4		6.4	6.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	11.1		11.1	70.3
Actuated g/C Ratio	0.12		0.12	0.78
v/c Ratio	0.38		0.20	0.61
Control Delay	37.5		35.6	1.1
Queue Delay	0.0		0.0	0.0
Total Delay	37.5		35.6	1.1
LOS	D		D	A
Approach Delay	37.5		35.6	1.1
Approach LOS	D		D	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 9 (10%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 2.6	Intersection LOS: A
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: Harding Avenue & 74th Street

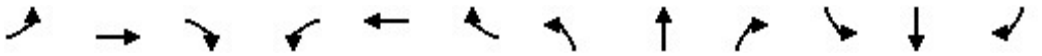




Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	71	31	2320
v/c Ratio	0.38	0.20	0.61
Control Delay	37.5	35.6	1.1
Queue Delay	0.0	0.0	0.0
Total Delay	37.5	35.6	1.1
Queue Length 50th (ft)	36	16	15
Queue Length 95th (ft)	66	35	20
Internal Link Dist (ft)	221	703	467
Turn Bay Length (ft)			
Base Capacity (vph)	356	300	3800
Starvation Cap Reductn	0	0	13
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.20	0.10	0.61

Intersection Summary

HCM 6th Signalized Intersection Summary
104: Harding Avenue & 74th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	19	47	19	10	0	0	0	0	11	2139	7
Future Volume (veh/h)	0	19	47	19	10	0	0	0	0	11	2139	7
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.97		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	20	51	20	11	0				12	2300	8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	51	129	140	63	0				18	3666	13
Arrive On Green	0.00	0.13	0.13	0.13	0.13	0.00				0.98	0.98	0.98
Sat Flow, veh/h	0	405	1033	593	507	0				24	4981	18
Grp Volume(v), veh/h	0	0	71	31	0	0				820	755	745
Grp Sat Flow(s),veh/h/ln	0	0	1439	1099	0	0				1669	1689	1666
Q Serve(g_s), s	0.0	0.0	4.1	0.4	0.0	0.0				2.7	2.1	2.1
Cycle Q Clear(g_c), s	0.0	0.0	4.1	4.5	0.0	0.0				2.7	2.1	2.1
Prop In Lane	0.00		0.72	0.65		0.00				0.01		0.01
Lane Grp Cap(c), veh/h	0	0	180	203	0	0				1228	1243	1226
V/C Ratio(X)	0.00	0.00	0.39	0.15	0.00	0.00				0.67	0.61	0.61
Avail Cap(c_a), veh/h	0	0	345	369	0	0				1228	1243	1226
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				0.72	0.72	0.72
Uniform Delay (d), s/veh	0.0	0.0	36.2	35.6	0.0	0.0				0.3	0.3	0.3
Incr Delay (d2), s/veh	0.0	0.0	1.0	0.3	0.0	0.0				2.1	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.5	0.6	0.0	0.0				1.0	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	37.3	35.8	0.0	0.0				2.4	1.9	1.9
LnGrp LOS	A	A	D	D	A	A				A	A	A
Approach Vol, veh/h		71			31						2320	
Approach Delay, s/veh		37.3			35.8						2.1	
Approach LOS		D			D						A	

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		72.3		17.7				17.7				
Change Period (Y+Rc), s		6.1		6.4				6.4				
Max Green Setting (Gmax), s		55.9		21.6				21.6				
Max Q Clear Time (g_c+I1), s		4.7		6.5				6.1				
Green Ext Time (p_c), s		8.0		0.1				0.2				

Intersection Summary	
HCM 6th Ctrl Delay	3.5
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	28	20	9	40	0	0	0	0	10	53	4
Future Vol, veh/h	0	28	20	9	40	0	0	0	0	10	53	4
Conflicting Peds, #/hr	26	0	14	14	0	26	5	0	16	16	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082685440		-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	61	61	61	61	61	61	61	61	61
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	46	33	15	66	0	0	0	0	16	87	7

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	93	0	0	175	189	71
Stage 1	-	-	-	-	-	-	96	96	-
Stage 2	-	-	-	-	-	-	79	93	-
Critical Hdwy	-	-	-	4.13	-	-	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-
Follow-up Hdwy	-	-	-	2.227	-	-	3	3	3
Pot Cap-1 Maneuver	0	-	-	1495	-	0	1011	998	1131
Stage 1	0	-	-	-	-	0	1093	1093	-
Stage 2	0	-	-	-	-	0	1111	1096	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1495	-	-	1001	0	1126
Mov Cap-2 Maneuver	-	-	-	-	-	-	1001	0	-
Stage 1	-	-	-	-	-	-	1093	0	-
Stage 2	-	-	-	-	-	-	1100	0	-

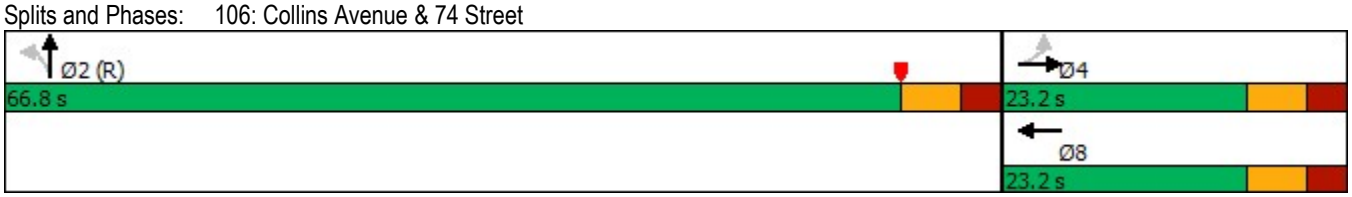
Approach	EB	WB	SB
HCM Control Delay, s	0	1.4	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1495	-	1034
HCM Lane V/C Ratio	-	-	0.01	-	0.106
HCM Control Delay (s)	-	-	7.4	0	8.9
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.4

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	19	3	11	1551
Future Volume (vph)	19	3	11	1551
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	7.0
Minimum Split (s)	22.8	22.8	22.8	66.8
Total Split (s)	23.2	23.2	23.2	66.8
Total Split (%)	25.8%	25.8%	25.8%	74.2%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)		5.4	5.2	81.8
Actuated g/C Ratio		0.06	0.06	0.91
v/c Ratio		0.23	0.16	0.38
Control Delay		41.6	36.7	6.3
Queue Delay		0.0	0.0	0.0
Total Delay		41.6	36.7	6.3
LOS		D	D	A
Approach Delay		41.6	36.7	6.3
Approach LOS		D	D	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 20 (22%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 7.0	Intersection LOS: A
Intersection Capacity Utilization 50.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 106: Collins Avenue & 74 Street



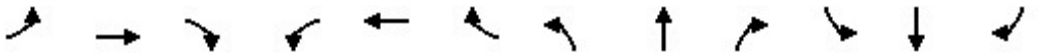


Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	23	15	1664
v/c Ratio	0.23	0.16	0.38
Control Delay	41.6	36.7	6.3
Queue Delay	0.0	0.0	0.0
Total Delay	41.6	36.7	6.3
Queue Length 50th (ft)	13	6	0
Queue Length 95th (ft)	m35	25	324
Internal Link Dist (ft)	628	312	574
Turn Bay Length (ft)			
Base Capacity (vph)	299	292	4401
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.08	0.05	0.38

Intersection Summary

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

HCM 6th Signalized Intersection Summary
106: Collins Avenue & 74 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	3	0	0	11	4	33	1551	13	0	0	0
Future Volume (veh/h)	19	3	0	0	11	4	33	1551	13	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.96		1.00	1.00		0.94	1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.90			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	20	3	0	0	11	4	34	1616	14			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	130	14	0	0	63	23	76	3869	35			
Arrive On Green	0.06	0.06	0.00	0.00	0.06	0.06	1.00	1.00	1.00			
Sat Flow, veh/h	1003	262	0	0	1146	417	96	4874	44			
Grp Volume(v), veh/h	23	0	0	0	0	15	588	543	533			
Grp Sat Flow(s),veh/h/ln	1265	0	0	0	0	1562	1665	1689	1660			
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0			
Prop In Lane	0.87		0.00	0.00		0.27	0.06		0.03			
Lane Grp Cap(c), veh/h	144	0	0	0	0	86	1322	1340	1318			
V/C Ratio(X)	0.16	0.00	0.00	0.00	0.00	0.17	0.44	0.40	0.40			
Avail Cap(c_a), veh/h	320	0	0	0	0	285	1322	1340	1318			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.86	0.86	0.86			
Uniform Delay (d), s/veh	41.1	0.0	0.0	0.0	0.0	40.6	0.0	0.0	0.0			
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.4	0.9	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	0.0	0.0	0.0	0.0	40.9	0.9	0.8	0.8			
LnGrp LOS	D	A	A	A	A	D	A	A	A			
Approach Vol, veh/h		23			15			1664				
Approach Delay, s/veh		41.3			40.9			0.8				
Approach LOS		D			D			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		78.2		11.8				11.8				
Change Period (Y+Rc), s		* 6.8		* 6.8				* 6.8				
Max Green Setting (Gmax), s		* 60		* 16				* 16				
Max Q Clear Time (g_c+I1), s		2.0		3.9				2.8				
Green Ext Time (p_c), s		4.4		0.0				0.0				

Intersection Summary	
HCM 6th Ctrl Delay	1.7
HCM 6th LOS	A

Notes

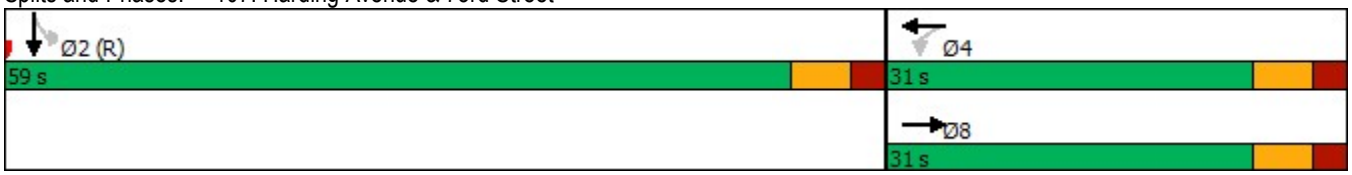
User approved pedestrian interval to be less than phase max green.

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

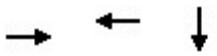
Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	36	37	27	2165
Future Volume (vph)	36	37	27	2165
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	29.4	29.4	29.4	31.4
Total Split (s)	31.0	31.0	31.0	59.0
Total Split (%)	34.4%	34.4%	34.4%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.4		6.4	6.4
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	11.5		11.5	69.7
Actuated g/C Ratio	0.13		0.13	0.77
v/c Ratio	0.43		0.41	0.61
Control Delay	38.7		42.5	2.0
Queue Delay	0.0		0.0	0.0
Total Delay	38.7		42.5	2.0
LOS	D		D	A
Approach Delay	38.7		42.5	2.0
Approach LOS	D		D	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 22 (24%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 4.4	Intersection LOS: A
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 107: Harding Avenue & 73rd Street



Queues
107: Harding Avenue & 73rd Street

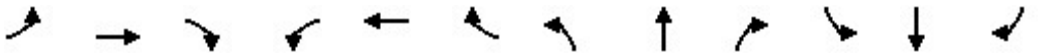


Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	84	67	2310
v/c Ratio	0.43	0.41	0.61
Control Delay	38.7	42.5	2.0
Queue Delay	0.0	0.0	0.0
Total Delay	38.7	42.5	2.0
Queue Length 50th (ft)	43	37	41
Queue Length 95th (ft)	74	m69	46
Internal Link Dist (ft)	260	711	582
Turn Bay Length (ft)			
Base Capacity (vph)	418	348	3764
Starvation Cap Reductn	0	0	19
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.20	0.19	0.62

Intersection Summary

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

HCM 6th Signalized Intersection Summary
107: Harding Avenue & 73rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	36	44	37	27	0	0	0	0	19	2165	10
Future Volume (veh/h)	0	36	44	37	27	0	0	0	0	19	2165	10
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.98		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	38	46	39	28	0				20	2279	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	93	113	137	83	0				29	3568	18
Arrive On Green	0.00	0.14	0.14	0.14	0.14	0.00				0.96	0.96	0.96
Sat Flow, veh/h	0	677	820	537	599	0				41	4956	25
Grp Volume(v), veh/h	0	0	84	67	0	0				816	752	742
Grp Sat Flow(s),veh/h/ln	0	0	1497	1136	0	0				1668	1689	1665
Q Serve(g_s), s	0.0	0.0	4.6	2.0	0.0	0.0				5.3	4.2	4.2
Cycle Q Clear(g_c), s	0.0	0.0	4.6	6.7	0.0	0.0				5.3	4.2	4.2
Prop In Lane	0.00		0.55	0.58		0.00				0.02		0.01
Lane Grp Cap(c), veh/h	0	0	206	220	0	0				1201	1216	1199
V/C Ratio(X)	0.00	0.00	0.41	0.30	0.00	0.00				0.68	0.62	0.62
Avail Cap(c_a), veh/h	0	0	409	419	0	0				1201	1216	1199
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				0.76	0.76	0.76
Uniform Delay (d), s/veh	0.0	0.0	35.4	36.3	0.0	0.0				0.6	0.6	0.6
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.3	0.0	0.0				2.4	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.7	1.4	0.0	0.0				1.3	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	35.9	36.6	0.0	0.0				3.0	2.4	2.5
LnGrp LOS	A	A	D	D	A	A				A	A	A
Approach Vol, veh/h		84			67						2310	
Approach Delay, s/veh		35.9			36.6						2.6	
Approach LOS		D			D						A	

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		71.2		18.8				18.8				
Change Period (Y+Rc), s		6.4		6.4				6.4				
Max Green Setting (Gmax), s		52.6		24.6				24.6				
Max Q Clear Time (g_c+I1), s		7.3		8.7				6.6				
Green Ext Time (p_c), s		7.9		0.1				0.2				

Intersection Summary		
HCM 6th Ctrl Delay		4.7
HCM 6th LOS		A

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	60	19	8	45	0	14	0	15	5	62	12
Future Vol, veh/h	0	60	19	8	45	0	14	0	15	5	62	12
Conflicting Peds, #/hr	32	0	9	9	0	32	9	0	14	14	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	78	25	10	58	0	18	0	19	6	81	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	112	0	0	236	178	114	192	190	67
Stage 1	-	-	-	-	-	-	100	100	-	78	78	-
Stage 2	-	-	-	-	-	-	136	78	-	114	112	-
Critical Hdwy	-	-	-	4.13	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	-	-	-	2.227	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	0	-	-	1471	-	0	952	1008	1091	995	997	1135
Stage 1	0	-	-	-	-	0	1089	1089	-	1112	1112	-
Stage 2	0	-	-	-	-	0	1051	1112	-	1074	1076	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1458	-	-	861	992	1067	958	981	1125
Mov Cap-2 Maneuver	-	-	-	-	-	-	861	992	-	958	981	-
Stage 1	-	-	-	-	-	-	1089	1079	-	1112	1104	-
Stage 2	-	-	-	-	-	-	946	1104	-	1040	1066	-

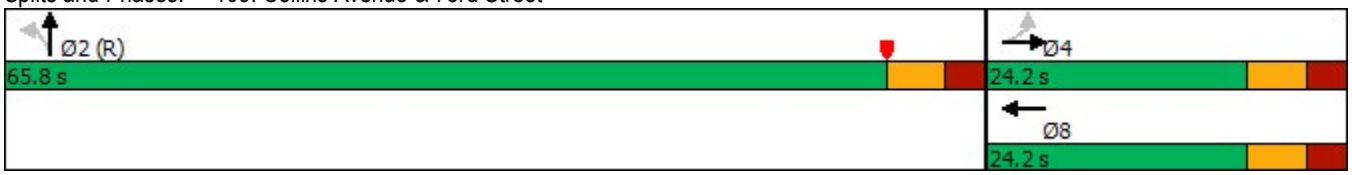
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.1	8.9	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	957	-	-	1458	-	999
HCM Lane V/C Ratio	0.039	-	-	0.007	-	0.103
HCM Control Delay (s)	8.9	-	-	7.5	0	9
HCM Lane LOS	A	-	-	A	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-	0.3

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	70	9	15	1469
Future Volume (vph)	70	9	15	1469
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	7.0
Minimum Split (s)	23.8	23.8	23.8	24.8
Total Split (s)	24.2	24.2	24.2	65.8
Total Split (%)	26.9%	26.9%	26.9%	73.1%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	C-Max
Act Effct Green (s)		17.4	17.4	59.0
Actuated g/C Ratio		0.19	0.19	0.66
v/c Ratio		0.38	0.10	0.50
Control Delay		40.3	21.4	8.6
Queue Delay		0.0	0.0	0.0
Total Delay		40.3	21.4	8.6
LOS		D	C	A
Approach Delay		40.3	21.4	8.6
Approach LOS		D	C	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 10.4	Intersection LOS: B
Intersection Capacity Utilization 57.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 109: Collins Avenue & 73rd Street



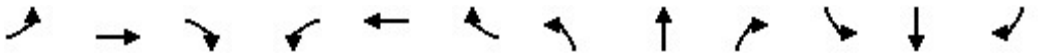


Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	83	29	1600
v/c Ratio	0.38	0.10	0.50
Control Delay	40.3	21.4	8.6
Queue Delay	0.0	0.0	0.0
Total Delay	40.3	21.4	8.6
Queue Length 50th (ft)	43	8	151
Queue Length 95th (ft)	m87	31	184
Internal Link Dist (ft)	626	390	379
Turn Bay Length (ft)			
Base Capacity (vph)	221	301	3177
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.38	0.10	0.50

Intersection Summary

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

HCM 6th Signalized Intersection Summary
109: Collins Avenue & 73rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	9	0	0	15	12	38	1469	13	0	0	0
Future Volume (veh/h)	70	9	0	0	15	12	38	1469	13	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.95		1.00	1.00		0.93	1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.90			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	74	9	0	0	16	13	40	1546	14			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	288	31	0	0	159	129	77	3179	30			
Arrive On Green	0.19	0.19	0.00	0.00	0.19	0.19	0.87	0.87	0.87			
Sat Flow, veh/h	1097	159	0	0	820	666	118	4849	45			
Grp Volume(v), veh/h	83	0	0	0	0	29	565	522	513			
Grp Sat Flow(s),veh/h/ln	1256	0	0	0	0	1487	1664	1689	1659			
Q Serve(g_s), s	4.5	0.0	0.0	0.0	0.0	1.4	7.1	6.1	6.1			
Cycle Q Clear(g_c), s	6.0	0.0	0.0	0.0	0.0	1.4	7.1	6.1	6.1			
Prop In Lane	0.89		0.00	0.00		0.45	0.07		0.03			
Lane Grp Cap(c), veh/h	319	0	0	0	0	287	1091	1107	1088			
V/C Ratio(X)	0.26	0.00	0.00	0.00	0.00	0.10	0.52	0.47	0.47			
Avail Cap(c_a), veh/h	319	0	0	0	0	287	1091	1107	1088			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	32.1	0.0	0.0	0.0	0.0	29.9	2.4	2.4	2.4			
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.0	0.0	0.7	1.8	1.4	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.0	0.0	0.6	1.9	1.7	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	0.0	0.0	0.0	0.0	30.6	4.2	3.8	3.8			
LnGrp LOS	C	A	A	A	A	C	A	A	A			
Approach Vol, veh/h		83			29			1600				
Approach Delay, s/veh		34.1			30.6			4.0				
Approach LOS		C			C			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		65.8		24.2				24.2				
Change Period (Y+Rc), s		* 6.8		* 6.8				* 6.8				
Max Green Setting (Gmax), s		* 59		* 17				* 17				
Max Q Clear Time (g_c+I1), s		9.1		8.0				3.4				
Green Ext Time (p_c), s		4.2		0.1				0.0				

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

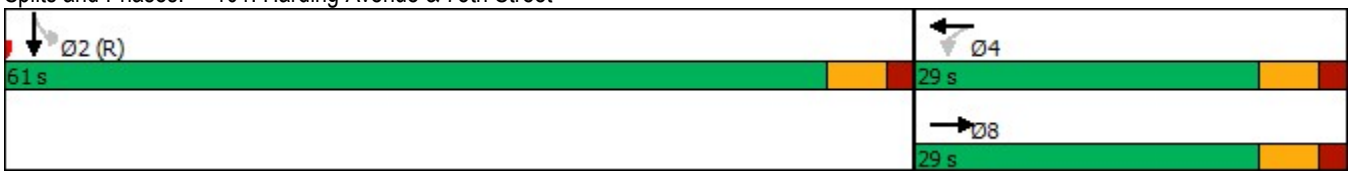
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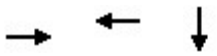
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	35	23	42	2186
Future Volume (vph)	35	23	42	2186
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	29.0	30.0
Total Split (s)	29.0	29.0	29.0	61.0
Total Split (%)	32.2%	32.2%	32.2%	67.8%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	16.9		16.9	64.9
Actuated g/C Ratio	0.19		0.19	0.72
v/c Ratio	0.36		0.26	0.67
Control Delay	31.4		33.4	11.2
Queue Delay	0.0		0.0	0.0
Total Delay	31.4		33.4	11.2
LOS	C		C	B
Approach Delay	31.4		33.4	11.2
Approach LOS	C		C	B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 88 (98%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 12.6	Intersection LOS: B
Intersection Capacity Utilization 68.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: Harding Avenue & 75th Street

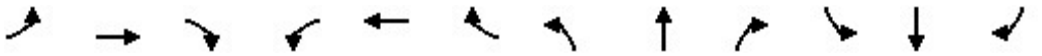




Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	100	69	2364
v/c Ratio	0.36	0.26	0.67
Control Delay	31.4	33.4	11.2
Queue Delay	0.0	0.0	0.0
Total Delay	31.4	33.4	11.2
Queue Length 50th (ft)	43	30	339
Queue Length 95th (ft)	87	76	406
Internal Link Dist (ft)	284	696	435
Turn Bay Length (ft)			
Base Capacity (vph)	379	363	3504
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	1
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.26	0.19	0.67

Intersection Summary

HCM 6th Signalized Intersection Summary
101: Harding Avenue & 75th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	35	59	23	42	0	0	0	0	16	2186	20
Future Volume (veh/h)	0	35	59	23	42	0	0	0	0	16	2186	20
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	0.96		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	37	63	24	45	0				17	2326	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	98	166	121	202	0				23	3369	31
Arrive On Green	0.00	0.18	0.18	0.18	0.18	0.00				0.91	0.91	0.91
Sat Flow, veh/h	0	529	901	366	1094	0				34	4937	46
Grp Volume(v), veh/h	0	0	100	69	0	0				836	770	758
Grp Sat Flow(s),veh/h/ln	0	0	1430	1461	0	0				1668	1689	1660
Q Serve(g_s), s	0.0	0.0	5.5	0.1	0.0	0.0				12.5	9.6	9.7
Cycle Q Clear(g_c), s	0.0	0.0	5.5	5.6	0.0	0.0				12.5	9.6	9.7
Prop In Lane	0.00		0.63	0.35		0.00				0.02		0.03
Lane Grp Cap(c), veh/h	0	0	264	323	0	0				1138	1152	1133
V/C Ratio(X)	0.00	0.00	0.38	0.21	0.00	0.00				0.73	0.67	0.67
Avail Cap(c_a), veh/h	0	0	365	436	0	0				1138	1152	1133
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	32.2	31.1	0.0	0.0				1.9	1.8	1.8
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.2	0.0	0.0				4.2	3.1	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.9	1.3	0.0	0.0				2.8	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	32.9	31.4	0.0	0.0				6.1	4.8	4.9
LnGrp LOS	A	A	C	C	A	A				A	A	A
Approach Vol, veh/h		100			69						2364	
Approach Delay, s/veh		32.9			31.4						5.3	
Approach LOS		C			C						A	

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		67.4		22.6				22.6				
Change Period (Y+Rc), s		6.0		6.0				6.0				
Max Green Setting (Gmax), s		55.0		23.0				23.0				
Max Q Clear Time (g_c+I1), s		14.5		7.6				7.5				
Green Ext Time (p_c), s		8.2		0.2				0.3				

Intersection Summary												
HCM 6th Ctrl Delay			7.1									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	56	9	3	64	0	0	0	0	2	60	29
Future Vol, veh/h	0	56	9	3	64	0	0	0	0	2	60	29
Conflicting Peds, #/hr	0	0	29	29	0	0	10	0	13	13	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082	671	104	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	67	11	4	76	0	0	0	0	2	71	35

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	107	0	0	170	191	86
Stage 1	-	-	-	-	-	-	84	84	-
Stage 2	-	-	-	-	-	-	86	107	-
Critical Hdwy	-	-	-	4.13	-	-	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-
Follow-up Hdwy	-	-	-	2.227	-	-	3	3	3
Pot Cap-1 Maneuver	0	-	-	1478	-	0	1016	996	1117
Stage 1	0	-	-	-	-	0	1106	1106	-
Stage 2	0	-	-	-	-	0	1104	1081	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1478	-	-	1013	0	1106
Mov Cap-2 Maneuver	-	-	-	-	-	-	1013	0	-
Stage 1	-	-	-	-	-	-	1106	0	-
Stage 2	-	-	-	-	-	-	1101	0	-

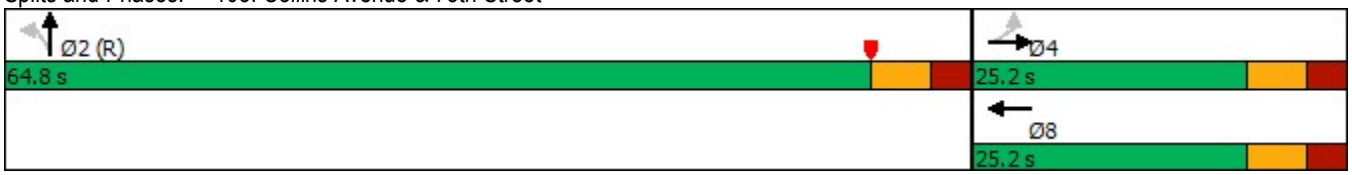
Approach	EB	WB	SB
HCM Control Delay, s	0	0.3	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1478	-	1099
HCM Lane V/C Ratio	-	-	0.002	-	0.099
HCM Control Delay (s)	-	-	7.4	0	8.6
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.3

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	47	8	25	1563
Future Volume (vph)	47	8	25	1563
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	7.0
Minimum Split (s)	24.8	24.8	24.8	64.8
Total Split (s)	25.2	25.2	25.2	64.8
Total Split (%)	28.0%	28.0%	28.0%	72.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)		9.1	9.1	70.8
Actuated g/C Ratio		0.10	0.10	0.79
v/c Ratio		0.49	0.17	0.45
Control Delay		38.5	34.6	1.4
Queue Delay		0.0	0.0	0.0
Total Delay		38.5	34.6	1.4
LOS		D	C	A
Approach Delay		38.5	34.6	1.4
Approach LOS		D	C	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 3.2	Intersection LOS: A
Intersection Capacity Utilization 52.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: Collins Avenue & 75th Street





Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	59	29	1713
v/c Ratio	0.49	0.17	0.45
Control Delay	38.5	34.6	1.4
Queue Delay	0.0	0.0	0.0
Total Delay	38.5	34.6	1.4
Queue Length 50th (ft)	24	15	26
Queue Length 95th (ft)	m49	36	33
Internal Link Dist (ft)	629	315	463
Turn Bay Length (ft)			
Base Capacity (vph)	245	337	3812
Starvation Cap Reductn	0	0	336
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.24	0.09	0.49

Intersection Summary

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

HCM 6th Signalized Intersection Summary
103: Collins Avenue & 75th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	8	0	0	25	2	37	1563	10	0	0	0
Future Volume (veh/h)	47	8	0	0	25	2	37	1563	10	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.96		1.00	1.00		0.95	1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.90			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	50	9	0	0	27	2	39	1663	11			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	187	28	0	0	173	13	79	3588	24			
Arrive On Green	0.11	0.11	0.00	0.00	0.11	0.11	0.98	0.98	0.98			
Sat Flow, veh/h	1001	246	0	0	1530	113	107	4875	33			
Grp Volume(v), veh/h	59	0	0	0	0	29	605	558	550			
Grp Sat Flow(s),veh/h/ln	1247	0	0	0	0	1643	1665	1689	1662			
Q Serve(g_s), s	3.1	0.0	0.0	0.0	0.0	1.4	1.3	1.1	1.1			
Cycle Q Clear(g_c), s	4.6	0.0	0.0	0.0	0.0	1.4	1.3	1.1	1.1			
Prop In Lane	0.85		0.00	0.00		0.07	0.06		0.02			
Lane Grp Cap(c), veh/h	215	0	0	0	0	185	1225	1243	1223			
V/C Ratio(X)	0.27	0.00	0.00	0.00	0.00	0.16	0.49	0.45	0.45			
Avail Cap(c_a), veh/h	341	0	0	0	0	336	1225	1243	1223			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.92	0.92	0.92			
Uniform Delay (d), s/veh	37.8	0.0	0.0	0.0	0.0	36.1	0.3	0.3	0.3			
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.1	1.3	1.1	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.0	0.0	0.6	0.6	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	0.0	0.0	0.0	0.0	36.2	1.6	1.3	1.4			
LnGrp LOS	D	A	A	A	A	D	A	A	A			
Approach Vol, veh/h		59			29			1713				
Approach Delay, s/veh		38.0			36.2			1.4				
Approach LOS		D			D			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		73.0		17.0				17.0				
Change Period (Y+Rc), s		* 6.8		* 6.8				* 6.8				
Max Green Setting (Gmax), s		* 58		* 18				* 18				
Max Q Clear Time (g_c+I1), s		3.3		6.6				3.4				
Green Ext Time (p_c), s		4.6		0.1				0.0				

Intersection Summary	
HCM 6th Ctrl Delay	3.2
HCM 6th LOS	A

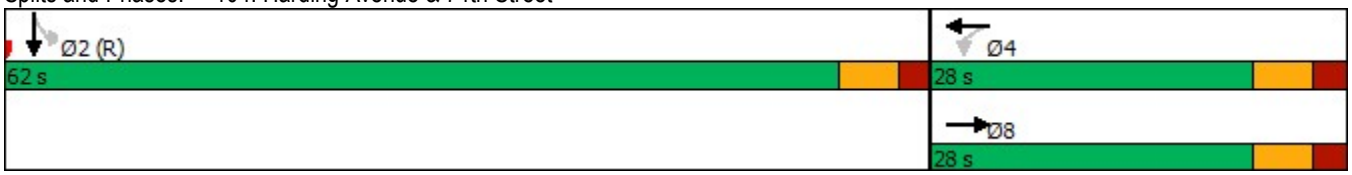
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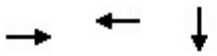
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	20	20	10	2234
Future Volume (vph)	20	20	10	2234
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	28.0	28.0	26.1
Total Split (s)	28.0	28.0	28.0	62.0
Total Split (%)	31.1%	31.1%	31.1%	68.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.4		6.4	6.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	11.2		11.2	70.2
Actuated g/C Ratio	0.12		0.12	0.78
v/c Ratio	0.40		0.21	0.64
Control Delay	38.2		35.8	1.2
Queue Delay	0.0		0.0	0.0
Total Delay	38.2		35.8	1.2
LOS	D		D	A
Approach Delay	38.2		35.8	1.2
Approach LOS	D		D	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 9 (10%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 2.7	Intersection LOS: A
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 104: Harding Avenue & 74th Street



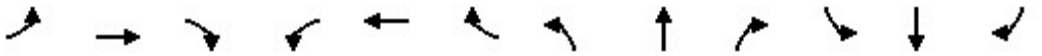


Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	75	33	2422
v/c Ratio	0.40	0.21	0.64
Control Delay	38.2	35.8	1.2
Queue Delay	0.0	0.0	0.0
Total Delay	38.2	35.8	1.2
Queue Length 50th (ft)	38	18	16
Queue Length 95th (ft)	69	m37	21
Internal Link Dist (ft)	221	703	467
Turn Bay Length (ft)			
Base Capacity (vph)	356	297	3795
Starvation Cap Reductn	0	0	13
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.21	0.11	0.64

Intersection Summary

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

HCM 6th Signalized Intersection Summary
104: Harding Avenue & 74th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	20	49	20	10	0	0	0	0	11	2234	7
Future Volume (veh/h)	0	20	49	20	10	0	0	0	0	11	2234	7
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.97		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	22	53	22	11	0				12	2402	8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	53	128	141	58	0				17	3664	13
Arrive On Green	0.00	0.13	0.13	0.13	0.13	0.00				0.98	0.98	0.98
Sat Flow, veh/h	0	423	1019	589	458	0				23	4983	17
Grp Volume(v), veh/h	0	0	75	33	0	0				856	788	778
Grp Sat Flow(s),veh/h/ln	0	0	1442	1047	0	0				1669	1689	1666
Q Serve(g_s), s	0.0	0.0	4.3	0.6	0.0	0.0				3.2	2.4	2.5
Cycle Q Clear(g_c), s	0.0	0.0	4.3	5.0	0.0	0.0				3.2	2.4	2.5
Prop In Lane	0.00		0.71	0.67		0.00				0.01		0.01
Lane Grp Cap(c), veh/h	0	0	181	198	0	0				1227	1241	1225
V/C Ratio(X)	0.00	0.00	0.41	0.17	0.00	0.00				0.70	0.63	0.64
Avail Cap(c_a), veh/h	0	0	346	361	0	0				1227	1241	1225
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				0.68	0.68	0.68
Uniform Delay (d), s/veh	0.0	0.0	36.3	36.0	0.0	0.0				0.3	0.3	0.3
Incr Delay (d2), s/veh	0.0	0.0	1.1	0.3	0.0	0.0				2.3	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.6	0.7	0.0	0.0				1.1	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	37.4	36.3	0.0	0.0				2.6	2.0	2.0
LnGrp LOS	A	A	D	D	A	A				A	A	A
Approach Vol, veh/h		75			33						2422	
Approach Delay, s/veh		37.4			36.3						2.2	
Approach LOS		D			D						A	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	72.3	17.7	17.7
Change Period (Y+Rc), s	6.1	6.4	6.4
Max Green Setting (Gmax), s	55.9	21.6	21.6
Max Q Clear Time (g_c+I1), s	5.2	7.0	6.3
Green Ext Time (p_c), s	8.7	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	3.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	29	21	9	42	0	0	0	0	10	56	4
Future Vol, veh/h	0	29	21	9	42	0	0	0	0	10	56	4
Conflicting Peds, #/hr	26	0	14	14	0	26	5	0	16	16	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082685440		-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	61	61	61	61	61	61	61	61	61
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	48	34	15	69	0	0	0	0	16	92	7

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	96	0	0	180	195	74
Stage 1	-	-	-	-	-	-	99	99	-
Stage 2	-	-	-	-	-	-	81	96	-
Critical Hdwy	-	-	-	4.13	-	-	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-
Follow-up Hdwy	-	-	-	2.227	-	-	3	3	3
Pot Cap-1 Maneuver	0	-	-	1491	-	0	1006	992	1128
Stage 1	0	-	-	-	-	0	1090	1090	-
Stage 2	0	-	-	-	-	0	1109	1093	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1491	-	-	996	0	1123
Mov Cap-2 Maneuver	-	-	-	-	-	-	996	0	-
Stage 1	-	-	-	-	-	-	1090	0	-
Stage 2	-	-	-	-	-	-	1098	0	-

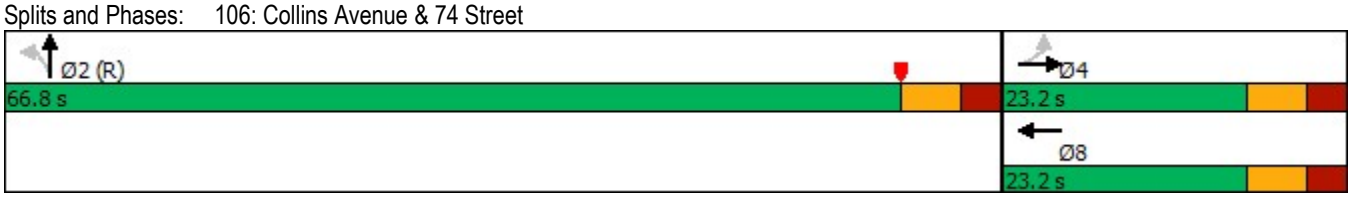
Approach	EB	WB	SB
HCM Control Delay, s	0	1.3	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1491	-	1029
HCM Lane V/C Ratio	-	-	0.01	-	0.112
HCM Control Delay (s)	-	-	7.4	0	8.9
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.4

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	19	3	11	1619
Future Volume (vph)	19	3	11	1619
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	7.0
Minimum Split (s)	22.8	22.8	22.8	66.8
Total Split (s)	23.2	23.2	23.2	66.8
Total Split (%)	25.8%	25.8%	25.8%	74.2%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)		5.4	5.2	81.8
Actuated g/C Ratio		0.06	0.06	0.91
v/c Ratio		0.23	0.17	0.39
Control Delay		41.1	35.7	6.4
Queue Delay		0.0	0.0	0.0
Total Delay		41.1	35.7	6.4
LOS		D	D	A
Approach Delay		41.1	35.7	6.4
Approach LOS		D	D	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 20 (22%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay: 7.2	Intersection LOS: A
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 106: Collins Avenue & 74 Street



Queues
106: Collins Avenue & 74 Street

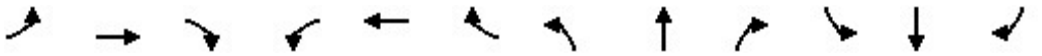


Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	23	16	1736
v/c Ratio	0.23	0.17	0.39
Control Delay	41.1	35.7	6.4
Queue Delay	0.0	0.0	0.0
Total Delay	41.1	35.7	6.4
Queue Length 50th (ft)	13	6	0
Queue Length 95th (ft)	m35	26	344
Internal Link Dist (ft)	628	312	574
Turn Bay Length (ft)			
Base Capacity (vph)	299	291	4401
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.08	0.05	0.39

Intersection Summary

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

HCM 6th Signalized Intersection Summary
106: Collins Avenue & 74 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	3	0	0	11	5	34	1619	14	0	0	0
Future Volume (veh/h)	19	3	0	0	11	5	34	1619	14	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.96		1.00	1.00		0.94	1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.90			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	20	3	0	0	11	5	35	1686	15			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	130	14	0	0	59	27	75	3867	35			
Arrive On Green	0.06	0.06	0.00	0.00	0.06	0.06	1.00	1.00	1.00			
Sat Flow, veh/h	988	259	0	0	1062	483	95	4873	45			
Grp Volume(v), veh/h	23	0	0	0	0	16	614	566	556			
Grp Sat Flow(s),veh/h/ln	1248	0	0	0	0	1545	1665	1689	1659			
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0			
Prop In Lane	0.87		0.00	0.00		0.31	0.06		0.03			
Lane Grp Cap(c), veh/h	144	0	0	0	0	86	1321	1340	1317			
V/C Ratio(X)	0.16	0.00	0.00	0.00	0.00	0.19	0.46	0.42	0.42			
Avail Cap(c_a), veh/h	319	0	0	0	0	282	1321	1340	1317			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.84	0.84	0.84			
Uniform Delay (d), s/veh	41.2	0.0	0.0	0.0	0.0	40.6	0.0	0.0	0.0			
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.4	1.0	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.0	0.0	0.3	0.4	0.3	0.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	0.0	0.0	0.0	0.0	41.0	1.0	0.8	0.8			
LnGrp LOS	D	A	A	A	A	D	A	A	A			
Approach Vol, veh/h		23			16			1736				
Approach Delay, s/veh		41.4			41.0			0.9				
Approach LOS		D			D			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		78.2		11.8				11.8				
Change Period (Y+Rc), s		* 6.8		* 6.8				* 6.8				
Max Green Setting (Gmax), s		* 60		* 16				* 16				
Max Q Clear Time (g_c+I1), s		2.0		3.9				2.9				
Green Ext Time (p_c), s		4.7		0.0				0.0				

Intersection Summary	
HCM 6th Ctrl Delay	1.8
HCM 6th LOS	A

Notes

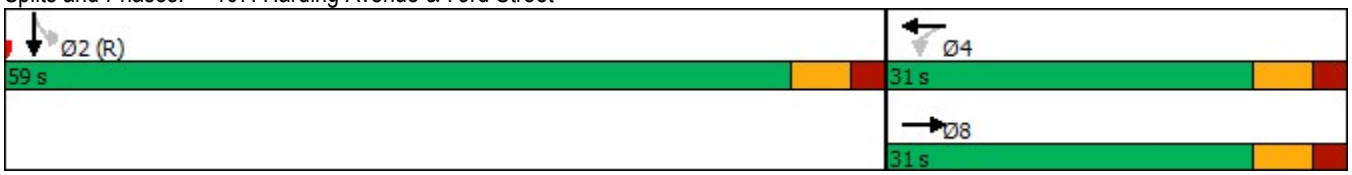
User approved pedestrian interval to be less than phase max green.

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

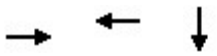
Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	38	38	28	2261
Future Volume (vph)	38	38	28	2261
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	29.4	29.4	29.4	31.4
Total Split (s)	31.0	31.0	31.0	59.0
Total Split (%)	34.4%	34.4%	34.4%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.4		6.4	6.4
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	11.6		11.6	69.6
Actuated g/C Ratio	0.13		0.13	0.77
v/c Ratio	0.44		0.42	0.64
Control Delay	39.4		42.7	2.1
Queue Delay	0.0		0.0	0.0
Total Delay	39.4		42.7	2.1
LOS	D		D	A
Approach Delay	39.4		42.7	2.1
Approach LOS	D		D	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 22 (24%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 4.5	Intersection LOS: A
Intersection Capacity Utilization 65.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 107: Harding Avenue & 73rd Street



Queues
107: Harding Avenue & 73rd Street

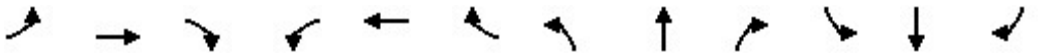


Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	87	69	2411
v/c Ratio	0.44	0.42	0.64
Control Delay	39.4	42.7	2.1
Queue Delay	0.0	0.0	0.0
Total Delay	39.4	42.7	2.1
Queue Length 50th (ft)	46	39	42
Queue Length 95th (ft)	77	m69	47
Internal Link Dist (ft)	260	711	582
Turn Bay Length (ft)			
Base Capacity (vph)	417	347	3758
Starvation Cap Reductn	0	0	18
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.21	0.20	0.64

Intersection Summary

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

HCM 6th Signalized Intersection Summary
107: Harding Avenue & 73rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	38	45	38	28	0	0	0	0	19	2261	10
Future Volume (veh/h)	0	38	45	38	28	0	0	0	0	19	2261	10
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.98		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	40	47	40	29	0				20	2380	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	96	113	137	83	0				28	3559	17
Arrive On Green	0.00	0.14	0.14	0.14	0.14	0.00				0.95	0.95	0.95
Sat Flow, veh/h	0	689	810	529	596	0				39	4959	24
Grp Volume(v), veh/h	0	0	87	69	0	0				852	784	774
Grp Sat Flow(s),veh/h/ln	0	0	1499	1125	0	0				1668	1689	1665
Q Serve(g_s), s	0.0	0.0	4.8	2.1	0.0	0.0				6.5	5.0	5.0
Cycle Q Clear(g_c), s	0.0	0.0	4.8	6.9	0.0	0.0				6.5	5.0	5.0
Prop In Lane	0.00		0.54	0.58		0.00				0.02		0.01
Lane Grp Cap(c), veh/h	0	0	210	221	0	0				1197	1212	1195
V/C Ratio(X)	0.00	0.00	0.41	0.31	0.00	0.00				0.71	0.65	0.65
Avail Cap(c_a), veh/h	0	0	410	417	0	0				1197	1212	1195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				0.73	0.73	0.73
Uniform Delay (d), s/veh	0.0	0.0	35.3	36.3	0.0	0.0				0.7	0.7	0.7
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.3	0.0	0.0				2.7	2.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.7	1.4	0.0	0.0				1.5	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	35.8	36.6	0.0	0.0				3.4	2.7	2.7
LnGrp LOS	A	A	D	D	A	A				A	A	A
Approach Vol, veh/h		87			69						2411	
Approach Delay, s/veh		35.8			36.6						2.9	
Approach LOS		D			D						A	

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		71.0		19.0				19.0				
Change Period (Y+Rc), s		6.4		6.4				6.4				
Max Green Setting (Gmax), s		52.6		24.6				24.6				
Max Q Clear Time (g_c+I1), s		8.5		8.9				6.8				
Green Ext Time (p_c), s		8.6		0.2				0.2				

Intersection Summary												
HCM 6th Ctrl Delay			4.9									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	62	19	8	47	0	15	0	16	5	65	12
Future Vol, veh/h	0	62	19	8	47	0	15	0	16	5	65	12
Conflicting Peds, #/hr	32	0	9	9	0	32	9	0	14	14	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	81	25	10	61	0	19	0	21	6	84	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	115	0	0	243	184	117	199	196	70
Stage 1	-	-	-	-	-	-	103	103	-	81	81	-
Stage 2	-	-	-	-	-	-	140	81	-	118	115	-
Critical Hdwy	-	-	-	4.13	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	-	-	-	2.227	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	0	-	-	1468	-	0	946	1002	1088	988	991	1132
Stage 1	0	-	-	-	-	0	1085	1085	-	1109	1109	-
Stage 2	0	-	-	-	-	0	1047	1109	-	1070	1073	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1455	-	-	851	986	1064	950	975	1122
Mov Cap-2 Maneuver	-	-	-	-	-	-	851	986	-	950	975	-
Stage 1	-	-	-	-	-	-	1085	1075	-	1109	1101	-
Stage 2	-	-	-	-	-	-	939	1101	-	1035	1063	-

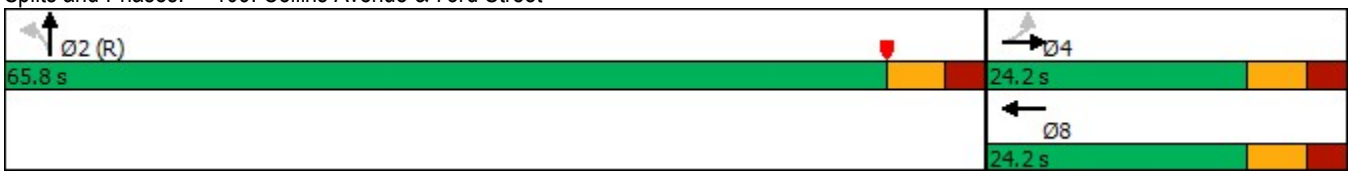
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.1	9	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	949	-	-	1455	-	992
HCM Lane V/C Ratio	0.042	-	-	0.007	-	0.107
HCM Control Delay (s)	9	-	-	7.5	0	9.1
HCM Lane LOS	A	-	-	A	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-	0.4

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	72	9	16	1534
Future Volume (vph)	72	9	16	1534
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	7.0
Minimum Split (s)	23.8	23.8	23.8	24.8
Total Split (s)	24.2	24.2	24.2	65.8
Total Split (%)	26.9%	26.9%	26.9%	73.1%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	C-Max
Act Effct Green (s)		17.4	17.4	59.0
Actuated g/C Ratio		0.19	0.19	0.66
v/c Ratio		0.38	0.10	0.53
Control Delay		40.9	21.5	8.9
Queue Delay		0.0	0.0	0.0
Total Delay		40.9	21.5	8.9
LOS		D	C	A
Approach Delay		40.9	21.5	8.9
Approach LOS		D	C	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 58.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 109: Collins Avenue & 73rd Street



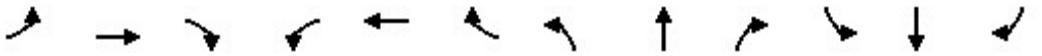


Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	85	30	1672
v/c Ratio	0.38	0.10	0.53
Control Delay	40.9	21.5	8.9
Queue Delay	0.0	0.0	0.0
Total Delay	40.9	21.5	8.9
Queue Length 50th (ft)	44	8	162
Queue Length 95th (ft)	m88	31	196
Internal Link Dist (ft)	626	390	379
Turn Bay Length (ft)			
Base Capacity (vph)	221	302	3177
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.38	0.10	0.53

Intersection Summary

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

HCM 6th Signalized Intersection Summary
109: Collins Avenue & 73rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	9	0	0	16	12	40	1534	14	0	0	0
Future Volume (veh/h)	72	9	0	0	16	12	40	1534	14	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.95		1.00	1.00		0.93	1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.90			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	76	9	0	0	17	13	42	1615	15			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	287	30	0	0	163	125	78	3177	30			
Arrive On Green	0.19	0.19	0.00	0.00	0.19	0.19	0.87	0.87	0.87			
Sat Flow, veh/h	1095	155	0	0	846	647	118	4847	46			
Grp Volume(v), veh/h	85	0	0	0	0	30	591	545	536			
Grp Sat Flow(s),veh/h/ln	1250	0	0	0	0	1492	1664	1689	1659			
Q Serve(g_s), s	4.7	0.0	0.0	0.0	0.0	1.5	7.8	6.5	6.5			
Cycle Q Clear(g_c), s	6.2	0.0	0.0	0.0	0.0	1.5	7.8	6.5	6.5			
Prop In Lane	0.89		0.00	0.00		0.43	0.07		0.03			
Lane Grp Cap(c), veh/h	317	0	0	0	0	288	1091	1107	1088			
V/C Ratio(X)	0.27	0.00	0.00	0.00	0.00	0.10	0.54	0.49	0.49			
Avail Cap(c_a), veh/h	317	0	0	0	0	288	1091	1107	1088			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	32.2	0.0	0.0	0.0	0.0	29.9	2.5	2.4	2.4			
Incr Delay (d2), s/veh	2.1	0.0	0.0	0.0	0.0	0.7	1.9	1.6	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	0.0	0.0	0.6	2.0	1.8	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	0.0	0.0	0.0	30.6	4.4	4.0	4.0			
LnGrp LOS	C	A	A	A	A	C	A	A	A			
Approach Vol, veh/h		85			30			1672				
Approach Delay, s/veh		34.3			30.6			4.1				
Approach LOS		C			C			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		65.8		24.2				24.2				
Change Period (Y+Rc), s		* 6.8		* 6.8				* 6.8				
Max Green Setting (Gmax), s		* 59		* 17				* 17				
Max Q Clear Time (g_c+I1), s		9.8		8.2				3.5				
Green Ext Time (p_c), s		4.5		0.1				0.0				

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

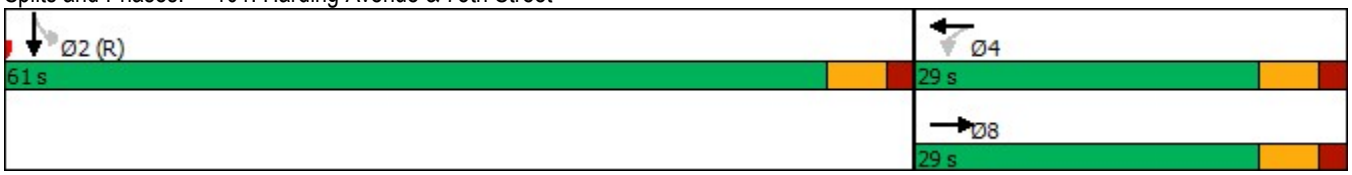
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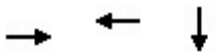
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	45	23	45	2186
Future Volume (vph)	45	23	45	2186
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	29.0	30.0
Total Split (s)	29.0	29.0	29.0	61.0
Total Split (%)	32.2%	32.2%	32.2%	67.8%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	17.0		17.0	64.8
Actuated g/C Ratio	0.19		0.19	0.72
v/c Ratio	0.39		0.27	0.68
Control Delay	32.3		36.3	11.4
Queue Delay	0.0		0.0	0.0
Total Delay	32.3		36.3	11.4
LOS	C		D	B
Approach Delay	32.3		36.3	11.4
Approach LOS	C		D	B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 88 (98%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 13.0	Intersection LOS: B
Intersection Capacity Utilization 69.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: Harding Avenue & 75th Street

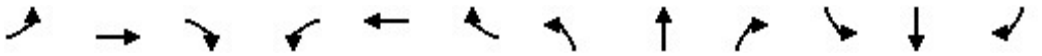




Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	111	72	2390
v/c Ratio	0.39	0.27	0.68
Control Delay	32.3	36.3	11.4
Queue Delay	0.0	0.0	0.0
Total Delay	32.3	36.3	11.4
Queue Length 50th (ft)	48	39	346
Queue Length 95th (ft)	95	75	415
Internal Link Dist (ft)	284	696	435
Turn Bay Length (ft)			
Base Capacity (vph)	383	364	3494
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.29	0.20	0.68

Intersection Summary

HCM 6th Signalized Intersection Summary
101: Harding Avenue & 75th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	45	59	23	45	0	0	0	0	40	2186	20
Future Volume (veh/h)	0	45	59	23	45	0	0	0	0	40	2186	20
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	0.96		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	48	63	24	48	0				43	2326	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	117	154	117	206	0				58	3319	31
Arrive On Green	0.00	0.19	0.19	0.19	0.19	0.00				0.90	0.90	0.90
Sat Flow, veh/h	0	628	824	338	1102	0				85	4884	45
Grp Volume(v), veh/h	0	0	111	72	0	0				845	778	767
Grp Sat Flow(s),veh/h/ln	0	0	1451	1440	0	0				1666	1689	1660
Q Serve(g_s), s	0.0	0.0	6.1	0.1	0.0	0.0				13.5	10.3	10.4
Cycle Q Clear(g_c), s	0.0	0.0	6.1	6.2	0.0	0.0				13.5	10.3	10.4
Prop In Lane	0.00		0.57	0.33		0.00				0.05		0.03
Lane Grp Cap(c), veh/h	0	0	272	323	0	0				1132	1147	1128
V/C Ratio(X)	0.00	0.00	0.41	0.22	0.00	0.00				0.75	0.68	0.68
Avail Cap(c_a), veh/h	0	0	371	431	0	0				1132	1147	1128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	32.2	31.0	0.0	0.0				2.0	1.9	1.9
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.3	0.0	0.0				4.5	3.2	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.2	1.3	0.0	0.0				3.0	2.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	32.9	31.2	0.0	0.0				6.5	5.1	5.2
LnGrp LOS	A	A	C	C	A	A				A	A	A
Approach Vol, veh/h		111			72						2390	
Approach Delay, s/veh		32.9			31.2						5.6	
Approach LOS		C			C						A	

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		67.2		22.8				22.8				
Change Period (Y+Rc), s		6.0		6.0				6.0				
Max Green Setting (Gmax), s		55.0		23.0				23.0				
Max Q Clear Time (g_c+I1), s		15.5		8.2				8.1				
Green Ext Time (p_c), s		8.4		0.2				0.4				

Intersection Summary		
HCM 6th Ctrl Delay	7.5	
HCM 6th LOS	A	

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	56	43	45	67	0	0	0	0	2	60	29
Future Vol, veh/h	0	56	43	45	67	0	0	0	0	2	60	29
Conflicting Peds, #/hr	0	0	29	29	0	0	10	0	13	13	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082	671	104	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	67	51	54	80	0	0	0	0	2	71	35

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	147	0	0	294	335	90
Stage 1	-	-	-	-	-	-	188	188	-
Stage 2	-	-	-	-	-	-	106	147	-
Critical Hdwy	-	-	-	4.13	-	-	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-
Follow-up Hdwy	-	-	-	2.227	-	-	3	3	3
Pot Cap-1 Maneuver	0	-	-	1429	-	0	899	864	1113
Stage 1	0	-	-	-	-	0	999	999	-
Stage 2	0	-	-	-	-	0	1082	1040	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1429	-	-	863	0	1102
Mov Cap-2 Maneuver	-	-	-	-	-	-	863	0	-
Stage 1	-	-	-	-	-	-	999	0	-
Stage 2	-	-	-	-	-	-	1039	0	-

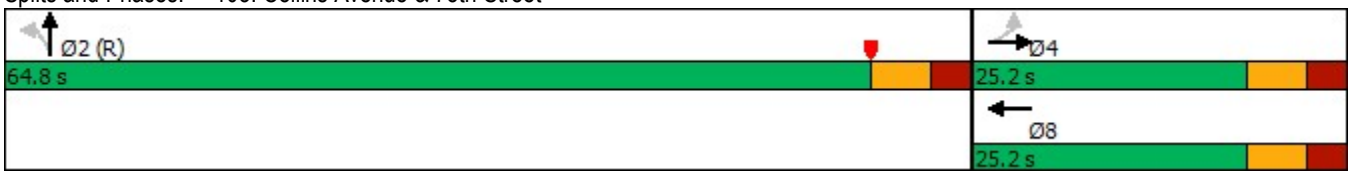
Approach	EB	WB	SB
HCM Control Delay, s	0	3.1	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1429	-	1083
HCM Lane V/C Ratio	-	-	0.037	-	0.1
HCM Control Delay (s)	-	-	7.6	0	8.7
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	-	0.3

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	47	8	25	1570
Future Volume (vph)	47	8	25	1570
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	7.0
Minimum Split (s)	24.8	24.8	24.8	64.8
Total Split (s)	25.2	25.2	25.2	64.8
Total Split (%)	28.0%	28.0%	28.0%	72.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)		9.1	9.1	70.8
Actuated g/C Ratio		0.10	0.10	0.79
v/c Ratio		0.49	0.17	0.47
Control Delay		41.0	34.6	2.0
Queue Delay		0.0	0.0	0.0
Total Delay		41.0	34.6	2.0
LOS		D	C	A
Approach Delay		41.0	34.6	2.0
Approach LOS		D	C	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 3.7	Intersection LOS: A
Intersection Capacity Utilization 53.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: Collins Avenue & 75th Street





Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	59	29	1768
v/c Ratio	0.49	0.17	0.47
Control Delay	41.0	34.6	2.0
Queue Delay	0.0	0.0	0.0
Total Delay	41.0	34.6	2.0
Queue Length 50th (ft)	26	15	27
Queue Length 95th (ft)	m48	36	68
Internal Link Dist (ft)	629	315	463
Turn Bay Length (ft)			
Base Capacity (vph)	245	337	3799
Starvation Cap Reductn	0	0	85
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.24	0.09	0.48

Intersection Summary

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

HCM 6th Signalized Intersection Summary
103: Collins Avenue & 75th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	8	0	0	25	2	82	1570	10	0	0	0
Future Volume (veh/h)	47	8	0	0	25	2	82	1570	10	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.96		1.00	1.00		0.95	1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.90			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	50	9	0	0	27	2	87	1670	11			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	187	28	0	0	173	13	170	3493	24			
Arrive On Green	0.11	0.11	0.00	0.00	0.11	0.11	0.98	0.98	0.98			
Sat Flow, veh/h	1001	246	0	0	1530	113	232	4745	32			
Grp Volume(v), veh/h	59	0	0	0	0	29	623	577	568			
Grp Sat Flow(s),veh/h/ln	1247	0	0	0	0	1643	1658	1689	1662			
Q Serve(g_s), s	3.1	0.0	0.0	0.0	0.0	1.4	1.4	1.2	1.2			
Cycle Q Clear(g_c), s	4.6	0.0	0.0	0.0	0.0	1.4	1.4	1.2	1.2			
Prop In Lane	0.85		0.00	0.00		0.07	0.14		0.02			
Lane Grp Cap(c), veh/h	215	0	0	0	0	185	1221	1243	1224			
V/C Ratio(X)	0.27	0.00	0.00	0.00	0.00	0.16	0.51	0.46	0.46			
Avail Cap(c_a), veh/h	341	0	0	0	0	336	1221	1243	1224			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.91	0.91	0.91			
Uniform Delay (d), s/veh	37.8	0.0	0.0	0.0	0.0	36.1	0.3	0.3	0.3			
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.1	1.4	1.1	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.0	0.0	0.6	0.7	0.6	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	0.0	0.0	0.0	0.0	36.2	1.7	1.4	1.4			
LnGrp LOS	D	A	A	A	A	D	A	A	A			
Approach Vol, veh/h		59			29			1768				
Approach Delay, s/veh		38.0			36.2			1.5				
Approach LOS		D			D			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		73.0		17.0				17.0				
Change Period (Y+Rc), s		* 6.8		* 6.8				* 6.8				
Max Green Setting (Gmax), s		* 58		* 18				* 18				
Max Q Clear Time (g_c+I1), s		3.4		6.6				3.4				
Green Ext Time (p_c), s		4.9		0.1				0.0				

Intersection Summary	
HCM 6th Ctrl Delay	3.2
HCM 6th LOS	A

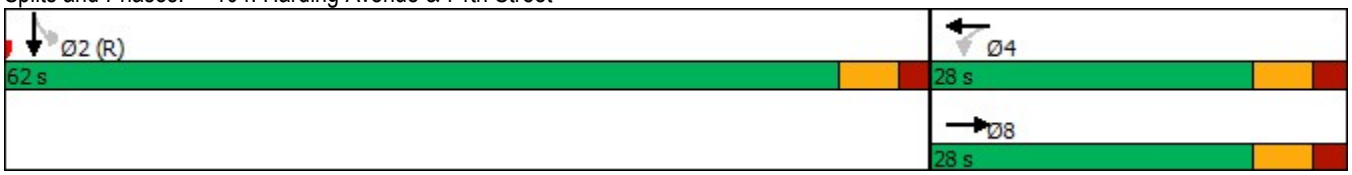
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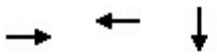
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	32	29	13	2234
Future Volume (vph)	32	29	13	2234
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	28.0	28.0	28.0	26.1
Total Split (s)	28.0	28.0	28.0	62.0
Total Split (%)	31.1%	31.1%	31.1%	68.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.4		6.4	6.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	11.6		11.6	69.8
Actuated g/C Ratio	0.13		0.13	0.78
v/c Ratio	0.44		0.29	0.64
Control Delay	39.4		39.8	1.1
Queue Delay	0.0		0.0	0.0
Total Delay	39.4		39.8	1.2
LOS	D		D	A
Approach Delay	39.4		39.8	1.2
Approach LOS	D		D	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 9 (10%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 3.1	Intersection LOS: A
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 104: Harding Avenue & 74th Street

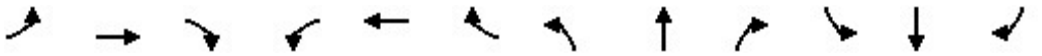




Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	87	45	2422
v/c Ratio	0.44	0.29	0.64
Control Delay	39.4	39.8	1.1
Queue Delay	0.0	0.0	0.0
Total Delay	39.4	39.8	1.2
Queue Length 50th (ft)	45	24	16
Queue Length 95th (ft)	78	48	21
Internal Link Dist (ft)	221	703	467
Turn Bay Length (ft)			
Base Capacity (vph)	363	291	3774
Starvation Cap Reductn	0	0	28
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.24	0.15	0.65

Intersection Summary

HCM 6th Signalized Intersection Summary
104: Harding Avenue & 74th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	32	49	29	13	0	0	0	0	11	2234	7
Future Volume (veh/h)	0	32	49	29	13	0	0	0	0	11	2234	7
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.98		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	34	53	31	14	0				12	2402	8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	79	124	149	55	0				17	3603	12
Arrive On Green	0.00	0.14	0.14	0.14	0.14	0.00				0.96	0.96	0.96
Sat Flow, veh/h	0	576	897	590	401	0				23	4983	17
Grp Volume(v), veh/h	0	0	87	45	0	0				856	788	778
Grp Sat Flow(s),veh/h/ln	0	0	1473	991	0	0				1669	1689	1666
Q Serve(g_s), s	0.0	0.0	4.9	1.5	0.0	0.0				5.6	4.2	4.2
Cycle Q Clear(g_c), s	0.0	0.0	4.9	6.4	0.0	0.0				5.6	4.2	4.2
Prop In Lane	0.00		0.61	0.69		0.00				0.01		0.01
Lane Grp Cap(c), veh/h	0	0	203	204	0	0				1207	1221	1205
V/C Ratio(X)	0.00	0.00	0.43	0.22	0.00	0.00				0.71	0.65	0.65
Avail Cap(c_a), veh/h	0	0	353	348	0	0				1207	1221	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				0.67	0.67	0.67
Uniform Delay (d), s/veh	0.0	0.0	35.5	36.3	0.0	0.0				0.6	0.6	0.6
Incr Delay (d2), s/veh	0.0	0.0	1.1	0.4	0.0	0.0				2.4	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.8	0.9	0.0	0.0				1.3	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	36.6	36.7	0.0	0.0				3.0	2.3	2.4
LnGrp LOS	A	A	D	D	A	A				A	A	A
Approach Vol, veh/h		87			45						2422	
Approach Delay, s/veh		36.6			36.7						2.6	
Approach LOS		D			D						A	

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		71.2		18.8				18.8				
Change Period (Y+Rc), s		6.1		6.4				6.4				
Max Green Setting (Gmax), s		55.9		21.6				21.6				
Max Q Clear Time (g_c+I1), s		7.6		8.4				6.9				
Green Ext Time (p_c), s		8.7		0.1				0.3				

Intersection Summary	
HCM 6th Ctrl Delay	4.3
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	41	21	9	42	0	0	0	0	20	56	16
Future Vol, veh/h	0	41	21	9	42	0	0	0	0	20	56	16
Conflicting Peds, #/hr	26	0	14	14	0	26	5	0	16	16	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082685440		-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	61	61	61	61	61	61	61	61	61	61	61
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	67	34	15	69	0	0	0	0	33	92	26

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	115	0	0	199	214	74
Stage 1	-	-	-	-	-	-	99	99	-
Stage 2	-	-	-	-	-	-	100	115	-
Critical Hdwy	-	-	-	4.13	-	-	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-
Follow-up Hdwy	-	-	-	2.227	-	-	3	3	3
Pot Cap-1 Maneuver	0	-	-	1468	-	0	988	973	1128
Stage 1	0	-	-	-	-	0	1090	1090	-
Stage 2	0	-	-	-	-	0	1089	1073	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1468	-	-	977	0	1123
Mov Cap-2 Maneuver	-	-	-	-	-	-	977	0	-
Stage 1	-	-	-	-	-	-	1090	0	-
Stage 2	-	-	-	-	-	-	1077	0	-

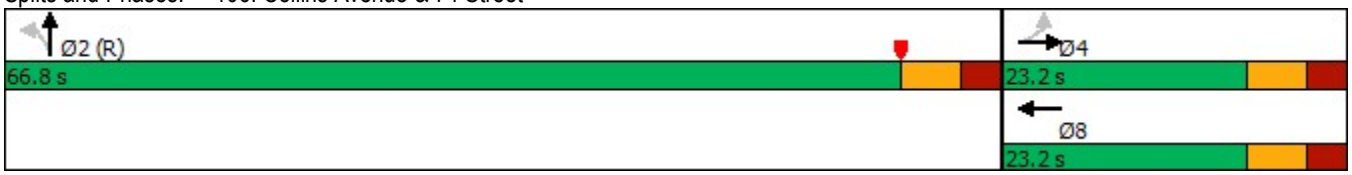
Approach	EB	WB	SB
HCM Control Delay, s	0	1.3	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1468	-	1037
HCM Lane V/C Ratio	-	-	0.01	-	0.145
HCM Control Delay (s)	-	-	7.5	0	9.1
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.5

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	41	3	11	1649
Future Volume (vph)	41	3	11	1649
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	7.0
Minimum Split (s)	22.8	22.8	22.8	66.8
Total Split (s)	23.2	23.2	23.2	66.8
Total Split (%)	25.8%	25.8%	25.8%	74.2%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)		7.1	6.9	76.5
Actuated g/C Ratio		0.08	0.08	0.85
v/c Ratio		0.48	0.13	0.43
Control Delay		50.7	31.8	10.3
Queue Delay		0.0	0.0	0.0
Total Delay		50.7	31.8	10.3
LOS		D	C	B
Approach Delay		50.7	31.8	10.3
Approach LOS		D	C	B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 20 (22%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 11.5	Intersection LOS: B
Intersection Capacity Utilization 53.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 106: Collins Avenue & 74 Street





Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	46	16	1768
v/c Ratio	0.48	0.13	0.43
Control Delay	50.7	31.8	10.3
Queue Delay	0.0	0.0	0.0
Total Delay	50.7	31.8	10.3
Queue Length 50th (ft)	27	6	289
Queue Length 95th (ft)	m58	25	380
Internal Link Dist (ft)	628	312	574
Turn Bay Length (ft)			
Base Capacity (vph)	218	291	4121
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.21	0.05	0.43

Intersection Summary

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

HCM 6th Signalized Intersection Summary
106: Collins Avenue & 74 Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	3	0	0	11	5	34	1649	14	0	0	0
Future Volume (veh/h)	41	3	0	0	11	5	34	1649	14	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.97		1.00	1.00		0.95	1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.90			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	43	3	0	0	11	5	35	1718	15			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	159	9	0	0	78	35	72	3783	34			
Arrive On Green	0.07	0.07	0.00	0.00	0.07	0.07	1.00	1.00	1.00			
Sat Flow, veh/h	1111	117	0	0	1067	485	93	4876	44			
Grp Volume(v), veh/h	46	0	0	0	0	16	625	576	567			
Grp Sat Flow(s),veh/h/ln	1228	0	0	0	0	1553	1665	1689	1660			
Q Serve(g_s), s	2.7	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	3.6	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0			
Prop In Lane	0.93		0.00	0.00		0.31	0.06		0.03			
Lane Grp Cap(c), veh/h	167	0	0	0	0	113	1292	1310	1288			
V/C Ratio(X)	0.28	0.00	0.00	0.00	0.00	0.14	0.48	0.44	0.44			
Avail Cap(c_a), veh/h	317	0	0	0	0	283	1292	1310	1288			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.83	0.83	0.83			
Uniform Delay (d), s/veh	40.6	0.0	0.0	0.0	0.0	39.1	0.0	0.0	0.0			
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.2	1.1	0.9	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.0	0.0	0.3	0.4	0.3	0.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	0.0	0.0	0.0	0.0	39.3	1.1	0.9	0.9			
LnGrp LOS	D	A	A	A	A	D	A	A	A			
Approach Vol, veh/h		46			16			1768				
Approach Delay, s/veh		40.9			39.3			1.0				
Approach LOS		D			D			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		76.6		13.4				13.4				
Change Period (Y+Rc), s		* 6.8		* 6.8				* 6.8				
Max Green Setting (Gmax), s		* 60		* 16				* 16				
Max Q Clear Time (g_c+I1), s		2.0		5.6				2.9				
Green Ext Time (p_c), s		4.9		0.0				0.0				

Intersection Summary	
HCM 6th Ctrl Delay	2.3
HCM 6th LOS	A

Notes

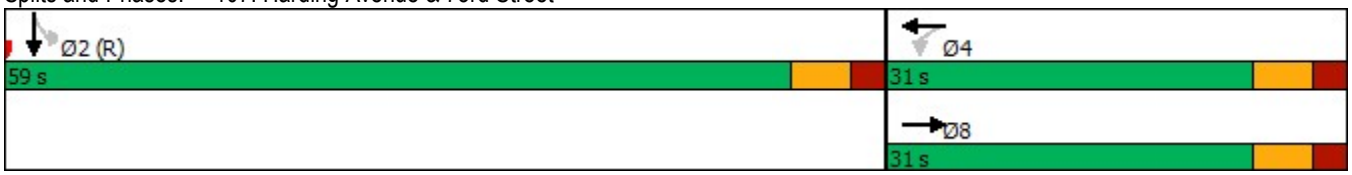
User approved pedestrian interval to be less than phase max green.

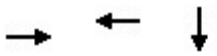
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	38	38	28	2270
Future Volume (vph)	38	38	28	2270
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	29.4	29.4	29.4	31.4
Total Split (s)	31.0	31.0	31.0	59.0
Total Split (%)	34.4%	34.4%	34.4%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.4		6.4	6.4
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	11.6		11.6	69.5
Actuated g/C Ratio	0.13		0.13	0.77
v/c Ratio	0.44		0.42	0.64
Control Delay	39.9		42.6	2.3
Queue Delay	0.0		0.0	0.0
Total Delay	39.9		42.6	2.3
LOS	D		D	A
Approach Delay	39.9		42.6	2.3
Approach LOS	D		D	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 22 (24%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 4.6	Intersection LOS: A
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 107: Harding Avenue & 73rd Street



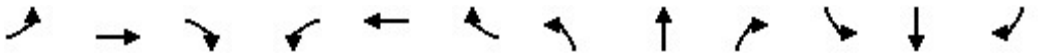


Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	87	69	2420
v/c Ratio	0.44	0.42	0.64
Control Delay	39.9	42.6	2.3
Queue Delay	0.0	0.0	0.0
Total Delay	39.9	42.6	2.3
Queue Length 50th (ft)	46	39	49
Queue Length 95th (ft)	77	m69	53
Internal Link Dist (ft)	260	711	582
Turn Bay Length (ft)			
Base Capacity (vph)	417	347	3756
Starvation Cap Reductn	0	0	21
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.21	0.20	0.65

Intersection Summary

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

HCM 6th Signalized Intersection Summary
107: Harding Avenue & 73rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	38	45	38	28	0	0	0	0	19	2270	10
Future Volume (veh/h)	0	38	45	38	28	0	0	0	0	19	2270	10
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.98		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	40	47	40	29	0				20	2389	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	96	113	137	83	0				28	3559	17
Arrive On Green	0.00	0.14	0.14	0.14	0.14	0.00				0.95	0.95	0.95
Sat Flow, veh/h	0	689	810	529	596	0				39	4959	24
Grp Volume(v), veh/h	0	0	87	69	0	0				855	787	777
Grp Sat Flow(s),veh/h/ln	0	0	1499	1125	0	0				1668	1689	1665
Q Serve(g_s), s	0.0	0.0	4.8	2.1	0.0	0.0				6.6	5.0	5.0
Cycle Q Clear(g_c), s	0.0	0.0	4.8	6.9	0.0	0.0				6.6	5.0	5.0
Prop In Lane	0.00		0.54	0.58		0.00				0.02		0.01
Lane Grp Cap(c), veh/h	0	0	210	221	0	0				1197	1212	1195
V/C Ratio(X)	0.00	0.00	0.41	0.31	0.00	0.00				0.71	0.65	0.65
Avail Cap(c_a), veh/h	0	0	410	417	0	0				1197	1212	1195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				0.72	0.72	0.72
Uniform Delay (d), s/veh	0.0	0.0	35.3	36.3	0.0	0.0				0.7	0.7	0.7
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.3	0.0	0.0				2.7	2.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.7	1.4	0.0	0.0				1.5	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	35.8	36.6	0.0	0.0				3.4	2.6	2.7
LnGrp LOS	A	A	D	D	A	A				A	A	A
Approach Vol, veh/h		87			69						2420	
Approach Delay, s/veh		35.8			36.6						2.9	
Approach LOS		D			D						A	

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		71.0		19.0				19.0				
Change Period (Y+Rc), s		6.4		6.4				6.4				
Max Green Setting (Gmax), s		52.6		24.6				24.6				
Max Q Clear Time (g_c+I1), s		8.6		8.9				6.8				
Green Ext Time (p_c), s		8.6		0.2				0.2				

Intersection Summary		
HCM 6th Ctrl Delay		4.9
HCM 6th LOS		A

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	62	19	8	47	0	15	0	16	5	65	12
Future Vol, veh/h	0	62	19	8	47	0	15	0	16	5	65	12
Conflicting Peds, #/hr	32	0	9	9	0	32	9	0	14	14	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	81	25	10	61	0	19	0	21	6	84	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	115	0	0	243	184	117	199	196	70
Stage 1	-	-	-	-	-	-	103	103	-	81	81	-
Stage 2	-	-	-	-	-	-	140	81	-	118	115	-
Critical Hdwy	-	-	-	4.13	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	-	-	-	2.227	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	0	-	-	1468	-	0	946	1002	1088	988	991	1132
Stage 1	0	-	-	-	-	0	1085	1085	-	1109	1109	-
Stage 2	0	-	-	-	-	0	1047	1109	-	1070	1073	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1455	-	-	851	986	1064	950	975	1122
Mov Cap-2 Maneuver	-	-	-	-	-	-	851	986	-	950	975	-
Stage 1	-	-	-	-	-	-	1085	1075	-	1109	1101	-
Stage 2	-	-	-	-	-	-	939	1101	-	1035	1063	-

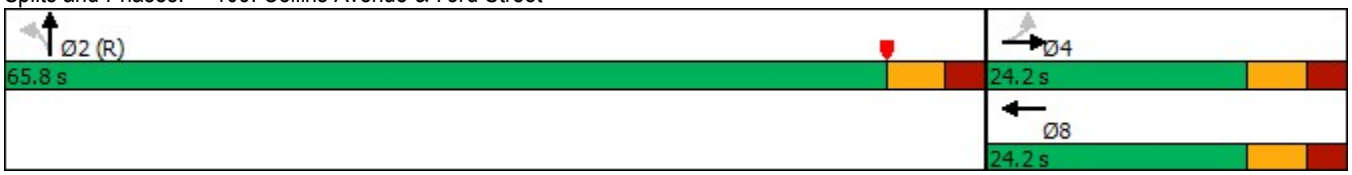
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.1	9	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	949	-	-	1455	-	992
HCM Lane V/C Ratio	0.042	-	-	0.007	-	0.107
HCM Control Delay (s)	9	-	-	7.5	0	9.1
HCM Lane LOS	A	-	-	A	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-	0.4

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	72	9	16	1564
Future Volume (vph)	72	9	16	1564
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	7.0
Minimum Split (s)	23.8	23.8	23.8	24.8
Total Split (s)	24.2	24.2	24.2	65.8
Total Split (%)	26.9%	26.9%	26.9%	73.1%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	C-Max
Act Effct Green (s)		17.4	17.4	59.0
Actuated g/C Ratio		0.19	0.19	0.66
v/c Ratio		0.38	0.10	0.54
Control Delay		40.8	21.5	9.0
Queue Delay		0.0	0.0	0.0
Total Delay		40.8	21.5	9.0
LOS		D	C	A
Approach Delay		40.8	21.5	9.0
Approach LOS		D	C	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 10.7	Intersection LOS: B
Intersection Capacity Utilization 59.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 109: Collins Avenue & 73rd Street



Queues
109: Collins Avenue & 73rd Street



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	85	30	1703
v/c Ratio	0.38	0.10	0.54
Control Delay	40.8	21.5	9.0
Queue Delay	0.0	0.0	0.0
Total Delay	40.8	21.5	9.0
Queue Length 50th (ft)	44	8	166
Queue Length 95th (ft)	m89	31	201
Internal Link Dist (ft)	626	390	379
Turn Bay Length (ft)			
Base Capacity (vph)	221	302	3177
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.38	0.10	0.54

Intersection Summary

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

HCM 6th Signalized Intersection Summary
109: Collins Avenue & 73rd Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	9	0	0	16	12	40	1564	14	0	0	0
Future Volume (veh/h)	72	9	0	0	16	12	40	1564	14	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.95		1.00	1.00		0.93	1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.90			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	76	9	0	0	17	13	42	1646	15			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	287	30	0	0	163	125	76	3180	30			
Arrive On Green	0.19	0.19	0.00	0.00	0.19	0.19	0.87	0.87	0.87			
Sat Flow, veh/h	1095	155	0	0	846	647	116	4850	46			
Grp Volume(v), veh/h	85	0	0	0	0	30	602	555	546			
Grp Sat Flow(s),veh/h/ln	1250	0	0	0	0	1492	1664	1689	1659			
Q Serve(g_s), s	4.7	0.0	0.0	0.0	0.0	1.5	8.0	6.7	6.7			
Cycle Q Clear(g_c), s	6.2	0.0	0.0	0.0	0.0	1.5	8.0	6.7	6.7			
Prop In Lane	0.89		0.00	0.00		0.43	0.07		0.03			
Lane Grp Cap(c), veh/h	317	0	0	0	0	288	1091	1107	1088			
V/C Ratio(X)	0.27	0.00	0.00	0.00	0.00	0.10	0.55	0.50	0.50			
Avail Cap(c_a), veh/h	317	0	0	0	0	288	1091	1107	1088			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	32.2	0.0	0.0	0.0	0.0	29.9	2.5	2.4	2.4			
Incr Delay (d2), s/veh	2.1	0.0	0.0	0.0	0.0	0.7	2.0	1.6	1.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	0.0	0.0	0.6	2.1	1.8	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	0.0	0.0	0.0	30.6	4.5	4.0	4.1			
LnGrp LOS	C	A	A	A	A	C	A	A	A			
Approach Vol, veh/h		85			30			1703				
Approach Delay, s/veh		34.3			30.6			4.2				
Approach LOS		C			C			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		65.8		24.2				24.2				
Change Period (Y+Rc), s		* 6.8		* 6.8				* 6.8				
Max Green Setting (Gmax), s		* 59		* 17				* 17				
Max Q Clear Time (g_c+I1), s		10.0		8.2				3.5				
Green Ext Time (p_c), s		4.6		0.1				0.0				

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Notes

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

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	17	0	0	91	58
Future Vol, veh/h	0	17	0	0	91	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	18	0	0	99	63

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	131		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	6.23		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.327		-	-
Pot Cap-1 Maneuver	0	916		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	916		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	9	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	916	-	-
HCM Lane V/C Ratio	0.02	-	-
HCM Control Delay (s)	9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	0	0	0	18	90
Future Vol, veh/h	5	0	0	0	18	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	0	0	0	20	98

Major/Minor	Minor1		Major2	
Conflicting Flow All	138	-	0	0
Stage 1	0	-	-	-
Stage 2	138	-	-	-
Critical Hdwy	6.43	-	4.13	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-
Follow-up Hdwy	3.527	-	2.227	-
Pot Cap-1 Maneuver	853	0	-	-
Stage 1	-	0	-	-
Stage 2	886	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	853	-	-	-
Mov Cap-2 Maneuver	853	-	-	-
Stage 1	-	-	-	-
Stage 2	886	-	-	-

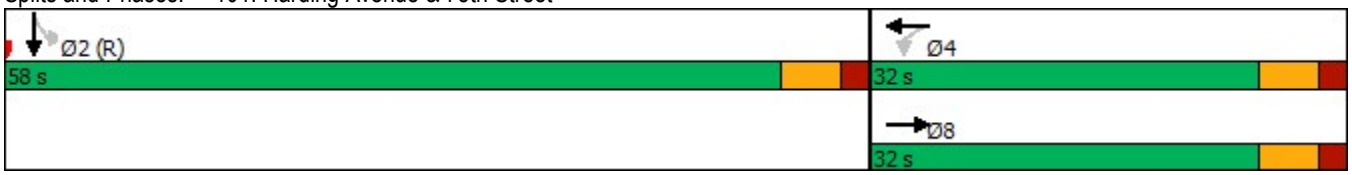
Approach	WB	SB
HCM Control Delay, s	9.2	
HCM LOS	A	

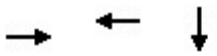
Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	853	-	-
HCM Lane V/C Ratio	0.006	-	-
HCM Control Delay (s)	9.2	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	31	54	50	1627
Future Volume (vph)	31	54	50	1627
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	29.0	30.0
Total Split (s)	32.0	32.0	32.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	17.3		17.3	60.7
Actuated g/C Ratio	0.19		0.19	0.67
v/c Ratio	0.41		0.49	0.58
Control Delay	30.4		43.7	9.8
Queue Delay	0.0		0.0	0.0
Total Delay	30.4		43.7	9.8
LOS	C		D	A
Approach Delay	30.4		43.7	9.8
Approach LOS	C		D	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 10 (11%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 101: Harding Avenue & 75th Street

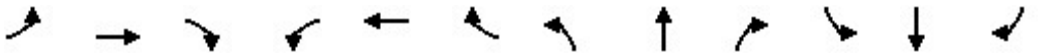




Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	116	118	1906
v/c Ratio	0.41	0.49	0.58
Control Delay	30.4	43.7	9.8
Queue Delay	0.0	0.0	0.0
Total Delay	30.4	43.7	9.8
Queue Length 50th (ft)	47	80	231
Queue Length 95th (ft)	92	122	267
Internal Link Dist (ft)	284	696	435
Turn Bay Length (ft)			
Base Capacity (vph)	423	364	3269
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.27	0.32	0.58

Intersection Summary

HCM 6th Signalized Intersection Summary
101: Harding Avenue & 75th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	31	71	54	50	0	0	0	0	22	1627	28
Future Volume (veh/h)	0	31	71	54	50	0	0	0	0	22	1627	28
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	0.96		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	35	81	61	57	0				25	1849	32
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	93	216	174	144	0				40	3139	56
Arrive On Green	0.00	0.22	0.22	0.07	0.07	0.00				0.86	0.86	0.86
Sat Flow, veh/h	0	422	978	512	653	0				62	4858	87
Grp Volume(v), veh/h	0	0	116	118	0	0				675	622	609
Grp Sat Flow(s),veh/h/ln	0	0	1400	1166	0	0				1667	1689	1651
Q Serve(g_s), s	0.0	0.0	6.3	4.7	0.0	0.0				11.1	9.2	9.2
Cycle Q Clear(g_c), s	0.0	0.0	6.3	11.0	0.0	0.0				11.1	9.2	9.2
Prop In Lane	0.00		0.70	0.52		0.00				0.04		0.05
Lane Grp Cap(c), veh/h	0	0	309	318	0	0				1077	1091	1067
V/C Ratio(X)	0.00	0.00	0.38	0.37	0.00	0.00				0.63	0.57	0.57
Avail Cap(c_a), veh/h	0	0	405	417	0	0				1077	1091	1067
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	29.8	38.2	0.0	0.0				3.0	2.9	2.9
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.5	0.0	0.0				2.8	2.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.1	2.8	0.0	0.0				2.7	2.4	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	30.4	38.7	0.0	0.0				5.8	5.1	5.1
LnGrp LOS	A	A	C	D	A	A				A	A	A
Approach Vol, veh/h		116			118						1906	
Approach Delay, s/veh		30.4			38.7						5.3	
Approach LOS		C			D						A	

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		64.1		25.9				25.9				
Change Period (Y+Rc), s		6.0		6.0				6.0				
Max Green Setting (Gmax), s		52.0		26.0				26.0				
Max Q Clear Time (g_c+I1), s		13.1		13.0				8.3				
Green Ext Time (p_c), s		5.5		0.4				0.5				

Intersection Summary		
HCM 6th Ctrl Delay		8.5
HCM 6th LOS		A

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	39	13	15	96	0	0	0	0	4	9	9
Future Vol, veh/h	0	39	13	15	96	0	0	0	0	4	9	9
Conflicting Peds, #/hr	0	0	56	56	0	0	9	0	6	6	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082	671	104	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	44	15	17	108	0	0	0	0	4	10	10

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	115	0	0	200	257	117
Stage 1	-	-	-	-	-	-	142	142	-
Stage 2	-	-	-	-	-	-	58	115	-
Critical Hdwy	-	-	-	4.13	-	-	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-
Follow-up Hdwy	-	-	-	2.227	-	-	3	3	3
Pot Cap-1 Maneuver	0	-	-	1468	-	0	987	933	1088
Stage 1	0	-	-	-	-	0	1045	1045	-
Stage 2	0	-	-	-	-	0	1134	1073	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1468	-	-	975	0	1079
Mov Cap-2 Maneuver	-	-	-	-	-	-	975	0	-
Stage 1	-	-	-	-	-	-	1045	0	-
Stage 2	-	-	-	-	-	-	1120	0	-

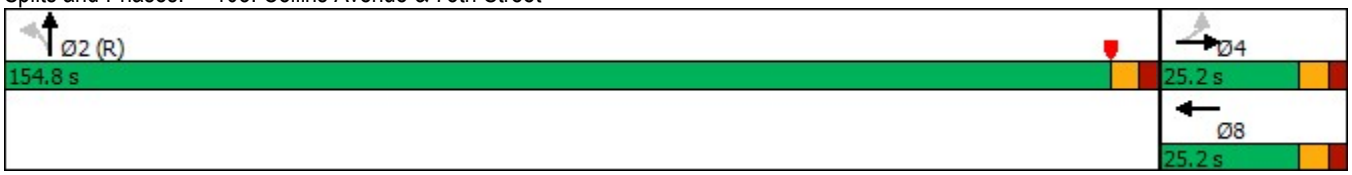
Approach	EB	WB	SB
HCM Control Delay, s	0	1	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1468	-	1045
HCM Lane V/C Ratio	-	-	0.011	-	0.024
HCM Control Delay (s)	-	-	7.5	0	8.5
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	24	17	36	2383
Future Volume (vph)	24	17	36	2383
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	7.0
Minimum Split (s)	24.8	24.8	24.8	64.8
Total Split (s)	25.2	25.2	25.2	154.8
Total Split (%)	14.0%	14.0%	14.0%	86.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)		15.2	15.2	154.7
Actuated g/C Ratio		0.08	0.08	0.86
v/c Ratio		0.41	0.31	0.62
Control Delay		92.5	76.2	1.6
Queue Delay		0.0	0.0	0.1
Total Delay		92.5	76.2	1.7
LOS		F	E	A
Approach Delay		92.5	76.2	1.7
Approach LOS		F	E	A

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 144 (80%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 4.4	Intersection LOS: A
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Collins Avenue & 75th Street



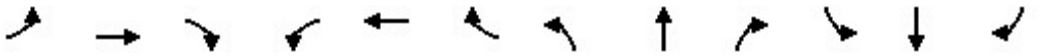


Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	43	43	2565
v/c Ratio	0.41	0.31	0.62
Control Delay	92.5	76.2	1.6
Queue Delay	0.0	0.0	0.1
Total Delay	92.5	76.2	1.7
Queue Length 50th (ft)	51	44	60
Queue Length 95th (ft)	m95	90	62
Internal Link Dist (ft)	629	315	463
Turn Bay Length (ft)			
Base Capacity (vph)	126	167	4119
Starvation Cap Reductn	0	0	367
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.34	0.26	0.68

Intersection Summary

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

HCM 6th Signalized Intersection Summary
103: Collins Avenue & 75th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	17	0	0	36	5	64	2383	15	0	0	0
Future Volume (veh/h)	24	17	0	0	36	5	64	2383	15	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.90		1.00	1.00		0.86	1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.90			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	25	18	0	0	38	5	67	2482	16			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	88	56	0	0	133	17	102	4037	27			
Arrive On Green	0.09	0.09	0.00	0.00	0.09	0.09	1.00	1.00	1.00			
Sat Flow, veh/h	605	594	0	0	1415	186	123	4859	32			
Grp Volume(v), veh/h	43	0	0	0	0	43	906	835	824			
Grp Sat Flow(s),veh/h/ln	1199	0	0	0	0	1601	1664	1689	1662			
Q Serve(g_s), s	3.3	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	7.8	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0			
Prop In Lane	0.58		0.00	0.00		0.12	0.07		0.02			
Lane Grp Cap(c), veh/h	144	0	0	0	0	150	1382	1403	1381			
V/C Ratio(X)	0.30	0.00	0.00	0.00	0.00	0.29	0.66	0.60	0.60			
Avail Cap(c_a), veh/h	156	0	0	0	0	164	1382	1403	1381			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.63	0.63	0.63			
Uniform Delay (d), s/veh	77.7	0.0	0.0	0.0	0.0	76.0	0.0	0.0	0.0			
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.4	1.5	1.2	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	0.0	0.0	1.9	0.6	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.1	0.0	0.0	0.0	0.0	76.4	1.5	1.2	1.2			
LnGrp LOS	E	A	A	A	A	E	A	A	A			
Approach Vol, veh/h		43			43			2565				
Approach Delay, s/veh		78.1			76.4			1.3				
Approach LOS		E			E			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		156.3		23.7				23.7				
Change Period (Y+Rc), s		* 6.8		* 6.8				* 6.8				
Max Green Setting (Gmax), s		* 1.5E2		* 18				* 18				
Max Q Clear Time (g_c+I1), s		2.0		9.8				6.5				
Green Ext Time (p_c), s		10.1		0.0				0.0				

Intersection Summary	
HCM 6th Ctrl Delay	3.8
HCM 6th LOS	A

Notes

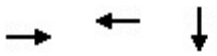
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	21	51	51	1679
Future Volume (vph)	21	51	51	1679
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	30.0	30.0	26.1
Total Split (s)	30.0	30.0	30.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.4		6.4	6.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	15.1		15.1	66.3
Actuated g/C Ratio	0.17		0.17	0.74
v/c Ratio	0.29		0.51	0.54
Control Delay	27.2		38.3	2.3
Queue Delay	0.0		0.0	0.0
Total Delay	27.2		38.3	2.3
LOS	C		D	A
Approach Delay	27.2		38.3	2.3
Approach LOS	C		D	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 18 (20%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 5.1	Intersection LOS: A
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: Harding Avenue & 74th Street



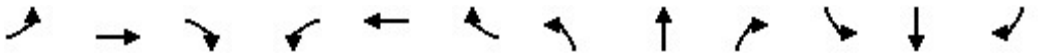


Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	74	112	1916
v/c Ratio	0.29	0.51	0.54
Control Delay	27.2	38.3	2.3
Queue Delay	0.0	0.0	0.0
Total Delay	27.2	38.3	2.3
Queue Length 50th (ft)	31	75	42
Queue Length 95th (ft)	62	m70	47
Internal Link Dist (ft)	221	703	467
Turn Bay Length (ft)			
Base Capacity (vph)	392	344	3571
Starvation Cap Reductn	0	0	75
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.19	0.33	0.55

Intersection Summary

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

HCM 6th Signalized Intersection Summary
104: Harding Avenue & 74th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	21	46	51	51	0	0	0	0	37	1679	27
Future Volume (veh/h)	0	21	46	51	51	0	0	0	0	37	1679	27
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	0.96		1.00				1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	23	51	56	56	0				41	1845	30
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	82	182	167	148	0				68	3253	55
Arrive On Green	0.00	0.19	0.19	0.31	0.31	0.00				0.90	0.90	0.90
Sat Flow, veh/h	0	440	976	571	791	0				101	4823	81
Grp Volume(v), veh/h	0	0	74	112	0	0				678	626	612
Grp Sat Flow(s),veh/h/ln	0	0	1417	1362	0	0				1665	1689	1652
Q Serve(g_s), s	0.0	0.0	4.0	3.0	0.0	0.0				8.2	6.8	6.8
Cycle Q Clear(g_c), s	0.0	0.0	4.0	7.1	0.0	0.0				8.2	6.8	6.8
Prop In Lane	0.00		0.69	0.50		0.00				0.06		0.05
Lane Grp Cap(c), veh/h	0	0	264	314	0	0				1123	1139	1114
V/C Ratio(X)	0.00	0.00	0.28	0.36	0.00	0.00				0.60	0.55	0.55
Avail Cap(c_a), veh/h	0	0	372	428	0	0				1123	1139	1114
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				0.79	0.79	0.79
Uniform Delay (d), s/veh	0.0	0.0	31.4	27.6	0.0	0.0				1.9	1.9	1.9
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.5	0.0	0.0				1.9	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.4	1.9	0.0	0.0				1.9	1.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	31.8	28.1	0.0	0.0				3.8	3.4	3.4
LnGrp LOS	A	A	C	C	A	A				A	A	A
Approach Vol, veh/h		74			112						1916	
Approach Delay, s/veh		31.8			28.1						3.5	
Approach LOS		C			C						A	

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		66.8		23.2				23.2				
Change Period (Y+Rc), s		6.1		6.4				6.4				
Max Green Setting (Gmax), s		53.9		23.6				23.6				
Max Q Clear Time (g_c+I1), s		10.2		9.1				6.0				
Green Ext Time (p_c), s		5.6		0.4				0.2				

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	49	14	26	94	0	0	0	0	4	5	5
Future Vol, veh/h	0	49	14	26	94	0	0	0	0	4	5	5
Conflicting Peds, #/hr	62	0	52	52	0	62	17	0	11	11	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082685440		-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	59	17	31	113	0	0	0	0	5	6	6

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	128	0	0	254	303	130
Stage 1	-	-	-	-	-	-	175	175	-
Stage 2	-	-	-	-	-	-	79	128	-
Critical Hdwy	-	-	-	4.13	-	-	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-
Follow-up Hdwy	-	-	-	2.227	-	-	3	3	3
Pot Cap-1 Maneuver	0	-	-	1452	-	0	936	891	1076
Stage 1	0	-	-	-	-	0	1011	1011	-
Stage 2	0	-	-	-	-	0	1111	1059	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1452	-	-	914	0	1059
Mov Cap-2 Maneuver	-	-	-	-	-	-	914	0	-
Stage 1	-	-	-	-	-	-	1011	0	-
Stage 2	-	-	-	-	-	-	1085	0	-

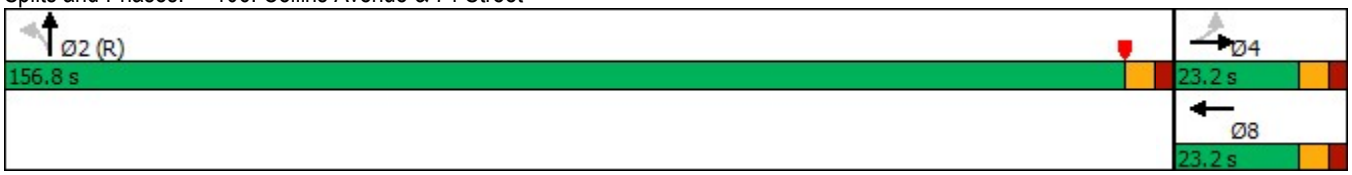
Approach	EB	WB	SB
HCM Control Delay, s	0	1.6	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1452	-	989
HCM Lane V/C Ratio	-	-	0.022	-	0.017
HCM Control Delay (s)	-	-	7.5	0	8.7
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	42	10	35	2375
Future Volume (vph)	42	10	35	2375
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	7.0
Minimum Split (s)	22.8	22.8	22.8	67.0
Total Split (s)	23.2	23.2	23.2	156.8
Total Split (%)	12.9%	12.9%	12.9%	87.1%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)		14.3	14.3	152.1
Actuated g/C Ratio		0.08	0.08	0.84
v/c Ratio		0.74	0.40	0.71
Control Delay		123.3	79.4	2.2
Queue Delay		0.0	0.0	0.0
Total Delay		123.3	79.4	2.3
LOS		F	E	A
Approach Delay		123.3	79.4	2.3
Approach LOS		F	E	A

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 138 (77%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 6.1	Intersection LOS: A
Intersection Capacity Utilization 71.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 106: Collins Avenue & 74 Street



Queues
106: Collins Avenue & 74 Street

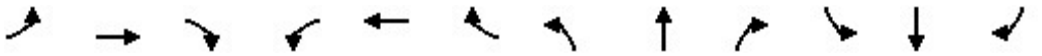


Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	61	51	2871
v/c Ratio	0.74	0.40	0.71
Control Delay	123.3	79.4	2.2
Queue Delay	0.0	0.0	0.0
Total Delay	123.3	79.4	2.3
Queue Length 50th (ft)	68	52	89
Queue Length 95th (ft)	#132	97	87
Internal Link Dist (ft)	628	312	574
Turn Bay Length (ft)			
Base Capacity (vph)	94	145	4021
Starvation Cap Reductn	0	0	52
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.65	0.35	0.72

Intersection Summary

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

HCM 6th Signalized Intersection Summary
106: Collins Avenue & 74 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	10	0	0	35	9	75	2375	19	0	0	0
Future Volume (veh/h)	42	10	0	0	35	9	75	2375	19	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.85		1.00	1.00		0.78	1.00		0.91			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.90			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	49	12	0	0	41	10	87	2762	22			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	93	19	0	0	108	26	119	4034	33			
Arrive On Green	0.09	0.09	0.00	0.00	0.09	0.09	1.00	1.00	1.00			
Sat Flow, veh/h	637	213	0	0	1220	298	143	4828	40			
Grp Volume(v), veh/h	61	0	0	0	0	51	1014	934	923			
Grp Sat Flow(s),veh/h/ln	849	0	0	0	0	1518	1663	1689	1658			
Q Serve(g_s), s	8.1	0.0	0.0	0.0	0.0	5.7	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	13.8	0.0	0.0	0.0	0.0	5.7	0.0	0.0	0.0			
Prop In Lane	0.80		0.00	0.00		0.20	0.09		0.02			
Lane Grp Cap(c), veh/h	111	0	0	0	0	135	1390	1411	1386			
V/C Ratio(X)	0.55	0.00	0.00	0.00	0.00	0.38	0.73	0.66	0.67			
Avail Cap(c_a), veh/h	114	0	0	0	0	138	1390	1411	1386			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.63	0.63	0.63			
Uniform Delay (d), s/veh	83.0	0.0	0.0	0.0	0.0	77.3	0.0	0.0	0.0			
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.0	0.0	0.6	2.2	1.6	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	0.0	0.0	2.3	0.8	0.6	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.8	0.0	0.0	0.0	0.0	78.0	2.2	1.6	1.6			
LnGrp LOS	F	A	A	A	A	E	A	A	A			
Approach Vol, veh/h		61			51			2871				
Approach Delay, s/veh		85.8			78.0			1.8				
Approach LOS		F			E			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		157.2		22.8				22.8				
Change Period (Y+Rc), s		* 6.8		* 6.8				* 6.8				
Max Green Setting (Gmax), s		* 1.5E2		* 16				* 16				
Max Q Clear Time (g_c+I1), s		2.0		15.8				7.7				
Green Ext Time (p_c), s		13.6		0.0				0.0				

Intersection Summary	
HCM 6th Ctrl Delay	4.8
HCM 6th LOS	A

Notes

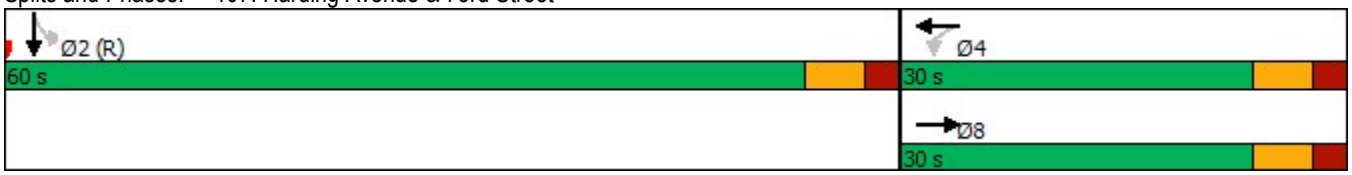
User approved pedestrian interval to be less than phase max green.

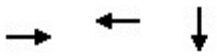
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	44	55	83	1660
Future Volume (vph)	44	55	83	1660
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	29.4	29.4	29.4	31.4
Total Split (s)	30.0	30.0	30.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.4		6.4	6.4
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	17.5		17.5	59.7
Actuated g/C Ratio	0.19		0.19	0.66
v/c Ratio	0.74		0.77	0.60
Control Delay	46.7		59.2	4.1
Queue Delay	0.0		0.0	0.0
Total Delay	46.7		59.2	4.1
LOS	D		E	A
Approach Delay	46.7		59.2	4.1
Approach LOS	D		E	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 35 (39%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 11.8	Intersection LOS: B
Intersection Capacity Utilization 73.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 107: Harding Avenue & 73rd Street



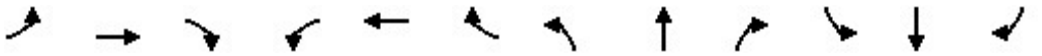


Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	216	153	1917
v/c Ratio	0.74	0.77	0.60
Control Delay	46.7	59.2	4.1
Queue Delay	0.0	0.0	0.0
Total Delay	46.7	59.2	4.1
Queue Length 50th (ft)	110	91	67
Queue Length 95th (ft)	173	m124	26
Internal Link Dist (ft)	260	711	582
Turn Bay Length (ft)			
Base Capacity (vph)	388	268	3217
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.56	0.57	0.60

Intersection Summary

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

HCM 6th Signalized Intersection Summary
107: Harding Avenue & 73rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	44	150	55	83	0	0	0	0	39	1660	27
Future Volume (veh/h)	0	44	150	55	83	0	0	0	0	39	1660	27
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.98		1.00				1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	49	167	61	92	0				43	1844	30
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	76	259	115	150	0				66	2992	50
Arrive On Green	0.00	0.24	0.24	0.08	0.08	0.00				0.83	0.83	0.83
Sat Flow, veh/h	0	321	1094	248	635	0				106	4818	81
Grp Volume(v), veh/h	0	0	216	153	0	0				678	626	613
Grp Sat Flow(s),veh/h/ln	0	0	1415	883	0	0				1665	1689	1651
Q Serve(g_s), s	0.0	0.0	12.4	5.4	0.0	0.0				13.9	11.5	11.5
Cycle Q Clear(g_c), s	0.0	0.0	12.4	17.8	0.0	0.0				13.9	11.5	11.5
Prop In Lane	0.00		0.77	0.40		0.00				0.06		0.05
Lane Grp Cap(c), veh/h	0	0	335	265	0	0				1034	1049	1025
V/C Ratio(X)	0.00	0.00	0.64	0.58	0.00	0.00				0.66	0.60	0.60
Avail Cap(c_a), veh/h	0	0	371	303	0	0				1034	1049	1025
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				0.83	0.83	0.83
Uniform Delay (d), s/veh	0.0	0.0	30.9	40.5	0.0	0.0				4.2	4.0	4.0
Incr Delay (d2), s/veh	0.0	0.0	2.2	0.8	0.0	0.0				2.7	2.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.3	3.7	0.0	0.0				3.3	2.9	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	33.2	41.3	0.0	0.0				6.9	6.1	6.1
LnGrp LOS	A	A	C	D	A	A				A	A	A
Approach Vol, veh/h		216			153						1917	
Approach Delay, s/veh		33.2			41.3						6.4	
Approach LOS		C			D						A	

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		62.3		27.7				27.7				
Change Period (Y+Rc), s		6.4		6.4				6.4				
Max Green Setting (Gmax), s		53.6		23.6				23.6				
Max Q Clear Time (g_c+I1), s		15.9		19.8				14.4				
Green Ext Time (p_c), s		5.6		0.2				0.6				

Intersection Summary												
HCM 6th Ctrl Delay			11.2									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	65	22	13	99	0	22	0	13	23	12	18
Future Vol, veh/h	0	65	22	13	99	0	22	0	13	23	12	18
Conflicting Peds, #/hr	30	0	20	20	0	30	4	0	6	6	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	90	31	18	138	0	31	0	18	32	17	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	141	0	0	325	300	132	295	315	142
Stage 1	-	-	-	-	-	-	126	126	-	174	174	-
Stage 2	-	-	-	-	-	-	199	174	-	121	141	-
Critical Hdwy	-	-	-	4.13	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	-	-	-	2.227	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	0	-	-	1436	-	0	872	894	1074	899	881	1065
Stage 1	0	-	-	-	-	0	1061	1061	-	1012	1012	-
Stage 2	0	-	-	-	-	0	988	1012	-	1066	1046	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1409	-	-	811	864	1048	869	852	1061
Mov Cap-2 Maneuver	-	-	-	-	-	-	811	864	-	869	852	-
Stage 1	-	-	-	-	-	-	1061	1041	-	1012	998	-
Stage 2	-	-	-	-	-	-	932	998	-	1042	1026	-

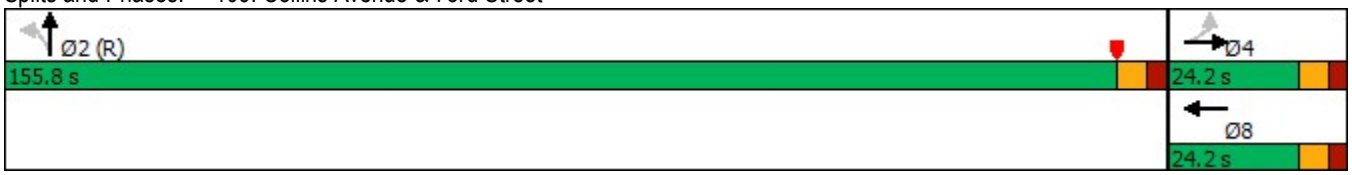
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	9.3	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	885	-	-	1409	-	921
HCM Lane V/C Ratio	0.055	-	-	0.013	-	0.08
HCM Control Delay (s)	9.3	-	-	7.6	0	9.2
HCM Lane LOS	A	-	-	A	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-	0.3

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	61	5	20	2397
Future Volume (vph)	61	5	20	2397
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	7.0
Minimum Split (s)	23.8	23.8	23.8	24.8
Total Split (s)	24.2	24.2	24.2	155.8
Total Split (%)	13.4%	13.4%	13.4%	86.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	C-Max
Act Effct Green (s)		17.4	17.4	149.0
Actuated g/C Ratio		0.10	0.10	0.83
v/c Ratio		0.80	0.24	0.71
Control Delay		124.5	60.2	7.7
Queue Delay		0.0	0.0	0.0
Total Delay		124.5	60.2	7.7
LOS		F	E	A
Approach Delay		124.5	60.2	7.7
Approach LOS		F	E	A

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 130 (72%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 11.3	Intersection LOS: B
Intersection Capacity Utilization 76.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 109: Collins Avenue & 73rd Street



Queues
109: Collins Avenue & 73rd Street

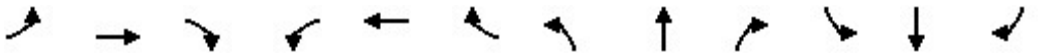


Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	74	36	2799
v/c Ratio	0.80	0.24	0.71
Control Delay	124.5	60.2	7.7
Queue Delay	0.0	0.0	0.0
Total Delay	124.5	60.2	7.7
Queue Length 50th (ft)	89	28	432
Queue Length 95th (ft)	#188	69	460
Internal Link Dist (ft)	626	390	379
Turn Bay Length (ft)			
Base Capacity (vph)	93	148	3935
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.80	0.24	0.71

Intersection Summary

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

HCM 6th Signalized Intersection Summary
109: Collins Avenue & 73rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	5	0	0	20	13	88	2397	34	0	0	0
Future Volume (veh/h)	61	5	0	0	20	13	88	2397	34	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.83		1.00	1.00		0.77	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.90			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	68	6	0	0	22	14	98	2663	38			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	116	9	0	0	82	52	136	3946	58			
Arrive On Green	0.10	0.10	0.00	0.00	0.10	0.10	1.00	1.00	1.00			
Sat Flow, veh/h	804	90	0	0	846	538	165	4766	70			
Grp Volume(v), veh/h	74	0	0	0	0	36	989	911	899			
Grp Sat Flow(s),veh/h/ln	893	0	0	0	0	1384	1662	1689	1650			
Q Serve(g_s), s	11.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	15.4	0.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0			
Prop In Lane	0.92		0.00	0.00		0.39	0.10		0.04			
Lane Grp Cap(c), veh/h	125	0	0	0	0	134	1376	1398	1366			
V/C Ratio(X)	0.59	0.00	0.00	0.00	0.00	0.27	0.72	0.65	0.66			
Avail Cap(c_a), veh/h	125	0	0	0	0	134	1376	1398	1366			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	82.3	0.0	0.0	0.0	0.0	75.4	0.0	0.0	0.0			
Incr Delay (d2), s/veh	19.1	0.0	0.0	0.0	0.0	4.9	3.3	2.4	2.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	0.0	0.0	1.7	1.2	0.9	0.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.3	0.0	0.0	0.0	0.0	80.3	3.3	2.4	2.5			
LnGrp LOS	F	A	A	A	A	F	A	A	A			
Approach Vol, veh/h		74			36			2799				
Approach Delay, s/veh		101.3			80.3			2.7				
Approach LOS		F			F			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		155.8		24.2				24.2				
Change Period (Y+Rc), s		* 6.8		* 6.8				* 6.8				
Max Green Setting (Gmax), s		* 1.5E2		* 17				* 17				
Max Q Clear Time (g_c+I1), s		2.0		17.4				6.3				
Green Ext Time (p_c), s		12.7		0.0				0.0				

Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

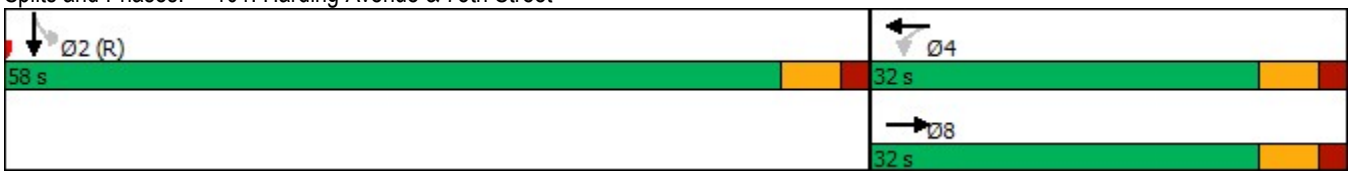
Notes

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

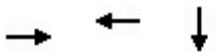
Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	32	56	52	1712
Future Volume (vph)	32	56	52	1712
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	29.0	30.0
Total Split (s)	32.0	32.0	32.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	17.4		17.4	60.6
Actuated g/C Ratio	0.19		0.19	0.67
v/c Ratio	0.42		0.51	0.61
Control Delay	31.7		44.6	10.3
Queue Delay	0.0		0.0	0.0
Total Delay	31.7		44.6	10.3
LOS	C		D	B
Approach Delay	31.7		44.6	10.3
Approach LOS	C		D	B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 10 (11%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 13.3	Intersection LOS: B
Intersection Capacity Utilization 61.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 101: Harding Avenue & 75th Street



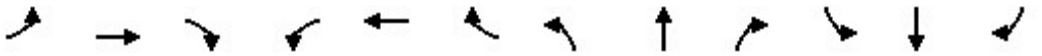
Queues
101: Harding Avenue & 75th Street



Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	120	123	2004
v/c Ratio	0.42	0.51	0.61
Control Delay	31.7	44.6	10.3
Queue Delay	0.0	0.0	0.0
Total Delay	31.7	44.6	10.3
Queue Length 50th (ft)	51	83	251
Queue Length 95th (ft)	97	126	290
Internal Link Dist (ft)	284	696	435
Turn Bay Length (ft)			
Base Capacity (vph)	421	362	3266
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.29	0.34	0.61

Intersection Summary

HCM 6th Signalized Intersection Summary
101: Harding Avenue & 75th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	32	74	56	52	0	0	0	0	23	1712	29
Future Volume (veh/h)	0	32	74	56	52	0	0	0	0	23	1712	29
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	0.96		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	36	84	64	59	0				26	1945	33
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	94	218	174	142	0				39	3130	55
Arrive On Green	0.00	0.22	0.22	0.07	0.07	0.00				0.86	0.86	0.86
Sat Flow, veh/h	0	420	980	508	639	0				61	4861	85
Grp Volume(v), veh/h	0	0	120	123	0	0				710	654	641
Grp Sat Flow(s),veh/h/ln	0	0	1400	1147	0	0				1667	1689	1652
Q Serve(g_s), s	0.0	0.0	6.6	5.0	0.0	0.0				12.7	10.3	10.4
Cycle Q Clear(g_c), s	0.0	0.0	6.6	11.6	0.0	0.0				12.7	10.3	10.4
Prop In Lane	0.00		0.70	0.52		0.00				0.04		0.05
Lane Grp Cap(c), veh/h	0	0	312	316	0	0				1073	1087	1064
V/C Ratio(X)	0.00	0.00	0.38	0.39	0.00	0.00				0.66	0.60	0.60
Avail Cap(c_a), veh/h	0	0	405	412	0	0				1073	1087	1064
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	29.7	38.4	0.0	0.0				3.2	3.0	3.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.6	0.0	0.0				3.2	2.5	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.2	2.9	0.0	0.0				3.0	2.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	30.3	39.0	0.0	0.0				6.4	5.5	5.6
LnGrp LOS	A	A	C	D	A	A				A	A	A
Approach Vol, veh/h		120			123						2004	
Approach Delay, s/veh		30.3			39.0						5.8	
Approach LOS		C			D						A	

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		64.0		26.0				26.0				
Change Period (Y+Rc), s		6.0		6.0				6.0				
Max Green Setting (Gmax), s		52.0		26.0				26.0				
Max Q Clear Time (g_c+I1), s		14.7		13.6				8.6				
Green Ext Time (p_c), s		6.0		0.4				0.5				

Intersection Summary												
HCM 6th Ctrl Delay			9.0									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	41	14	16	100	0	0	0	0	5	9	9
Future Vol, veh/h	0	41	14	16	100	0	0	0	0	5	9	9
Conflicting Peds, #/hr	0	0	56	56	0	0	9	0	6	6	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082	671	104	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	46	16	18	112	0	0	0	0	6	10	10

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	118	0	0	208	266	121
Stage 1	-	-	-	-	-	-	148	148	-
Stage 2	-	-	-	-	-	-	60	118	-
Critical Hdwy	-	-	-	4.13	-	-	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-
Follow-up Hdwy	-	-	-	2.227	-	-	3	3	3
Pot Cap-1 Maneuver	0	-	-	1464	-	0	979	925	1084
Stage 1	0	-	-	-	-	0	1039	1039	-
Stage 2	0	-	-	-	-	0	1132	1070	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1464	-	-	966	0	1075
Mov Cap-2 Maneuver	-	-	-	-	-	-	966	0	-
Stage 1	-	-	-	-	-	-	1039	0	-
Stage 2	-	-	-	-	-	-	1117	0	-

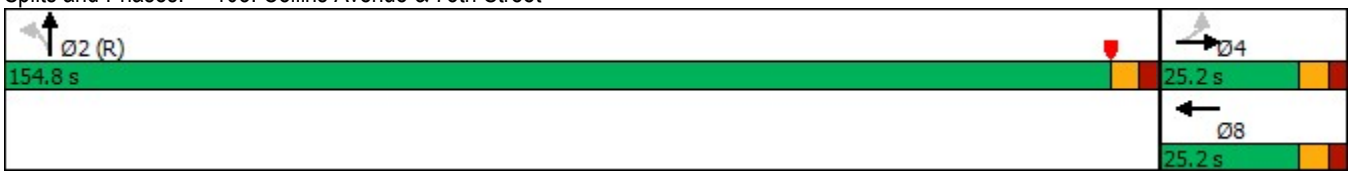
Approach	EB	WB	SB
HCM Control Delay, s	0	1	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1464	-	1033
HCM Lane V/C Ratio	-	-	0.012	-	0.025
HCM Control Delay (s)	-	-	7.5	0	8.6
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	25	18	37	2488
Future Volume (vph)	25	18	37	2488
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	7.0
Minimum Split (s)	24.8	24.8	24.8	64.8
Total Split (s)	25.2	25.2	25.2	154.8
Total Split (%)	14.0%	14.0%	14.0%	86.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)		15.3	15.2	154.7
Actuated g/C Ratio		0.08	0.08	0.86
v/c Ratio		0.43	0.33	0.65
Control Delay		93.0	77.1	1.6
Queue Delay		0.0	0.0	0.1
Total Delay		93.0	77.1	1.7
LOS		F	E	A
Approach Delay		93.0	77.1	1.7
Approach LOS		F	E	A

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 144 (80%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 4.4	Intersection LOS: A
Intersection Capacity Utilization 73.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: Collins Avenue & 75th Street



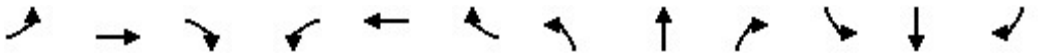


Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	45	45	2679
v/c Ratio	0.43	0.33	0.65
Control Delay	93.0	77.1	1.6
Queue Delay	0.0	0.0	0.1
Total Delay	93.0	77.1	1.7
Queue Length 50th (ft)	52	47	63
Queue Length 95th (ft)	m96	94	64
Internal Link Dist (ft)	629	315	463
Turn Bay Length (ft)			
Base Capacity (vph)	126	166	4119
Starvation Cap Reductn	0	0	365
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.36	0.27	0.71

Intersection Summary

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

HCM 6th Signalized Intersection Summary
103: Collins Avenue & 75th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	18	0	0	37	6	67	2488	16	0	0	0
Future Volume (veh/h)	25	18	0	0	37	6	67	2488	16	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.90		1.00	1.00		0.86	1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.90			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	26	19	0	0	39	6	70	2592	17			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	87	56	0	0	130	20	102	4034	27			
Arrive On Green	0.09	0.09	0.00	0.00	0.09	0.09	1.00	1.00	1.00			
Sat Flow, veh/h	591	592	0	0	1380	212	123	4858	33			
Grp Volume(v), veh/h	45	0	0	0	0	45	946	872	861			
Grp Sat Flow(s),veh/h/ln	1184	0	0	0	0	1592	1664	1689	1662			
Q Serve(g_s), s	3.5	0.0	0.0	0.0	0.0	4.7	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	8.3	0.0	0.0	0.0	0.0	4.7	0.0	0.0	0.0			
Prop In Lane	0.58		0.00	0.00		0.13	0.07		0.02			
Lane Grp Cap(c), veh/h	143	0	0	0	0	150	1382	1402	1380			
V/C Ratio(X)	0.31	0.00	0.00	0.00	0.00	0.30	0.68	0.62	0.62			
Avail Cap(c_a), veh/h	154	0	0	0	0	163	1382	1402	1380			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.59	0.59	0.59			
Uniform Delay (d), s/veh	77.9	0.0	0.0	0.0	0.0	76.0	0.0	0.0	0.0			
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	0.0	0.4	1.7	1.2	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.0	0.0	2.0	0.6	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.4	0.0	0.0	0.0	0.0	76.4	1.7	1.2	1.3			
LnGrp LOS	E	A	A	A	A	E	A	A	A			
Approach Vol, veh/h		45			45			2679				
Approach Delay, s/veh		78.4			76.4			1.4				
Approach LOS		E			E			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		156.3		23.7				23.7				
Change Period (Y+Rc), s		* 6.8		* 6.8				* 6.8				
Max Green Setting (Gmax), s		* 1.5E2		* 18				* 18				
Max Q Clear Time (g_c+I1), s		2.0		10.3				6.7				
Green Ext Time (p_c), s		11.3		0.0				0.0				

Intersection Summary	
HCM 6th Ctrl Delay	3.9
HCM 6th LOS	A

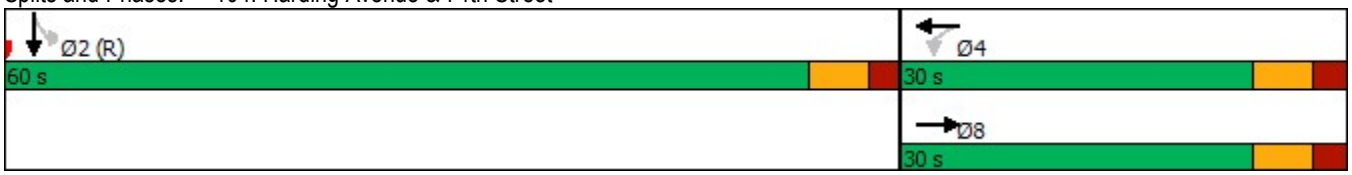
Notes

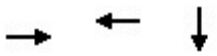
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	21	53	53	1766
Future Volume (vph)	21	53	53	1766
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	30.0	30.0	26.1
Total Split (s)	30.0	30.0	30.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.4		6.4	6.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	15.2		15.2	66.2
Actuated g/C Ratio	0.17		0.17	0.74
v/c Ratio	0.30		0.52	0.57
Control Delay	28.4		38.3	2.4
Queue Delay	0.0		0.0	0.0
Total Delay	28.4		38.3	2.4
LOS	C		D	A
Approach Delay	28.4		38.3	2.4
Approach LOS	C		D	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 18 (20%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 5.2	Intersection LOS: A
Intersection Capacity Utilization 60.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: Harding Avenue & 74th Street



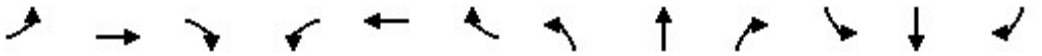


Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	76	116	2015
v/c Ratio	0.30	0.52	0.57
Control Delay	28.4	38.3	2.4
Queue Delay	0.0	0.0	0.0
Total Delay	28.4	38.3	2.4
Queue Length 50th (ft)	33	76	44
Queue Length 95th (ft)	65	m69	50
Internal Link Dist (ft)	221	703	467
Turn Bay Length (ft)			
Base Capacity (vph)	389	343	3564
Starvation Cap Reductn	0	0	72
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.20	0.34	0.58

Intersection Summary

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

HCM 6th Signalized Intersection Summary
104: Harding Avenue & 74th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	21	48	53	53	0	0	0	0	39	1766	28
Future Volume (veh/h)	0	21	48	53	53	0	0	0	0	39	1766	28
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	0.96		1.00				1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	23	53	58	58	0				43	1941	31
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	81	186	167	148	0				68	3246	53
Arrive On Green	0.00	0.19	0.19	0.31	0.31	0.00				0.89	0.89	0.89
Sat Flow, veh/h	0	428	987	567	786	0				100	4826	79
Grp Volume(v), veh/h	0	0	76	116	0	0				713	658	644
Grp Sat Flow(s),veh/h/ln	0	0	1415	1353	0	0				1665	1689	1652
Q Serve(g_s), s	0.0	0.0	4.1	3.3	0.0	0.0				9.4	7.7	7.7
Cycle Q Clear(g_c), s	0.0	0.0	4.1	7.4	0.0	0.0				9.4	7.7	7.7
Prop In Lane	0.00		0.70	0.50		0.00				0.06		0.05
Lane Grp Cap(c), veh/h	0	0	267	315	0	0				1120	1136	1111
V/C Ratio(X)	0.00	0.00	0.29	0.37	0.00	0.00				0.64	0.58	0.58
Avail Cap(c_a), veh/h	0	0	371	426	0	0				1120	1136	1111
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				0.75	0.75	0.75
Uniform Delay (d), s/veh	0.0	0.0	31.3	27.6	0.0	0.0				2.0	2.0	2.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.5	0.0	0.0				2.1	1.6	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.4	1.9	0.0	0.0				2.1	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	31.7	28.1	0.0	0.0				4.1	3.6	3.6
LnGrp LOS	A	A	C	C	A	A				A	A	A
Approach Vol, veh/h		76			116						2015	
Approach Delay, s/veh		31.7			28.1						3.8	
Approach LOS		C			C						A	

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		66.6		23.4				23.4				
Change Period (Y+Rc), s		6.1		6.4				6.4				
Max Green Setting (Gmax), s		53.9		23.6				23.6				
Max Q Clear Time (g_c+I1), s		11.4		9.4				6.1				
Green Ext Time (p_c), s		6.1		0.4				0.3				

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	51	15	27	98	0	0	0	0	5	6	5
Future Vol, veh/h	0	51	15	27	98	0	0	0	0	5	6	5
Conflicting Peds, #/hr	62	0	52	52	0	62	17	0	11	11	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082	685	440	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	61	18	33	118	0	0	0	0	6	7	6

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	131	0	0	265	315	135
Stage 1	-	-	-	-	-	-	184	184	-
Stage 2	-	-	-	-	-	-	81	131	-
Critical Hdwy	-	-	-	4.13	-	-	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-
Follow-up Hdwy	-	-	-	2.227	-	-	3	3	3
Pot Cap-1 Maneuver	0	-	-	1448	-	0	926	881	1072
Stage 1	0	-	-	-	-	0	1002	1002	-
Stage 2	0	-	-	-	-	0	1109	1056	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1448	-	-	904	0	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	904	0	-
Stage 1	-	-	-	-	-	-	1002	0	-
Stage 2	-	-	-	-	-	-	1082	0	-

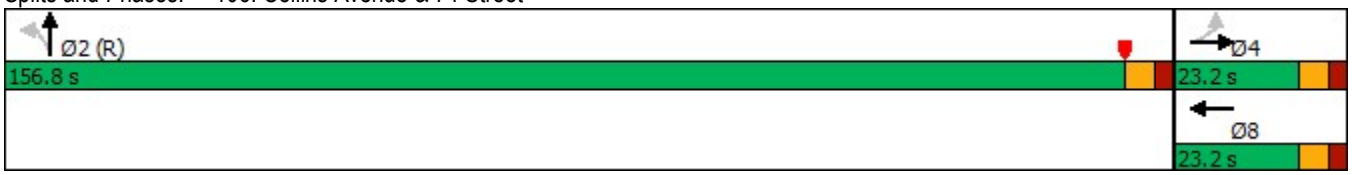
Approach	EB	WB	SB
HCM Control Delay, s	0	1.6	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1448	-	974
HCM Lane V/C Ratio	-	-	0.022	-	0.02
HCM Control Delay (s)	-	-	7.5	0	8.8
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	44	10	36	2480
Future Volume (vph)	44	10	36	2480
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	7.0
Minimum Split (s)	22.8	22.8	22.8	67.0
Total Split (s)	23.2	23.2	23.2	156.8
Total Split (%)	12.9%	12.9%	12.9%	87.1%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)		14.4	14.4	152.0
Actuated g/C Ratio		0.08	0.08	0.84
v/c Ratio		0.77	0.41	0.75
Control Delay		127.4	79.7	2.4
Queue Delay		0.0	0.0	0.0
Total Delay		127.4	79.7	2.4
LOS		F	E	A
Approach Delay		127.4	79.7	2.4
Approach LOS		F	E	A

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 138 (77%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 6.2	Intersection LOS: A
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 106: Collins Avenue & 74 Street



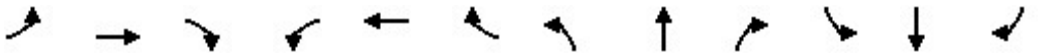


Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	63	52	2997
v/c Ratio	0.77	0.41	0.75
Control Delay	127.4	79.7	2.4
Queue Delay	0.0	0.0	0.0
Total Delay	127.4	79.7	2.4
Queue Length 50th (ft)	71	53	93
Queue Length 95th (ft)	#141	99	90
Internal Link Dist (ft)	628	312	574
Turn Bay Length (ft)			
Base Capacity (vph)	94	145	4019
Starvation Cap Reductn	0	0	48
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.67	0.36	0.75

Intersection Summary

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

HCM 6th Signalized Intersection Summary
106: Collins Avenue & 74 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	10	0	0	36	9	78	2480	19	0	0	0
Future Volume (veh/h)	44	10	0	0	36	9	78	2480	19	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.85		1.00	1.00		0.78	1.00		0.91			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.90			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	51	12	0	0	42	10	91	2884	22			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	94	18	0	0	111	26	119	4030	32			
Arrive On Green	0.09	0.09	0.00	0.00	0.09	0.09	1.00	1.00	1.00			
Sat Flow, veh/h	640	205	0	0	1229	293	143	4830	38			
Grp Volume(v), veh/h	63	0	0	0	0	52	1059	974	964			
Grp Sat Flow(s),veh/h/ln	845	0	0	0	0	1522	1663	1689	1659			
Q Serve(g_s), s	8.4	0.0	0.0	0.0	0.0	5.8	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	14.2	0.0	0.0	0.0	0.0	5.8	0.0	0.0	0.0			
Prop In Lane	0.81		0.00	0.00		0.19	0.09		0.02			
Lane Grp Cap(c), veh/h	112	0	0	0	0	137	1388	1409	1384			
V/C Ratio(X)	0.56	0.00	0.00	0.00	0.00	0.38	0.76	0.69	0.70			
Avail Cap(c_a), veh/h	114	0	0	0	0	139	1388	1409	1384			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.59	0.59	0.59			
Uniform Delay (d), s/veh	83.1	0.0	0.0	0.0	0.0	77.2	0.0	0.0	0.0			
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.0	0.0	0.6	2.4	1.7	1.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.0	0.0	0.0	2.3	0.9	0.7	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.7	0.0	0.0	0.0	0.0	77.8	2.4	1.7	1.7			
LnGrp LOS	F	A	A	A	A	E	A	A	A			
Approach Vol, veh/h		63			52			2997				
Approach Delay, s/veh		86.7			77.8			2.0				
Approach LOS		F			E			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		157.0		23.0				23.0				
Change Period (Y+Rc), s		* 6.8		* 6.8				* 6.8				
Max Green Setting (Gmax), s		* 1.5E2		* 16				* 16				
Max Q Clear Time (g_c+I1), s		2.0		16.2				7.8				
Green Ext Time (p_c), s		15.5		0.0				0.0				

Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

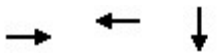
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	46	57	86	1746
Future Volume (vph)	46	57	86	1746
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	29.4	29.4	29.4	31.4
Total Split (s)	30.0	30.0	30.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.4		6.4	6.4
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	17.9		17.9	59.3
Actuated g/C Ratio	0.20		0.20	0.66
v/c Ratio	0.77		0.81	0.63
Control Delay	48.7		63.1	4.4
Queue Delay	0.0		0.0	0.0
Total Delay	48.7		63.1	4.4
LOS	D		E	A
Approach Delay	48.7		63.1	4.4
Approach LOS	D		E	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 35 (39%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 12.4	Intersection LOS: B
Intersection Capacity Utilization 75.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 107: Harding Avenue & 73rd Street



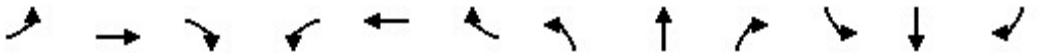


Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	225	159	2017
v/c Ratio	0.77	0.81	0.63
Control Delay	48.7	63.1	4.4
Queue Delay	0.0	0.0	0.0
Total Delay	48.7	63.1	4.4
Queue Length 50th (ft)	116	95	70
Queue Length 95th (ft)	182	m128	27
Internal Link Dist (ft)	260	711	582
Turn Bay Length (ft)			
Base Capacity (vph)	385	260	3197
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.58	0.61	0.63

Intersection Summary

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

HCM 6th Signalized Intersection Summary
107: Harding Avenue & 73rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	46	157	57	86	0	0	0	0	41	1746	28
Future Volume (veh/h)	0	46	157	57	86	0	0	0	0	41	1746	28
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		1.00				1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	51	174	63	96	0				46	1940	31
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	78	265	114	151	0				66	2967	49
Arrive On Green	0.00	0.24	0.24	0.08	0.08	0.00				0.82	0.82	0.82
Sat Flow, veh/h	0	321	1095	239	623	0				107	4818	79
Grp Volume(v), veh/h	0	0	225	159	0	0				714	658	645
Grp Sat Flow(s),veh/h/ln	0	0	1416	862	0	0				1665	1689	1652
Q Serve(g_s), s	0.0	0.0	12.9	5.8	0.0	0.0				16.2	13.2	13.2
Cycle Q Clear(g_c), s	0.0	0.0	12.9	18.7	0.0	0.0				16.2	13.2	13.2
Prop In Lane	0.00		0.77	0.40		0.00				0.06		0.05
Lane Grp Cap(c), veh/h	0	0	342	264	0	0				1025	1040	1017
V/C Ratio(X)	0.00	0.00	0.66	0.60	0.00	0.00				0.70	0.63	0.63
Avail Cap(c_a), veh/h	0	0	371	294	0	0				1025	1040	1017
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				0.80	0.80	0.80
Uniform Delay (d), s/veh	0.0	0.0	30.7	40.7	0.0	0.0				4.6	4.3	4.3
Incr Delay (d2), s/veh	0.0	0.0	2.7	1.6	0.0	0.0				3.1	2.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.6	3.9	0.0	0.0				3.7	3.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	33.5	42.3	0.0	0.0				7.7	6.7	6.7
LnGrp LOS	A	A	C	D	A	A				A	A	A
Approach Vol, veh/h		225			159						2017	
Approach Delay, s/veh		33.5			42.3						7.1	
Approach LOS		C			D						A	

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		61.8		28.2				28.2				
Change Period (Y+Rc), s		6.4		6.4				6.4				
Max Green Setting (Gmax), s		53.6		23.6				23.6				
Max Q Clear Time (g_c+I1), s		18.2		20.7				14.9				
Green Ext Time (p_c), s		6.0		0.1				0.6				

Intersection Summary												
HCM 6th Ctrl Delay			11.9									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	68	23	14	103	0	23	0	13	24	12	19
Future Vol, veh/h	0	68	23	14	103	0	23	0	13	24	12	19
Conflicting Peds, #/hr	30	0	20	20	0	30	4	0	6	6	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	94	32	19	143	0	32	0	18	33	17	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	146	0	0	337	311	136	306	327	147
Stage 1	-	-	-	-	-	-	130	130	-	181	181	-
Stage 2	-	-	-	-	-	-	207	181	-	125	146	-
Critical Hdwy	-	-	-	4.13	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	-	-	-	2.227	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	0	-	-	1430	-	0	862	884	1071	889	871	1061
Stage 1	0	-	-	-	-	0	1057	1057	-	1005	1005	-
Stage 2	0	-	-	-	-	0	980	1005	-	1062	1041	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1403	-	-	800	854	1045	859	841	1057
Mov Cap-2 Maneuver	-	-	-	-	-	-	800	854	-	859	841	-
Stage 1	-	-	-	-	-	-	1057	1037	-	1005	990	-
Stage 2	-	-	-	-	-	-	922	990	-	1038	1021	-

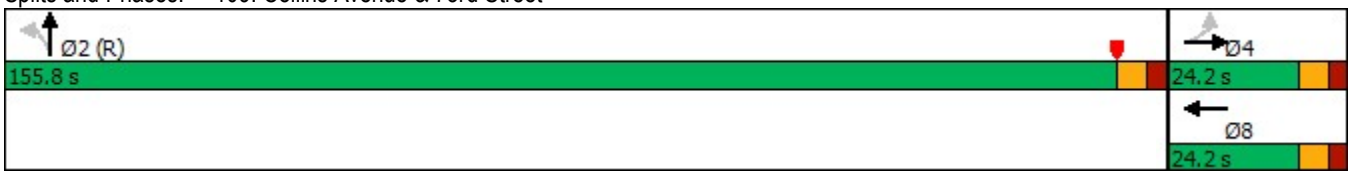
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	9.4	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	874	-	-	1403	-	914
HCM Lane V/C Ratio	0.057	-	-	0.014	-	0.084
HCM Control Delay (s)	9.4	-	-	7.6	0	9.3
HCM Lane LOS	A	-	-	A	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-	0.3

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	64	6	20	2502
Future Volume (vph)	64	6	20	2502
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	7.0
Minimum Split (s)	23.8	23.8	23.8	24.8
Total Split (s)	24.2	24.2	24.2	155.8
Total Split (%)	13.4%	13.4%	13.4%	86.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	C-Max
Act Effct Green (s)		17.4	17.4	149.0
Actuated g/C Ratio		0.10	0.10	0.83
v/c Ratio		0.83	0.26	0.74
Control Delay		129.4	64.8	8.4
Queue Delay		0.0	0.0	0.0
Total Delay		129.4	64.8	8.4
LOS		F	E	A
Approach Delay		129.4	64.8	8.4
Approach LOS		F	E	A

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 130 (72%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 78.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 109: Collins Avenue & 73rd Street



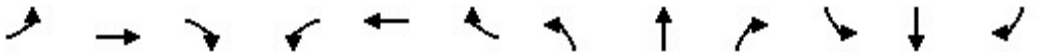
Queues
109: Collins Avenue & 73rd Street



Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	78	38	2921
v/c Ratio	0.83	0.26	0.74
Control Delay	129.4	64.8	8.4
Queue Delay	0.0	0.0	0.0
Total Delay	129.4	64.8	8.4
Queue Length 50th (ft)	94	32	481
Queue Length 95th (ft)	m#200	75	510
Internal Link Dist (ft)	626	390	379
Turn Bay Length (ft)			
Base Capacity (vph)	94	144	3935
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.83	0.26	0.74

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
109: Collins Avenue & 73rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	6	0	0	20	14	92	2502	35	0	0	0
Future Volume (veh/h)	64	6	0	0	20	14	92	2502	35	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.83		1.00	1.00		0.77	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.90			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	71	7	0	0	22	16	102	2780	39			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	114	9	0	0	76	56	136	3947	57			
Arrive On Green	0.10	0.10	0.00	0.00	0.10	0.10	1.00	1.00	1.00			
Sat Flow, veh/h	780	98	0	0	790	575	164	4768	69			
Grp Volume(v), veh/h	78	0	0	0	0	38	1032	950	939			
Grp Sat Flow(s),veh/h/ln	878	0	0	0	0	1365	1662	1689	1651			
Q Serve(g_s), s	11.6	0.0	0.0	0.0	0.0	4.7	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	16.3	0.0	0.0	0.0	0.0	4.7	0.0	0.0	0.0			
Prop In Lane	0.91		0.00	0.00		0.42	0.10		0.04			
Lane Grp Cap(c), veh/h	123	0	0	0	0	132	1376	1398	1367			
V/C Ratio(X)	0.63	0.00	0.00	0.00	0.00	0.29	0.75	0.68	0.69			
Avail Cap(c_a), veh/h	123	0	0	0	0	132	1376	1398	1367			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	82.8	0.0	0.0	0.0	0.0	75.5	0.0	0.0	0.0			
Incr Delay (d2), s/veh	22.3	0.0	0.0	0.0	0.0	5.4	3.8	2.7	2.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	0.0	0.0	1.9	1.5	1.0	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	105.1	0.0	0.0	0.0	0.0	81.0	3.8	2.7	2.8			
LnGrp LOS	F	A	A	A	A	F	A	A	A			
Approach Vol, veh/h		78			38			2921				
Approach Delay, s/veh		105.1			81.0			3.1				
Approach LOS		F			F			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		155.8		24.2				24.2				
Change Period (Y+Rc), s		* 6.8		* 6.8				* 6.8				
Max Green Setting (Gmax), s		* 1.5E2		* 17				* 17				
Max Q Clear Time (g_c+I1), s		2.0		18.3				6.7				
Green Ext Time (p_c), s		14.4		0.0				0.0				

Intersection Summary	
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

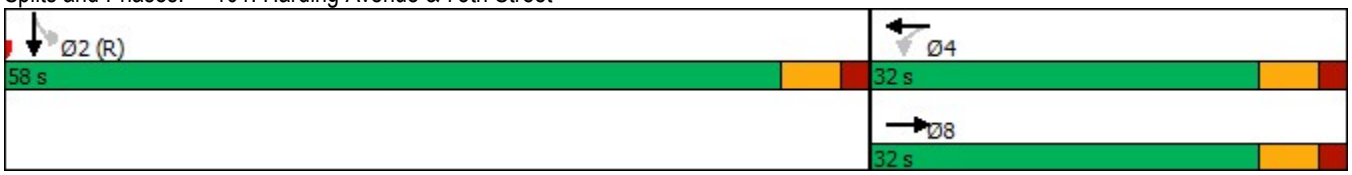
Notes

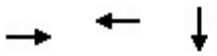
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	37	56	63	1708
Future Volume (vph)	37	56	63	1708
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	29.0	30.0
Total Split (s)	32.0	32.0	32.0	58.0
Total Split (%)	35.6%	35.6%	35.6%	64.4%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	17.6		17.6	60.4
Actuated g/C Ratio	0.20		0.20	0.67
v/c Ratio	0.43		0.54	0.62
Control Delay	32.1		42.6	10.5
Queue Delay	0.0		0.0	0.0
Total Delay	32.1		42.6	10.5
LOS	C		D	B
Approach Delay	32.1		42.6	10.5
Approach LOS	C		D	B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 10 (11%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 13.6	Intersection LOS: B
Intersection Capacity Utilization 61.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 101: Harding Avenue & 75th Street

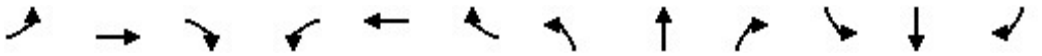




Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	126	136	2021
v/c Ratio	0.43	0.54	0.62
Control Delay	32.1	42.6	10.5
Queue Delay	0.0	0.0	0.0
Total Delay	32.1	42.6	10.5
Queue Length 50th (ft)	53	86	255
Queue Length 95th (ft)	101	127	294
Internal Link Dist (ft)	284	696	435
Turn Bay Length (ft)			
Base Capacity (vph)	424	370	3255
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.30	0.37	0.62

Intersection Summary

HCM 6th Signalized Intersection Summary
101: Harding Avenue & 75th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	37	74	56	63	0	0	0	0	41	1708	29
Future Volume (veh/h)	0	37	74	56	63	0	0	0	0	41	1708	29
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	0.96		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	42	84	64	72	0				47	1941	33
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	106	211	162	163	0				70	3089	54
Arrive On Green	0.00	0.22	0.22	0.07	0.07	0.00				0.85	0.85	0.85
Sat Flow, veh/h	0	471	941	460	724	0				109	4811	84
Grp Volume(v), veh/h	0	0	126	136	0	0				715	660	646
Grp Sat Flow(s),veh/h/ln	0	0	1412	1184	0	0				1665	1689	1652
Q Serve(g_s), s	0.0	0.0	6.8	5.2	0.0	0.0				13.2	10.7	10.7
Cycle Q Clear(g_c), s	0.0	0.0	6.8	12.1	0.0	0.0				13.2	10.7	10.7
Prop In Lane	0.00		0.67	0.47		0.00				0.07		0.05
Lane Grp Cap(c), veh/h	0	0	317	325	0	0				1069	1084	1061
V/C Ratio(X)	0.00	0.00	0.40	0.42	0.00	0.00				0.67	0.61	0.61
Avail Cap(c_a), veh/h	0	0	408	420	0	0				1069	1084	1061
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	29.7	38.4	0.0	0.0				3.3	3.1	3.1
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.6	0.0	0.0				3.3	2.5	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.3	3.2	0.0	0.0				3.1	2.7	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	30.3	39.0	0.0	0.0				6.6	5.7	5.7
LnGrp LOS	A	A	C	D	A	A				A	A	A
Approach Vol, veh/h		126			136						2021	
Approach Delay, s/veh		30.3			39.0						6.0	
Approach LOS		C			D						A	

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		63.8		26.2				26.2				
Change Period (Y+Rc), s		6.0		6.0				6.0				
Max Green Setting (Gmax), s		52.0		26.0				26.0				
Max Q Clear Time (g_c+I1), s		15.2		14.1				8.8				
Green Ext Time (p_c), s		6.1		0.4				0.5				

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	41	37	43	111	0	0	0	0	5	9	9
Future Vol, veh/h	0	41	37	43	111	0	0	0	0	5	9	9
Conflicting Peds, #/hr	0	0	56	56	0	0	9	0	6	6	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082	671	104	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	46	42	48	125	0	0	0	0	6	10	10

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	144	0	0	294	365	134
Stage 1	-	-	-	-	-	-	221	221	-
Stage 2	-	-	-	-	-	-	73	144	-
Critical Hdwy	-	-	-	4.13	-	-	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-
Follow-up Hdwy	-	-	-	2.227	-	-	3	3	3
Pot Cap-1 Maneuver	0	-	-	1432	-	0	899	838	1073
Stage 1	0	-	-	-	-	0	967	967	-
Stage 2	0	-	-	-	-	0	1118	1043	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1432	-	-	867	0	1064
Mov Cap-2 Maneuver	-	-	-	-	-	-	867	0	-
Stage 1	-	-	-	-	-	-	967	0	-
Stage 2	-	-	-	-	-	-	1078	0	-

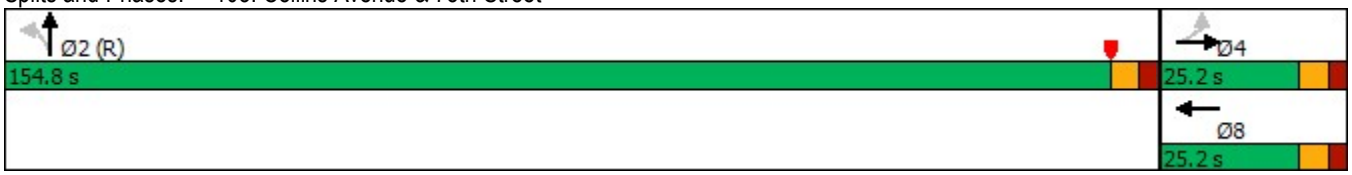
Approach	EB	WB	SB
HCM Control Delay, s	0	2.1	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1432	-	984
HCM Lane V/C Ratio	-	-	0.034	-	0.026
HCM Control Delay (s)	-	-	7.6	0	8.8
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	25	18	37	2515
Future Volume (vph)	25	18	37	2515
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	7.0
Minimum Split (s)	24.8	24.8	24.8	64.8
Total Split (s)	25.2	25.2	25.2	154.8
Total Split (%)	14.0%	14.0%	14.0%	86.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)		15.3	15.2	154.7
Actuated g/C Ratio		0.08	0.08	0.86
v/c Ratio		0.43	0.33	0.67
Control Delay		90.2	77.1	2.0
Queue Delay		0.0	0.0	0.1
Total Delay		90.2	77.1	2.2
LOS		F	E	A
Approach Delay		90.2	77.1	2.2
Approach LOS		F	E	A

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 144 (80%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 4.7	Intersection LOS: A
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: Collins Avenue & 75th Street



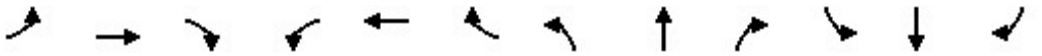


Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	45	45	2746
v/c Ratio	0.43	0.33	0.67
Control Delay	90.2	77.1	2.0
Queue Delay	0.0	0.0	0.1
Total Delay	90.2	77.1	2.2
Queue Length 50th (ft)	52	47	87
Queue Length 95th (ft)	m92	94	m88
Internal Link Dist (ft)	629	315	463
Turn Bay Length (ft)			
Base Capacity (vph)	126	166	4090
Starvation Cap Reductn	0	0	344
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.36	0.27	0.73

Intersection Summary

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

HCM 6th Signalized Intersection Summary
103: Collins Avenue & 75th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	18	0	0	37	6	105	2515	16	0	0	0
Future Volume (veh/h)	25	18	0	0	37	6	105	2515	16	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.90		1.00	1.00		0.86	1.00		0.95			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.90			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	26	19	0	0	39	6	109	2620	17			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	87	56	0	0	130	20	155	3980	27			
Arrive On Green	0.09	0.09	0.00	0.00	0.09	0.09	1.00	1.00	1.00			
Sat Flow, veh/h	591	592	0	0	1380	212	187	4793	32			
Grp Volume(v), veh/h	45	0	0	0	0	45	970	893	883			
Grp Sat Flow(s),veh/h/ln	1184	0	0	0	0	1592	1661	1689	1662			
Q Serve(g_s), s	3.5	0.0	0.0	0.0	0.0	4.7	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	8.3	0.0	0.0	0.0	0.0	4.7	0.0	0.0	0.0			
Prop In Lane	0.58		0.00	0.00		0.13	0.11		0.02			
Lane Grp Cap(c), veh/h	143	0	0	0	0	150	1379	1402	1380			
V/C Ratio(X)	0.31	0.00	0.00	0.00	0.00	0.30	0.70	0.64	0.64			
Avail Cap(c_a), veh/h	154	0	0	0	0	163	1379	1402	1380			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.56	0.56	0.56			
Uniform Delay (d), s/veh	77.9	0.0	0.0	0.0	0.0	76.0	0.0	0.0	0.0			
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	0.0	0.4	1.7	1.3	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.0	0.0	2.0	0.7	0.5	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.4	0.0	0.0	0.0	0.0	76.4	1.7	1.3	1.3			
LnGrp LOS	E	A	A	A	A	E	A	A	A			
Approach Vol, veh/h		45			45			2746				
Approach Delay, s/veh		78.4			76.4			1.4				
Approach LOS		E			E			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		156.3		23.7				23.7				
Change Period (Y+Rc), s		* 6.8		* 6.8				* 6.8				
Max Green Setting (Gmax), s		* 1.5E2		* 18				* 18				
Max Q Clear Time (g_c+I1), s		2.0		10.3				6.7				
Green Ext Time (p_c), s		12.0		0.0				0.0				

Intersection Summary	
HCM 6th Ctrl Delay	3.8
HCM 6th LOS	A

Notes

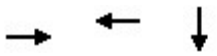
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	27	91	66	1762
Future Volume (vph)	27	91	66	1762
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	30.0	30.0	26.1
Total Split (s)	30.0	30.0	30.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.4		6.4	6.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	17.5		17.5	60.0
Actuated g/C Ratio	0.19		0.19	0.67
v/c Ratio	0.28		0.71	0.62
Control Delay	27.0		43.7	3.5
Queue Delay	0.0		0.0	0.0
Total Delay	27.0		43.7	3.5
LOS	C		D	A
Approach Delay	27.0		43.7	3.5
Approach LOS	C		D	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 18 (20%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 7.4	Intersection LOS: A
Intersection Capacity Utilization 61.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: Harding Avenue & 74th Street



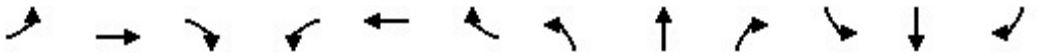


Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	83	173	2010
v/c Ratio	0.28	0.71	0.62
Control Delay	27.0	43.7	3.5
Queue Delay	0.0	0.0	0.0
Total Delay	27.0	43.7	3.5
Queue Length 50th (ft)	35	87	45
Queue Length 95th (ft)	69	m111	49
Internal Link Dist (ft)	221	703	467
Turn Bay Length (ft)			
Base Capacity (vph)	394	331	3233
Starvation Cap Reductn	0	0	72
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.21	0.52	0.64

Intersection Summary

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

HCM 6th Signalized Intersection Summary
104: Harding Avenue & 74th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	27	48	91	66	0	0	0	0	39	1762	28
Future Volume (veh/h)	0	27	48	91	66	0	0	0	0	39	1762	28
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	0.97		1.00				1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	30	53	100	73	0				43	1936	31
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	110	194	200	130	0				65	3135	52
Arrive On Green	0.00	0.21	0.21	0.35	0.35	0.00				0.86	0.86	0.86
Sat Flow, veh/h	0	520	919	650	617	0				101	4825	80
Grp Volume(v), veh/h	0	0	83	173	0	0				711	656	643
Grp Sat Flow(s),veh/h/ln	0	0	1439	1266	0	0				1665	1689	1652
Q Serve(g_s), s	0.0	0.0	4.3	7.4	0.0	0.0				12.1	9.8	9.9
Cycle Q Clear(g_c), s	0.0	0.0	4.3	11.7	0.0	0.0				12.1	9.8	9.9
Prop In Lane	0.00		0.64	0.58		0.00				0.06		0.05
Lane Grp Cap(c), veh/h	0	0	304	331	0	0				1082	1097	1073
V/C Ratio(X)	0.00	0.00	0.27	0.52	0.00	0.00				0.66	0.60	0.60
Avail Cap(c_a), veh/h	0	0	377	405	0	0				1082	1097	1073
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				0.75	0.75	0.75
Uniform Delay (d), s/veh	0.0	0.0	29.7	27.4	0.0	0.0				3.0	2.8	2.8
Incr Delay (d2), s/veh	0.0	0.0	0.4	1.0	0.0	0.0				2.4	1.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.5	2.8	0.0	0.0				2.7	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	30.1	28.3	0.0	0.0				5.3	4.6	4.7
LnGrp LOS	A	A	C	C	A	A				A	A	A
Approach Vol, veh/h		83			173						2010	
Approach Delay, s/veh		30.1			28.3						4.9	
Approach LOS		C			C						A	

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		64.6		25.4				25.4				
Change Period (Y+Rc), s		6.1		6.4				6.4				
Max Green Setting (Gmax), s		53.9		23.6				23.6				
Max Q Clear Time (g_c+I1), s		14.1		13.7				6.3				
Green Ext Time (p_c), s		6.0		0.5				0.3				

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	57	15	27	98	0	0	0	0	48	6	56
Future Vol, veh/h	0	57	15	27	98	0	0	0	0	48	6	56
Conflicting Peds, #/hr	62	0	52	52	0	62	17	0	11	11	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082685440		-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	69	18	33	118	0	0	0	0	58	7	67

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	139	0	0	273	323	135
Stage 1	-	-	-	-	-	-	184	184	-
Stage 2	-	-	-	-	-	-	89	139	-
Critical Hdwy	-	-	-	4.13	-	-	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-
Follow-up Hdwy	-	-	-	2.227	-	-	3	3	3
Pot Cap-1 Maneuver	0	-	-	1438	-	0	918	874	1072
Stage 1	0	-	-	-	-	0	1002	1002	-
Stage 2	0	-	-	-	-	0	1100	1048	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1438	-	-	895	0	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	895	0	-
Stage 1	-	-	-	-	-	-	1002	0	-
Stage 2	-	-	-	-	-	-	1073	0	-

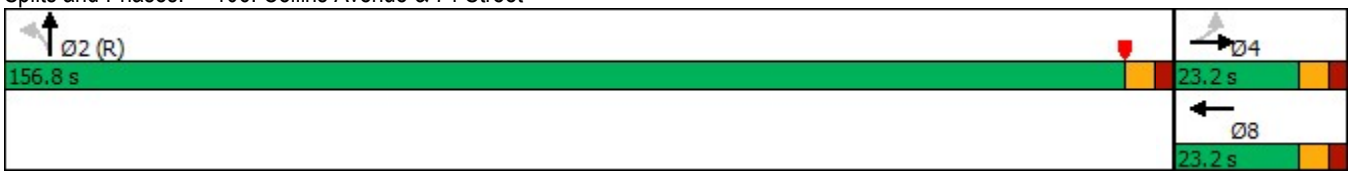
Approach	EB	WB	SB
HCM Control Delay, s	0	1.6	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1438	-	975
HCM Lane V/C Ratio	-	-	0.023	-	0.136
HCM Control Delay (s)	-	-	7.6	0	9.3
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	-	0.5

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	93	10	36	2496
Future Volume (vph)	93	10	36	2496
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	7.0
Minimum Split (s)	22.8	22.8	22.8	67.0
Total Split (s)	23.2	23.2	23.2	156.8
Total Split (%)	12.9%	12.9%	12.9%	87.1%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)		16.4	16.4	150.0
Actuated g/C Ratio		0.09	0.09	0.83
v/c Ratio		1.35	0.36	0.76
Control Delay		268.7	76.9	2.6
Queue Delay		0.0	0.0	0.0
Total Delay		268.7	76.9	2.6
LOS		F	E	A
Approach Delay		268.7	76.9	2.6
Approach LOS		F	E	A

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 138 (77%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.35	
Intersection Signal Delay: 13.8	Intersection LOS: B
Intersection Capacity Utilization 74.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 106: Collins Avenue & 74 Street





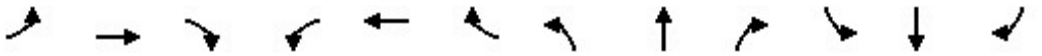
Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	120	52	3015
v/c Ratio	1.35	0.36	0.76
Control Delay	268.7	76.9	2.6
Queue Delay	0.0	0.0	0.0
Total Delay	268.7	76.9	2.6
Queue Length 50th (ft)	~183	53	93
Queue Length 95th (ft)	#313	99	91
Internal Link Dist (ft)	628	312	574
Turn Bay Length (ft)			
Base Capacity (vph)	89	145	3967
Starvation Cap Reductn	0	0	47
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.35	0.36	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

HCM 6th Signalized Intersection Summary
106: Collins Avenue & 74 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	10	0	0	36	9	78	2496	19	0	0	0
Future Volume (veh/h)	93	10	0	0	36	9	78	2496	19	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.85		1.00	1.00		0.79	1.00		0.91			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.90			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	108	12	0	0	42	10	91	2902	22			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	101	7	0	0	112	27	118	4026	31			
Arrive On Green	0.09	0.09	0.00	0.00	0.09	0.09	1.00	1.00	1.00			
Sat Flow, veh/h	694	77	0	0	1230	293	142	4831	38			
Grp Volume(v), veh/h	120	0	0	0	0	52	1065	980	969			
Grp Sat Flow(s),veh/h/ln	771	0	0	0	0	1523	1663	1689	1659			
Q Serve(g_s), s	10.6	0.0	0.0	0.0	0.0	5.8	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	16.4	0.0	0.0	0.0	0.0	5.8	0.0	0.0	0.0			
Prop In Lane	0.90		0.00	0.00		0.19	0.09		0.02			
Lane Grp Cap(c), veh/h	108	0	0	0	0	139	1386	1407	1382			
V/C Ratio(X)	1.11	0.00	0.00	0.00	0.00	0.37	0.77	0.70	0.70			
Avail Cap(c_a), veh/h	108	0	0	0	0	139	1386	1407	1382			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.58	0.58	0.58			
Uniform Delay (d), s/veh	86.6	0.0	0.0	0.0	0.0	77.0	0.0	0.0	0.0			
Incr Delay (d2), s/veh	118.6	0.0	0.0	0.0	0.0	0.6	2.4	1.7	1.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.7	0.0	0.0	0.0	0.0	2.3	0.9	0.7	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	205.2	0.0	0.0	0.0	0.0	77.6	2.4	1.7	1.7			
LnGrp LOS	F	A	A	A	A	E	A	A	A			
Approach Vol, veh/h		120			52			3015				
Approach Delay, s/veh		205.2			77.6			2.0				
Approach LOS		F			E			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		156.8		23.2				23.2				
Change Period (Y+Rc), s		* 6.8		* 6.8				* 6.8				
Max Green Setting (Gmax), s		* 1.5E2		* 16				* 16				
Max Q Clear Time (g_c+I1), s		2.0		18.4				7.8				
Green Ext Time (p_c), s		15.8		0.0				0.0				

Intersection Summary	
HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Notes

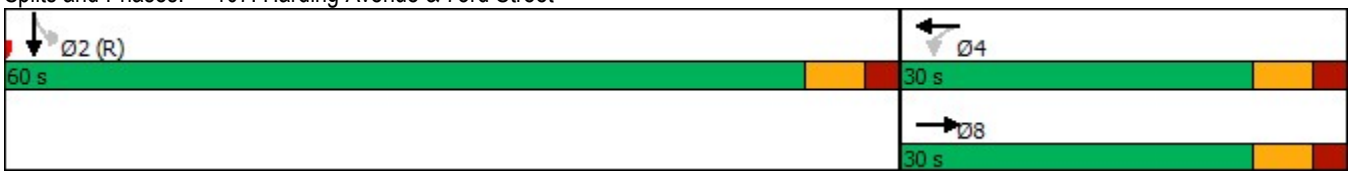
User approved pedestrian interval to be less than phase max green.

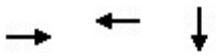
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Traffic Volume (vph)	46	57	86	1780
Future Volume (vph)	46	57	86	1780
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	29.4	29.4	29.4	31.4
Total Split (s)	30.0	30.0	30.0	60.0
Total Split (%)	33.3%	33.3%	33.3%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	6.4		6.4	6.4
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)	17.9		17.9	59.3
Actuated g/C Ratio	0.20		0.20	0.66
v/c Ratio	0.77		0.81	0.64
Control Delay	48.8		62.8	4.4
Queue Delay	0.0		0.0	0.0
Total Delay	48.8		62.8	4.4
LOS	D		E	A
Approach Delay	48.8		62.8	4.4
Approach LOS	D		E	A

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 35 (39%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 76.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 107: Harding Avenue & 73rd Street



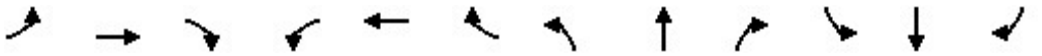


Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	225	159	2055
v/c Ratio	0.77	0.81	0.64
Control Delay	48.8	62.8	4.4
Queue Delay	0.0	0.0	0.0
Total Delay	48.8	62.8	4.4
Queue Length 50th (ft)	117	94	35
Queue Length 95th (ft)	183	m127	36
Internal Link Dist (ft)	260	711	582
Turn Bay Length (ft)			
Base Capacity (vph)	384	260	3194
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.59	0.61	0.64

Intersection Summary

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

HCM 6th Signalized Intersection Summary
107: Harding Avenue & 73rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	46	157	57	86	0	0	0	0	41	1780	28
Future Volume (veh/h)	0	46	157	57	86	0	0	0	0	41	1780	28
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		1.00				1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1856	1856	1856	0				1856	1856	1856
Adj Flow Rate, veh/h	0	51	174	63	96	0				46	1978	31
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	3	3	3	3	0				3	3	3
Cap, veh/h	0	78	265	114	151	0				65	2970	48
Arrive On Green	0.00	0.24	0.24	0.08	0.08	0.00				0.82	0.82	0.82
Sat Flow, veh/h	0	321	1095	239	623	0				105	4822	78
Grp Volume(v), veh/h	0	0	225	159	0	0				727	671	657
Grp Sat Flow(s),veh/h/ln	0	0	1416	862	0	0				1665	1689	1652
Q Serve(g_s), s	0.0	0.0	12.9	5.8	0.0	0.0				17.0	13.7	13.8
Cycle Q Clear(g_c), s	0.0	0.0	12.9	18.7	0.0	0.0				17.0	13.7	13.8
Prop In Lane	0.00		0.77	0.40		0.00				0.06		0.05
Lane Grp Cap(c), veh/h	0	0	342	264	0	0				1025	1040	1017
V/C Ratio(X)	0.00	0.00	0.66	0.60	0.00	0.00				0.71	0.64	0.65
Avail Cap(c_a), veh/h	0	0	371	294	0	0				1025	1040	1017
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				0.75	0.75	0.75
Uniform Delay (d), s/veh	0.0	0.0	30.7	40.7	0.0	0.0				4.7	4.4	4.4
Incr Delay (d2), s/veh	0.0	0.0	2.7	1.6	0.0	0.0				3.1	2.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.6	3.9	0.0	0.0				3.8	3.3	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	33.5	42.3	0.0	0.0				7.8	6.7	6.8
LnGrp LOS	A	A	C	D	A	A				A	A	A
Approach Vol, veh/h		225			159						2055	
Approach Delay, s/veh		33.5			42.3						7.1	
Approach LOS		C			D						A	

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		61.8		28.2				28.2				
Change Period (Y+Rc), s		6.4		6.4				6.4				
Max Green Setting (Gmax), s		53.6		23.6				23.6				
Max Q Clear Time (g_c+I1), s		19.0		20.7				14.9				
Green Ext Time (p_c), s		6.2		0.1				0.6				

Intersection Summary												
HCM 6th Ctrl Delay			11.8									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	68	23	14	103	0	23	0	13	24	12	19
Future Vol, veh/h	0	68	23	14	103	0	23	0	13	24	12	19
Conflicting Peds, #/hr	30	0	20	20	0	30	4	0	6	6	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	94	32	19	143	0	32	0	18	33	17	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	146	0	0	337	311	136	306	327	147
Stage 1	-	-	-	-	-	-	130	130	-	181	181	-
Stage 2	-	-	-	-	-	-	207	181	-	125	146	-
Critical Hdwy	-	-	-	4.13	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	-	-	-	2.227	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	0	-	-	1430	-	0	862	884	1071	889	871	1061
Stage 1	0	-	-	-	-	0	1057	1057	-	1005	1005	-
Stage 2	0	-	-	-	-	0	980	1005	-	1062	1041	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1403	-	-	800	854	1045	859	841	1057
Mov Cap-2 Maneuver	-	-	-	-	-	-	800	854	-	859	841	-
Stage 1	-	-	-	-	-	-	1057	1037	-	1005	990	-
Stage 2	-	-	-	-	-	-	922	990	-	1038	1021	-

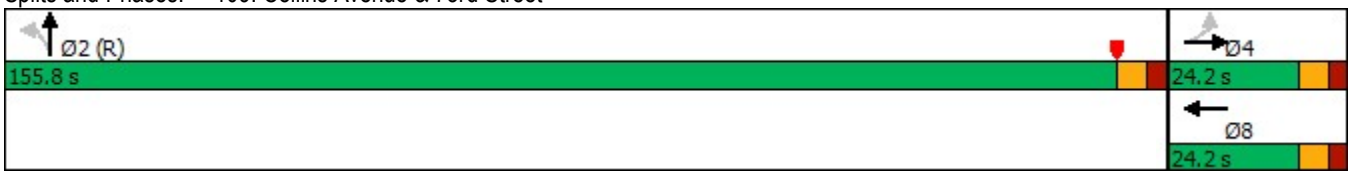
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	9.4	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	874	-	-	1403	-	914
HCM Lane V/C Ratio	0.057	-	-	0.014	-	0.084
HCM Control Delay (s)	9.4	-	-	7.6	0	9.3
HCM Lane LOS	A	-	-	A	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-	0.3

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	64	6	20	2518
Future Volume (vph)	64	6	20	2518
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	7.0
Minimum Split (s)	23.8	23.8	23.8	24.8
Total Split (s)	24.2	24.2	24.2	155.8
Total Split (%)	13.4%	13.4%	13.4%	86.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	C-Max
Act Effct Green (s)		17.4	17.4	149.0
Actuated g/C Ratio		0.10	0.10	0.83
v/c Ratio		0.83	0.26	0.75
Control Delay		129.2	64.8	8.5
Queue Delay		0.0	0.0	0.0
Total Delay		129.2	64.8	8.5
LOS		F	E	A
Approach Delay		129.2	64.8	8.5
Approach LOS		F	E	A

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 130 (72%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 79.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 109: Collins Avenue & 73rd Street



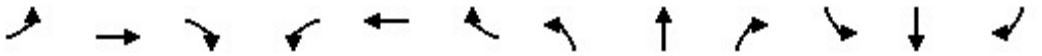


Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	78	38	2939
v/c Ratio	0.83	0.26	0.75
Control Delay	129.2	64.8	8.5
Queue Delay	0.0	0.0	0.0
Total Delay	129.2	64.8	8.5
Queue Length 50th (ft)	94	32	489
Queue Length 95th (ft)	m#200	75	519
Internal Link Dist (ft)	626	390	379
Turn Bay Length (ft)			
Base Capacity (vph)	94	144	3935
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	1
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.83	0.26	0.75

Intersection Summary

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

HCM 6th Signalized Intersection Summary
109: Collins Avenue & 73rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	6	0	0	20	14	92	2518	35	0	0	0
Future Volume (veh/h)	64	6	0	0	20	14	92	2518	35	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.83		1.00	1.00		0.77	1.00		0.92			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.90			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	71	7	0	0	22	16	102	2798	39			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	114	9	0	0	76	56	135	3948	56			
Arrive On Green	0.10	0.10	0.00	0.00	0.10	0.10	1.00	1.00	1.00			
Sat Flow, veh/h	780	98	0	0	790	575	163	4770	68			
Grp Volume(v), veh/h	78	0	0	0	0	38	1038	956	945			
Grp Sat Flow(s),veh/h/ln	878	0	0	0	0	1365	1662	1689	1651			
Q Serve(g_s), s	11.6	0.0	0.0	0.0	0.0	4.7	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	16.3	0.0	0.0	0.0	0.0	4.7	0.0	0.0	0.0			
Prop In Lane	0.91		0.00	0.00		0.42	0.10		0.04			
Lane Grp Cap(c), veh/h	123	0	0	0	0	132	1376	1398	1367			
V/C Ratio(X)	0.63	0.00	0.00	0.00	0.00	0.29	0.75	0.68	0.69			
Avail Cap(c_a), veh/h	123	0	0	0	0	132	1376	1398	1367			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	82.8	0.0	0.0	0.0	0.0	75.5	0.0	0.0	0.0			
Incr Delay (d2), s/veh	22.3	0.0	0.0	0.0	0.0	5.4	3.9	2.7	2.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	0.0	0.0	1.9	1.5	1.1	1.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	105.1	0.0	0.0	0.0	0.0	81.0	3.9	2.7	2.9			
LnGrp LOS	F	A	A	A	A	F	A	A	A			
Approach Vol, veh/h		78			38			2939				
Approach Delay, s/veh		105.1			81.0			3.2				
Approach LOS		F			F			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		155.8		24.2				24.2				
Change Period (Y+Rc), s		* 6.8		* 6.8				* 6.8				
Max Green Setting (Gmax), s		* 1.5E2		* 17				* 17				
Max Q Clear Time (g_c+I1), s		2.0		18.3				6.7				
Green Ext Time (p_c), s		14.7		0.0				0.0				

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

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

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	71	0	0	52	37
Future Vol, veh/h	0	71	0	0	52	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	77	0	0	57	40

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	77		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	6.23		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.327		-	-
Pot Cap-1 Maneuver	0	981		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	981		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	SB
HCM Control Delay, s	9	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	981	-	-
HCM Lane V/C Ratio	0.079	-	-
HCM Control Delay (s)	9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	0	0	0	13	110
Future Vol, veh/h	23	0	0	0	13	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	25	0	0	0	14	120

Major/Minor	Minor1		Major2	
Conflicting Flow All	148	-	0	0
Stage 1	0	-	-	-
Stage 2	148	-	-	-
Critical Hdwy	6.43	-	4.13	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-
Follow-up Hdwy	3.527	-	2.227	-
Pot Cap-1 Maneuver	842	0	-	-
Stage 1	-	0	-	-
Stage 2	877	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	842	-	-	-
Mov Cap-2 Maneuver	842	-	-	-
Stage 1	-	-	-	-
Stage 2	877	-	-	-

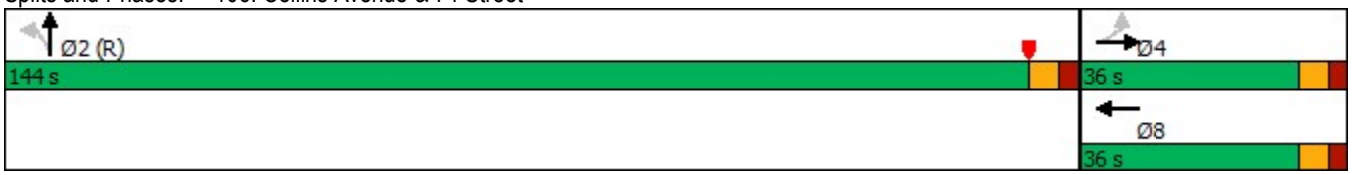
Approach	WB	SB
HCM Control Delay, s	9.4	
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	842	-	-
HCM Lane V/C Ratio	0.03	-	-
HCM Control Delay (s)	9.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Traffic Volume (vph)	93	10	36	2496
Future Volume (vph)	93	10	36	2496
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	7.0
Minimum Split (s)	22.8	22.8	22.8	67.0
Total Split (s)	36.0	36.0	36.0	144.0
Total Split (%)	20.0%	20.0%	20.0%	80.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8	6.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	None	C-Max
Act Effct Green (s)		24.3	24.3	142.1
Actuated g/C Ratio		0.14	0.14	0.79
v/c Ratio		0.91	0.25	0.80
Control Delay		131.6	66.5	13.8
Queue Delay		0.0	0.0	0.8
Total Delay		131.6	66.5	14.6
LOS		F	E	B
Approach Delay		131.6	66.5	14.6
Approach LOS		F	E	B

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 138 (77%), Referenced to phase 2:NBTL and 6:, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 74.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 106: Collins Avenue & 74 Street



Queues
106: Collins Avenue & 74 Street

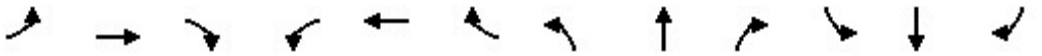


Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	120	52	3015
v/c Ratio	0.91	0.25	0.80
Control Delay	131.6	66.5	13.8
Queue Delay	0.0	0.0	0.8
Total Delay	131.6	66.5	14.6
Queue Length 50th (ft)	140	52	713
Queue Length 95th (ft)	#228	93	719
Internal Link Dist (ft)	274	312	247
Turn Bay Length (ft)			
Base Capacity (vph)	159	254	3757
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	398
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.75	0.20	0.90

Intersection Summary

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

HCM 6th Signalized Intersection Summary
106: Collins Avenue & 74 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	10	0	0	36	9	78	2496	19	0	0	0
Future Volume (veh/h)	93	10	0	0	36	9	78	2496	19	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.91		1.00	1.00		0.85	1.00		0.91			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	0.90	1.00	0.90			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	108	12	0	0	42	10	91	2902	22			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	3	3	0	0	3	3	3	3	3			
Cap, veh/h	158	14	0	0	169	40	112	3814	30			
Arrive On Green	0.13	0.13	0.00	0.00	0.13	0.13	1.00	1.00	1.00			
Sat Flow, veh/h	888	101	0	0	1255	299	142	4831	38			
Grp Volume(v), veh/h	120	0	0	0	0	52	1065	980	969			
Grp Sat Flow(s),veh/h/ln	989	0	0	0	0	1554	1663	1689	1659			
Q Serve(g_s), s	16.8	0.0	0.0	0.0	0.0	5.4	0.0	0.0	0.0			
Cycle Q Clear(g_c), s	22.2	0.0	0.0	0.0	0.0	5.4	0.0	0.0	0.0			
Prop In Lane	0.90		0.00	0.00		0.19	0.09		0.02			
Lane Grp Cap(c), veh/h	171	0	0	0	0	210	1313	1333	1310			
V/C Ratio(X)	0.70	0.00	0.00	0.00	0.00	0.25	0.81	0.74	0.74			
Avail Cap(c_a), veh/h	206	0	0	0	0	252	1313	1333	1310			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	79.6	0.0	0.0	0.0	0.0	69.7	0.0	0.0	0.0			
Incr Delay (d2), s/veh	5.5	0.0	0.0	0.0	0.0	0.2	5.5	3.6	3.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.8	0.0	0.0	0.0	0.0	2.2	2.0	1.3	1.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.0	0.0	0.0	0.0	0.0	69.9	5.5	3.6	3.8			
LnGrp LOS	F	A	A	A	A	E	A	A	A			
Approach Vol, veh/h		120			52			3015				
Approach Delay, s/veh		85.0			69.9			4.4				
Approach LOS		F			E			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		148.9		31.1				31.1				
Change Period (Y+Rc), s		* 6.8		* 6.8				* 6.8				
Max Green Setting (Gmax), s		* 1.4E2		* 29				* 29				
Max Q Clear Time (g_c+I1), s		2.0		24.2				7.4				
Green Ext Time (p_c), s		15.8		0.1				0.1				

Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

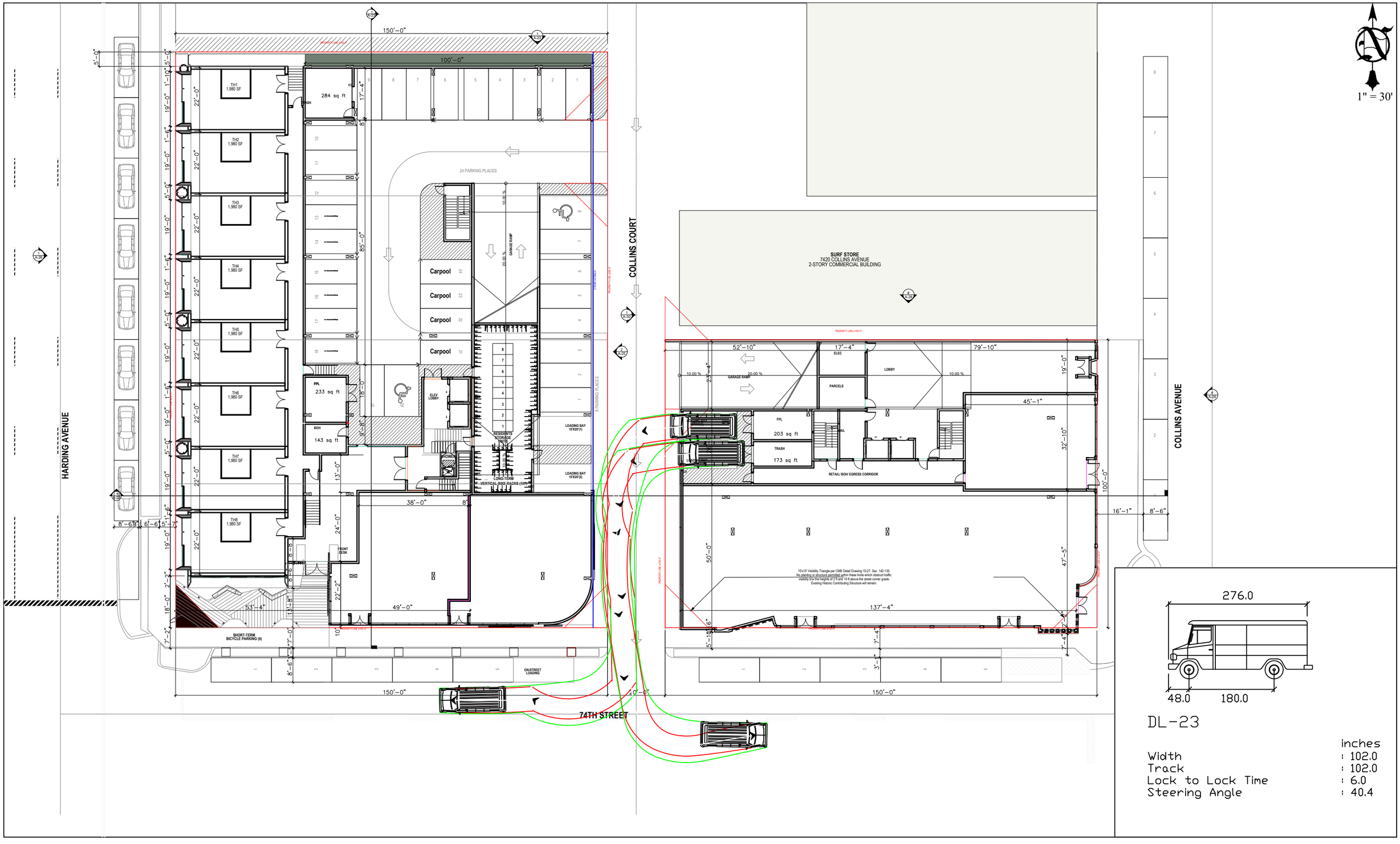
Notes

User approved pedestrian interval to be less than phase max green.

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

APPENDIX F

Maneuverability Analysis



DL-23

	inches
Width	: 102.0
Track	: 102.0
Lock to Lock Time	: 6.0
Steering Angle	: 40.4

7401-7425 Harding Avenue

April 22, 2024

Vehicle Maneuvering Study

DL-23 Delilvery Vehicle - Ground Level -Egress

1" = 30'

HARDING AVENUE

COLLINS AVENUE

74TH STREET

SURF STORE
7420 COLLINS AVENUE
2-STORY COMMERCIAL BUILDING

TH1 1,980 SF
TH2 1,980 SF
TH3 1,980 SF
TH4 1,980 SF
TH5 1,980 SF
TH6 1,980 SF
TH7 1,980 SF
TH8 1,980 SF

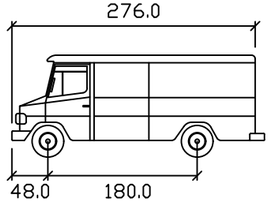
284 sq ft
233 sq ft
143 sq ft
203 sq ft
173 sq ft

24 PARKING PLACES
8 PARKING PLACES

Carpool
Carpool
Carpool

GARAGE RAMP
ELEV LOBBY
RESIDENTS' STORAGE UNITS
LONG-TERM W.-VERTICAL BIKE RACKS (10)*
LOADING BAY 10'X20'(1)
LOADING BAY 10'X20'(2)
SHOWER
FPL
BOH
TRASH
ELEC
LOBBY
PARCELS
RETAIL/ BOH/ EGRESS CORRIDOR
FRONT DESK
SHORT-TERM BICYCLE PARKING (6)
ON-STREET LOADING

15'x15' Visibility Triangle per CMB Detail Drawing 10-27. Sec. 142-135.
No planting or structure permitted within these limits which obstruct traffic visibility b/w the heights of 2 ft and 10 ft above the street corner grade.
Existing Historic Contributing Structure will remain.



DL-23

	inches
Width	: 102.0
Track	: 102.0
Lock to Lock Time	: 6.0
Steering Angle	: 40.4

7401-7425 Harding Avenue
April 22, 2024

Vehicle Maneuvering Study
DL-23 Delilvery Vehicle - Ground Level -Ingress

1" = 30'

HARDING AVENUE

COLLINS AVENUE

COLLINS COURT

74TH STREET

SURF STORE
7420 COLLINS AVENUE
2-STORY COMMERCIAL BUILDING

TH1 1,980 SF
TH2 1,980 SF
TH3 1,980 SF
TH4 1,980 SF
TH5 1,980 SF
TH6 1,980 SF
TH7 1,980 SF
TH8 1,980 SF

284 sq ft TRASH
FPL 233 sq ft
BOH 143 sq ft
ELEV LOBBY
SHOWER
RESIDENTS' STORAGE UNITS
LONG-TERM VERTICAL BIKE RACKS (10PP)
24 PARKING PLACES
Carpool
Carpool
Carpool
20.00 % GARAGE RAMP
LOADING BAY 10'X20'(1)
LOADING BAY 10'X20'(2)
5 PARKING PLACES
FRONT DESK
SHORT-TERM BICYCLE PARKING (6)
ON-STREET LOADING

ELEC
LOBBY
GARAGE RAMP 10.00 %
FPL 203 sq ft
TRASH 173 sq ft
RETAIL/ BOH/ EGRESS CORRIDOR
LOADING BAY 10'X20'(2)
LOADING BAY 10'X20'(1)

15'x15' Visibility Triangle per CMB Detail Drawing 10-27, Sec. 142-135.
No planting or structure permitted within these limits which obstruct traffic visibility b/w the heights of 2.5 and 10 ft above the street corner grade.
Existing Historic Contributing Structure will remain.

228.0

36.0 132.0

P

	inches
Width	: 84.0
Track	: 72.0
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

7401-7425 Harding Avenue
April 22, 2024

Vehicle Maneuvering Study
Passenger Vehicle - Ground Level

HARDING AVENUE

COLLINS COURT

COLLINS AVENUE

74TH STREET

1" = 30'

228.0

36.0 132.0

P

	inches
Width	: 84.0
Track	: 72.0
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

7401-7425 Harding Avenue

April 22, 2024

Vehicle Maneuvering Study
Passenger Vehicle - 2nd Level

APPENDIX G

Traffic Methodology

7410 Collins Avenue

Miami Beach, Florida 33141

prepared for:

Opal Realty NY, LLC

traffic methodology

TRAFTECH ENGINEERING, INC.

February 2024

TRAFTECH ENGINEERING, INC.

February 9, 2024

Graham Penn, Esq.
Bercow Radell Fernandez Larkin + Tapanes
200 South Biscayne Boulevard, Suite 300
Miami, Florida 33131

Re: 7410 Collins Avenue – Traffic Methodology
Board and File Numbers: HPB23-0580, HPB23-0579, PB23-0596

Dear Graham:

Traf Tech Engineering, Inc. has prepared this traffic methodology in connection with the proposed re-development of an existing CVS Pharmacy and parking lot located at 7410 Collins Avenue and 7401 - 7425 Harding Avenue in the City of Miami Beach in Miami-Dade County, Florida. The site is currently developed with a 15,000 square-foot pharmacy (no drive-through lane) and a surface parking lot as depicted in the survey contained in Attachment A. The entire project is located within five parcels, as described below:

Existing CVS Pharmacy Building (Between Collins Court and Collins Avenue)

- Folio 02-3202-003-0180 (7410 Collins Avenue)

Existing Surface Parking Lot (Between Harding Avenue and Collins Court)

- Folio 02-3202-003-0240 (7401 Harding Avenue)
- Folio 02-3202-003-0230 (7409 Harding Avenue)
- Folio 02-3202-003-0220 (7417 Harding Avenue)
- Folio 02-3202-003-0210 (7425 Harding Avenue)

The existing pharmacy and surface parking lot will be replaced with the following land uses and intensities:

- 24 apartments and 8 townhomes for a total of 32 residential units
- 12,533 square feet of retail space
- 40,275 square feet of office space
- A ground level parking lot and a parking structure with 126 parking spaces. Access to the parking areas will be provided from Collins Court.

The proposed site plan is also contained in Attachment A.

PROPOSED TRAFFIC METHODOLOGY

- The trip generation analysis will be based upon the Institute of Transportation Engineers (ITE) *Trip Generation Manual (11th Edition)*. Table 1 documents the trip generation associated with the proposed uses and intensities. (No deduction will be used for the existing CVS since it is currently vacant). The fitted curve equation will be used for the retail and office uses. Since the pharmacy is closed, no deduction will be taken for the existing use on the site. Due to the low number of residential units, the average rate will be used as opposed to the fitted curve equation.

  Multimodal deduction will be based on US Census Journey to Work data with a maximum deduction of 20%.

  A 25% pass-by will be applied to the retail use for the PM peak hour.

- The trip distribution and assignment of project traffic will be based upon the TAZ 622 data contained within the Long-Range Transportation Plan (LRTP) published by the Miami-Dade MPO. The distribution will be interpolated between the 2015 and 2045 model years for the appropriate buildout year (tentatively estimated to be 2026).

- The subject traffic study will evaluate the following intersections during the typical AM and PM peak periods:

  - 75th Street and Harding Avenue
  - 75th Street and alleyway between Harding Ave. and Collins Ave.
  - 75th Street and Collins Avenue
  - 74th Street and Harding Avenue
  - 74th Street and alleyway between Harding Ave. and Collins Ave.
  - 74th Street and Collins Avenue
  - 73rd Street and Harding Avenue
  - 73rd Street and alleyway between Harding Ave. and Collins Ave.
  - 73rd Street and Collins Avenue

- Traffic counts will be adjusted to reflect average peak season conditions based upon the most recent available FDOT adjustment factors.

- A growth factor will be applied to the traffic counts to reflect future traffic conditions at project build-out. The growth factor will be based upon historical traffic data available for the area near the project site.

- Traffic associated with the following four (4) committed developments will be added to the background traffic (72nd/Park, 666 71st Street, Ocean Terrace and 72B).

- Existing traffic signal timing data for the study intersections will be obtained from Miami-Dade County DTPW and will be included in the Appendix of the traffic study.

- Traffic analysis will be prepared for each of the study intersections and project driveways for the following scenarios:

    - Existing (2023) traffic conditions
    - Background traffic conditions for buildout year (2026)
    - Future conditions with growth rate, committed development and project traffic for the buildout year (2026)

- The level of service and delay for the study intersections will be summarized by movement and approach as well as for the overall intersection. If necessary, mitigation of impacts will be recommended.

- Intersection analyses will be conducted using the Synchro software for existing conditions, future conditions without the project, and future conditions with the proposed project in place. The Highway Capacity Manual (HCM) 6th or 2000 Edition will be used, as applicable. Synchro files will be provided as part of the traffic study.

- A parking description (required vs provided) will be documented in the traffic study as well as parking areas designated for different uses, if applicable.

- The traffic study will include a TDM section addressing non-automobile modes of transportation. Pedestrian features located near the site, such as sidewalks, crosswalks, ramps to access crosswalks, etc. will be documented.

- Transit routes traveling along Harding Avenue and Collins Avenue will be documented. The locations of bus stops and proximity to the project will also be addressed in the traffic study.

- The results of the traffic impact analysis will be documented in a technical report with an executive summary. All traffic data obtained for this project will be included in the Appendix of the traffic study.

- Delivery vehicles will be addressed in the traffic study, as well as loading and trash collection.

- AutoTURN maneuverability analyses for the project driveways, loading areas, parking garage drive aisles, and Collins Court will be provided as part of the submittal package.

- A description of Collins Court will be documented in the traffic study (one way versus two-way operation).

- Entry gates queuing will be addressed if gates for inbound vehicles are proposed.

- If valet service is to be provided, the valet station for drop-off/pick-up will be documented, valet routes, uses allowed for valet service, and if one or multiple valet locations serving each project area (east and west) will be documented. A valet operation plan will be prepared, if applicable.

- All parcel numbers associated with the project will be documented in the traffic study.

- The buildout year for the project is anticipated to be the end of 2026.

TABLE 1
Trip Generation Summary (Proposed)
7410 Collins Avenue

Land Use	Size		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Multifamily Low Rise (LUC 220)**	32	du	216	13	3	10	16	10	6
Office (LUC 710)	40,275	sf	526	77	68	9	78	13	65
Retail (LUC 822)	12,533	sf	759	33	20	13	91	46	45
Gross Trips			**1501**	**123**	**91**	**32**	**185**	**69**	**116**
Internal Trips			-211	-12	-6	-6	-26	-13	-13
Subtotal			**1290**	**111**	**85**	**26**	**159**	**56**	**103**
Multimodal Trips (-10%)			-129	-12	-9	-3	-16	-6	-10
Driveway Trips			**1161**	**99**	**76**	**23**	**143**	**50**	**93**
Pass-by (Retail -25%)			-146				-18	-9	-9
External Trips			**1015**	**99**	**76**	**23**	**125**	**41**	**84**

Source: ITE Trip Generation Manual (11th Edition)

NOTES: Used 25% per FDOT Site Impact Handbook (no data provided by ITE for LUC 822)
The 25% was applied to the gross retail trips - retail internal trips - retail Multimodal Trips, or 35 inbound and 35 outbound).

Multimodal trip deduction based on Means of Transportation to Work Census Report (attached)

*** Used trip rates due to low number of units for residential use.*

TRAFTECH ENGINEERING, INC.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	7410 Collins Avenue	**Organization:**	Traf Tech Engineering, Inc.
Project Location:	Miami Beach	**Performed By:**	J. Vargas
Scenario Description:	Proposed Uses	**Date:**	2/9/2024
Analysis Year:	2026	**Checked By:**	J. Vargas
Analysis Period:	**AM Street Peak Hour**	**Date:**	4/23/2023

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	40,275	sf	77	68	9
Retail	822	12,533	sf	33	20	13
Restaurant				0		
Cinema/Entertainment				0		
Residential	220	32	du	13	3	10
Hotel				0		
All Other Land Uses[2]				0		
Total				123	91	32

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	0	0	0	0
Retail	3		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	123	91	32
Internal Capture Percentage	10%	7%	19%
External Vehicle-Trips[3]	111	85	26
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	4%	33%
Retail	15%	23%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	0%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	7410 Collins Avenue
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	68	68	1.00	9	9
Retail	1.00	20	20	1.00	13	13
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	3	3	1.00	10	10
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	6	0	0	0
Retail	4		2	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	2	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		6	0	0	0	0
Retail	3		0	0	0	0
Restaurant	10	2		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	3	0	0		0
Hotel	2	1	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	3	65	68	65	0	0
Retail	3	17	20	17	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	3	3	3	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	3	6	9	6	0	0
Retail	3	10	13	10	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	10	10	10	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	7410 Collins Avenue	**Organization:**	Traf Tech Engineering, Inc.
Project Location:	Miami Beach	**Performed By:**	J. Vargas
Scenario Description:	Proposed Uses	**Date:**	2/9/2024
Analysis Year:	2026	**Checked By:**	J. Vargas
Analysis Period:	**PM Street Peak Hour**	**Date:**	4/23/2023

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	40,275	sf	78	13	65
Retail	822	12,533	sf	91	46	45
Restaurant				0		
Cinema/Entertainment				0		
Residential	220	32	du	16	10	6
Hotel				0		
All Other Land Uses[2]				0		
Total				185	69	116

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	0	0	0	0
Retail	1		0	0	5	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	185	69	116
Internal Capture Percentage	14%	19%	11%
External Vehicle-Trips[3]	159	56	103
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	8%	6%
Retail	15%	13%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	50%	50%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	7410 Collins Avenue
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	13	13	1.00	65	65
Retail	1.00	46	46	1.00	45	45
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	10	10	1.00	6	6
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		13	3	0	1	0
Retail	1		13	2	12	2
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	1	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	0	0	0	0
Retail	4		0	0	5	0
Restaurant	4	23		0	2	0
Cinema/Entertainment	1	2	0		0	0
Residential	7	5	0	0		0
Hotel	0	1	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	1	12	13	12	0	0
Retail	7	39	46	39	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	5	5	10	5	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	4	61	65	61	0	0
Retail	6	39	45	39	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	3	6	3	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Census Reporter

Search for places, tables, topics, or glossaries | Search

Means of Transportation to Work

Table | Map | Distribution | Download data

Table B08301 Change

Add data for more places below; visualize or download this data with controls at right.

Selected geographies

33141

Add a geography

Find a place

Add all ZIP codes in ...

Miami-Dade County, FL

Florida

Miami-Fort Lauderdale-Pompano Beach, FL Metro Area

United States

Divide 33141 into ...

census tracts

block groups

ACS 2022 5-year

Table universe: Workers 16 years and over

Switch to totals | Click a row to highlight

Column →	33141	
Car, truck, or van:	65.2%	±4.1%
Drove alone	55.7%	±3.9%
Carpooled:	9.4%	±2.6%
In 2-person carpool	8.1%	±2.6%
In 3-person carpool	1.3%	±0.7%
In 4-person carpool	0%	±0.1%
In 5- or 6-person carpool	0%	±0.1%
In 7-or-more-person carpool	0%	±0.1%
Public transportation (excluding taxicab):	8.7%	±2.1%
Bus	8.6%	±2.1%
Subway or elevated rail	0%	±0.1%
Long-distance train or commuter rail	0%	±0.1%
Light rail, streetcar or trolley (carro público in...	0%	±0.1%
Ferryboat	0%	±0.1%
Taxicab	2.5%	±1.4%
Motorcycle	1.8%	±1%
Bicycle	1.1%	±0.7%
Walked	1.8%	±0.9%
Other means	4%	±1.9%
Worked from home	14.8%	±2.4%

8.7%

1.1%

1.8%

11.6%, use 10%

Citation: U.S. Census Bureau (2018-2022). *Means of Transportation to Work American Community Survey 5-year estimates.* Retrieved from <https://censusreporter.org>

PARKING SCHEDULE

Tier III Area C 7410 Collins Avenue		Floor Area	Units	Parking Requiremen	Parking Required	Alternative Incentive Reduction	Parking Provided
Level 1	**Retail (<100 seats per venu**	8,494 SF	-	-	-	-	-
	Residential Lobby	2,505 SF	-	-	-	-	-
Level 2	**Parking**	-	-	-	-	-	-
Level 3	**Residential (550-999 SF)**	6,000 SF	6 units	1.5 p.s./unit	9. p.s.	1. p.s.	8. p.s.
Level 4	**Residential (550-999 SF)**	6,000 SF	6 units	1.5 p.s./unit	9. p.s.	1. p.s.	8. p.s.
Level 5	**Residential (550-999 SF)**	6,000 SF	6 units	1.5 p.s./unit	9. p.s.	1. p.s.	8. p.s.
Rooftop	**Amenities**	493 SF	-	-	-	-	-
TOTAL			**18 units**	-	**27 p.s.**	**3 p.s.**	**24 p.s.**
						3 P.S. * 5 BIKE RACKS = 15 BIKE RACKS	

BICYCLE PARKING SCHEDULE

7410 Collins Avenue		SHORT-TERM		LONG-TERM	
COMMERCIAL - 3 bike racks	8,494 SF	8,494 SF / 10,000 SF = 0.85 bike racks	1 per business, 4 per project or 1 per 10,000 sf, whichever is greater	8,494 SF / 5,000SF = 1.7 bike racks	1 per business, or 2 per 5,000 sf, whichever is greater
MULTIFAMILY RESIDENTIAL - 9 bike racks	8 town houses	8 units / 10 units = 0.8 bike rack	4 per building or 1 per 10 units	8 units * 1 = 8 bike racks	1 per unit
Total Required	**12 bike racks**	**2 bike racks**		**10 bike racks**	
Total Provided	**48 bike racks**				

AREAS PER USE

7410 Collins Avenue	Units	Floor Area	%
Residential	**24 units**	**20,998 SF**	**70%**
Retail		**8,494 SF**	**28%**
Office		**0 SF**	**0%**
Total		**29,492 SF**	
7401 Harding Avenue	**Units**	**Floor Area**	**%**
Residential	**8 townhomes**	**14,997 SF**	**25%**
Retail		**4,039 SF**	**7%**
Office		**40,275 SF**	**67%**
Total		**59,311 SF**	
PROJECT TOTAL	**18 units**	**60,510 SF**	

LOADING SCHEDULE

7410 Collins Avenue	RATIO	REQUIRED	PROVIDED
COMMERCIAL	2,000 SF TO 10,000 SF	1 loading	1 loading
MULTIFAMILY RESIDENTIAL	36 to 50 units - 1 loading	0 loading spaces for 18 apartments	1 loading
Total		**1 loading**	**2 loading**

PARKING SCHEDULE

Tier III Area C 7401-7425 Harding Avenue		Floor Area	Units	Parking Requiremen	Parking Required	Alternative Incentive Reduction	Parking Provided
Level 1	**Retail (<100 seats per venu**	4,039 SF	-	-	-	-	-
	Office Lobby	1,470 SF	-	-	-	-	-
	Townhomes (1,200 SF+)	7,581 SF	**8 units**	2.0 p.s./unit	16. p.s.	-	16 p.s.
Level 2	**Parking**	635 SF		see parking chart		-	-
	Townhomes	7,416 SF	-	-	-	-	-
Level 3	**Office**	12,935 SF	-	1/400SF	32.3 p.s.	12 p.s.	21 p.s.
Level 4	**Office**	12,935 SF	-	1/400SF	32.3 p.s.	12 p.s.	21 p.s.
Level 5	**Office**	12,935 SF	-	1/400SF	32.3 p.s.	12 p.s.	20 p.s.
Rooftop	**Amenities**	564 SF	-	None	-	-	-
TOTAL		**60,510 SF**			**114 p.s.**	**36 p.s.**	**78 p.s.**

PARKING GARAGE SCHEDULE

*no tandem and no valet	Harding	Collins
Level 1	35 p.s.	0 p.s.
Level 2	43 p.s.	24 p.s.
Total	**78 p.s.**	**24 p.s.**
Required	114 p.s.	27 p.s.
Deficit covered by alternative parking methods	**36 p.s.**	**3 p.s.**

BICYCLE PARKING SCHEDULE

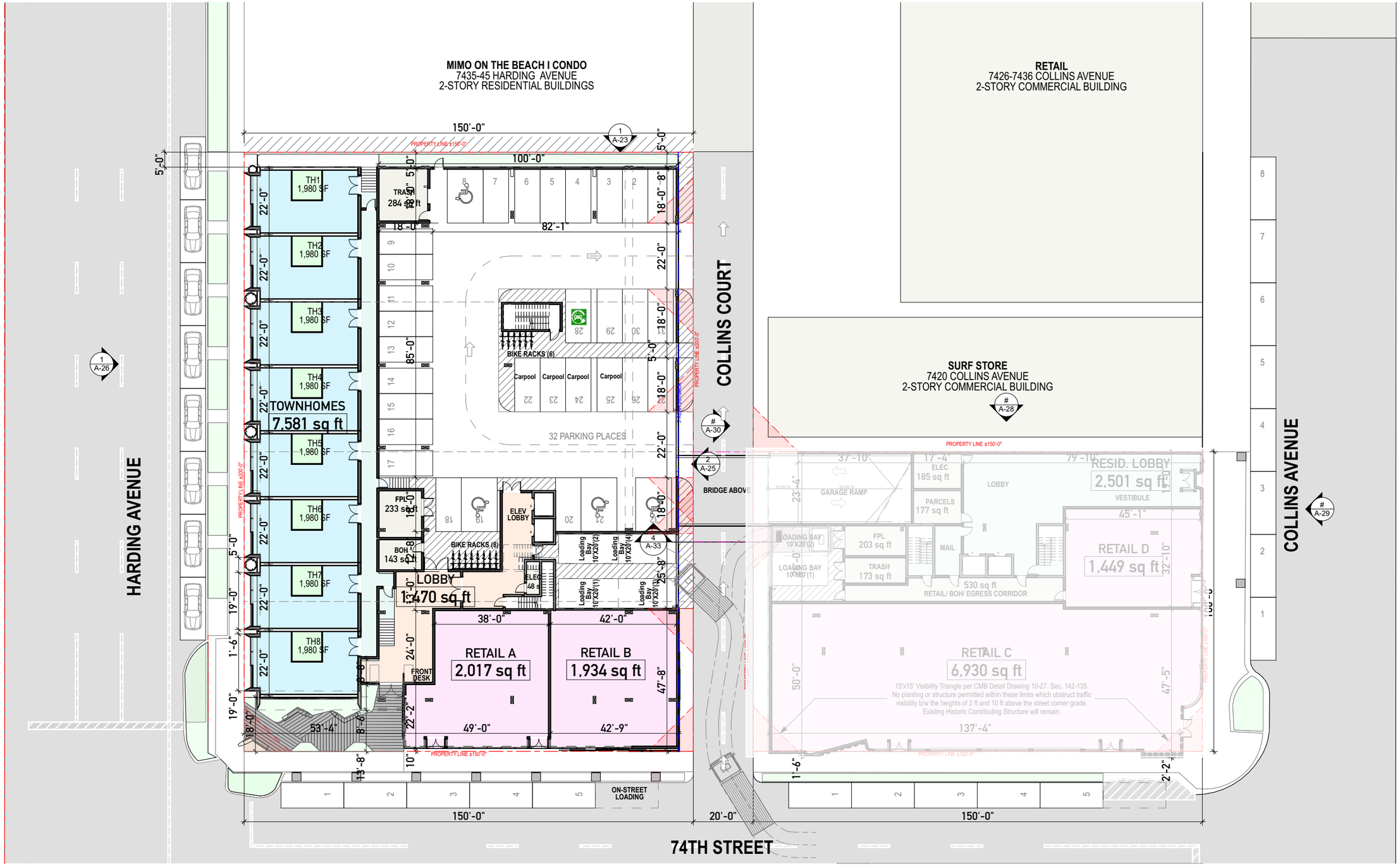
7401-7425 Harding Avenue		SHORT-TERM		LONG-TERM	
COMMERCIAL - 14 bike racks	44,314 SF	43,410 SF / 10,000 SF = 5 bike racks	1 per business, 4 per project or 1 per 10,000 sf, whichever is greater	43,410 SF / 5,000SF=9 bike racks	1 per business, or 2 per 5,000 sf, whichever is greater
MULTIFAMILY RESIDENTIAL - 9 bike racks	8 town houses	8 units / 10 units = 1 bike rack	4 per building or 1 per 10 units	8 units * 1 = 8 bike racks	1 per unit
Total Required	**23 bike racks**	**6 bike racks**		**17 bike racks**	
Total Provided	**40 bike racks**				

LOADING SCHEDULE

7401-7425 Harding Avenue	RATIO	REQUIRED	PROVIDED
COMMERCIAL	10,000 SF TO 20,000 SF - 1 loading spaces	1 loading spaces	1 loading spaces
MULTIFAMILY RESIDENTIAL	36 to 50 units - 1 loading space	N/A for 8 tonwhomes	1 loading spaces
OFFICE	10,000 SF to 100,000 SF - 2 loading spaces	2 loading spaces	2 loading spaces
Total		**3 loading spaces**	**4 loading spaces**

ALTERNATIVE PARKING SCHEDULE

Tier III Area C 7401-7425 Harding Avenue	REQUIREMENT	CALCULATION	PARKING REDUCTION
Bike parking long-term	1 p.s. for every 5 long-term bicycle p.s. provided off-street, not to exceed 25 % requirement (27 p.s.)	**17 p.s.** * 5 bike racks = 85 bike racks	17. p.s.
Carpool Parking	3 p.s. for every 1 p.s. reserved for carpool or vanpool vehicles not to exceed 10% requirement (11 p.s.)	4 carpool p.s. * 3 = **11 p.s.**	11. p.s.
Showers	2 p.s. for each separate shower facility up to a maximum of 8 p.s.	2 p.s. * 4 showers = **8 p.s.**	8. p.s.
Total Parking Reduction Provided			**36 p.s.**



1/32" = 1'-0"

GROUND LEVEL

1

N

A-15

OVERALL GROUND FLOOR

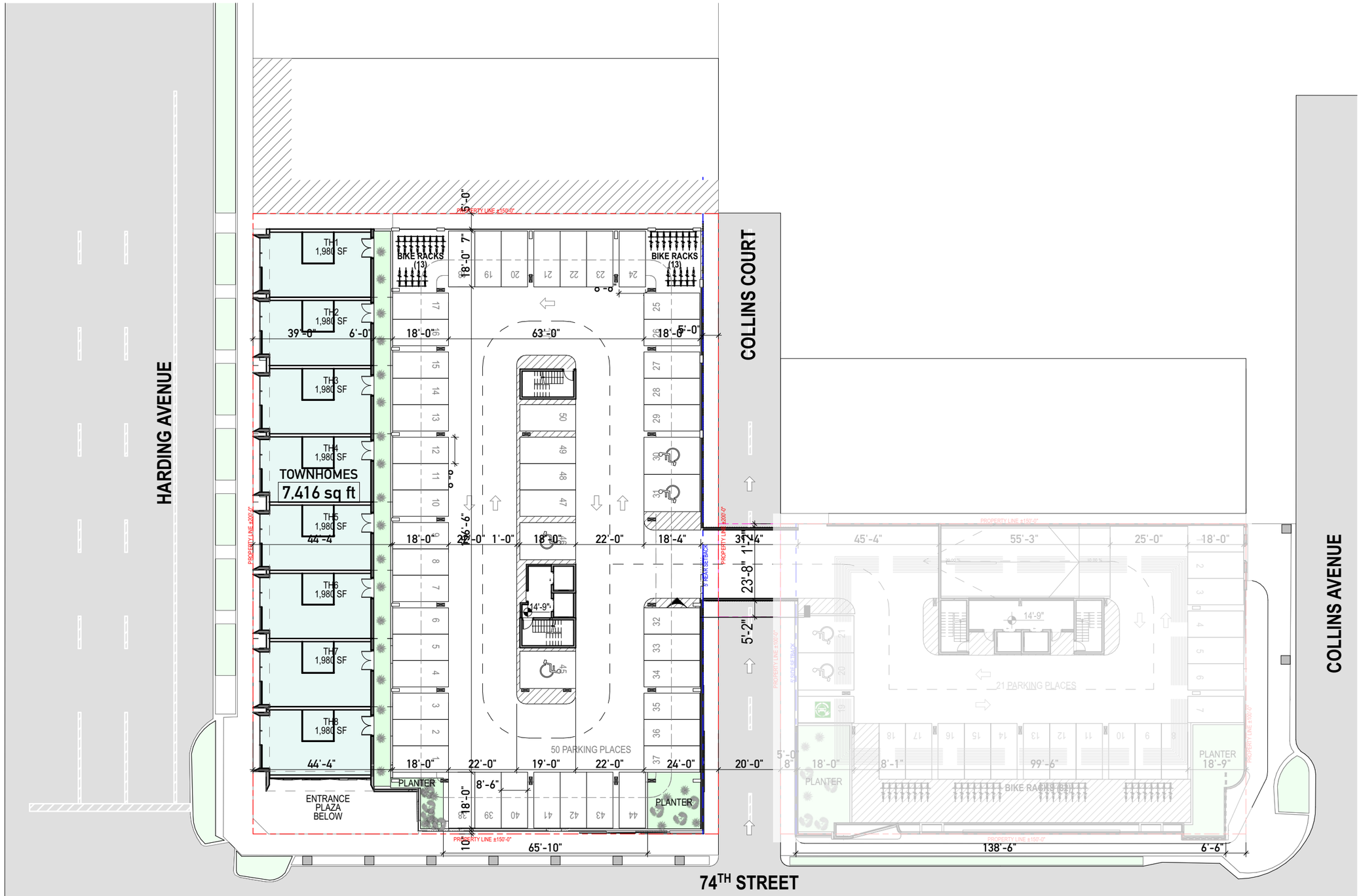
9/11/23

7401-7425 HARDING AVENUE

HARDING FINAL HPB SUBMITTAL

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1/32" = 1'-0" SECOND LEVEL 1

N

A-16

OVERALL SECOND FLOOR - PARKING

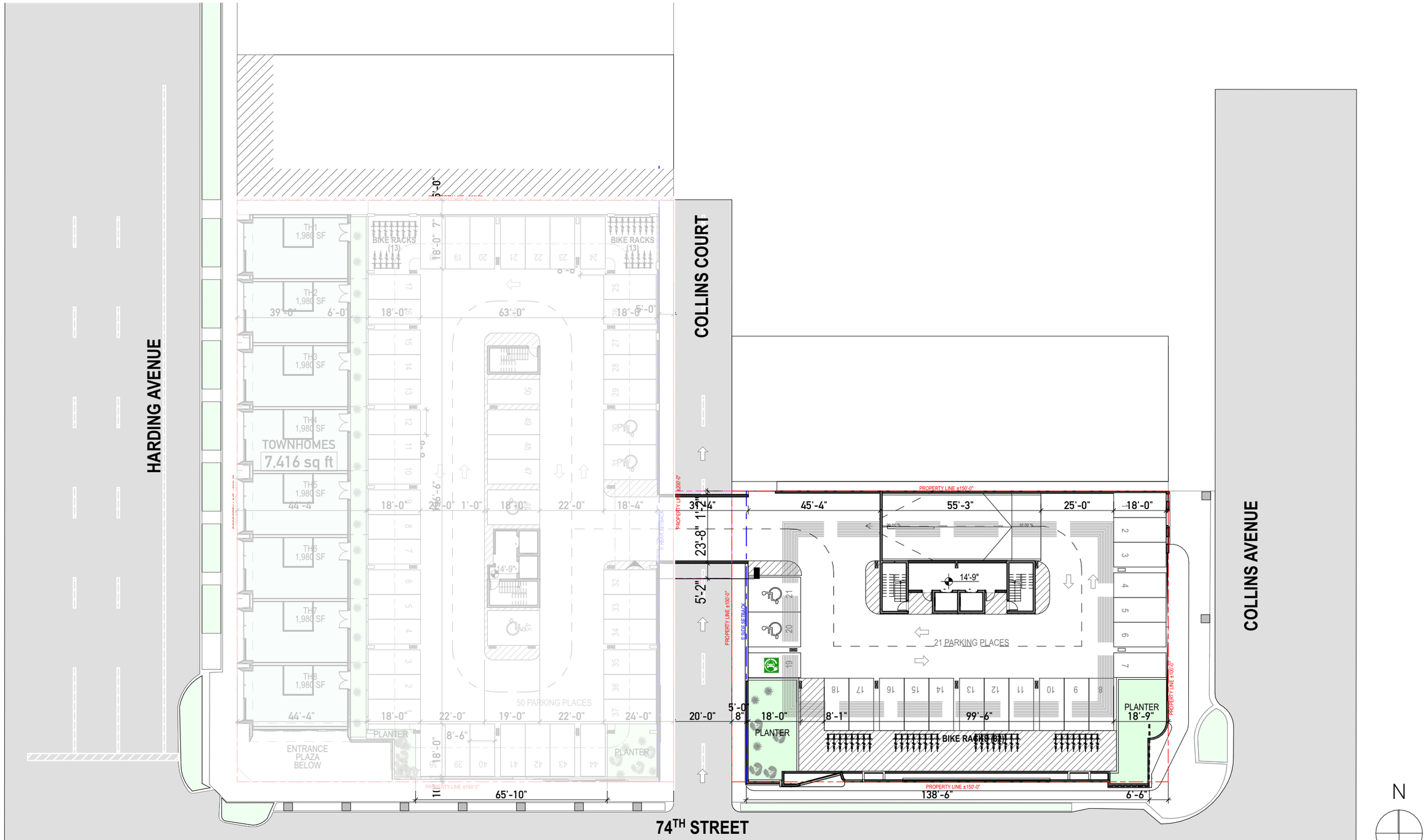
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7401-7425 HARDING AVENUE

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1/32" = 1'-0" SECOND LEVEL 1

A-20

OVERALL SECOND FLOOR - PARKING

9/8/23

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