666 71st Street Mixed Use Project

Miami Beach, Florida

prepared for:

Nobe Creek LLC

traffic study

TRAFTECH ENGINEERING, INC.

January 2020

Revised February 14, 2020

TRAFTECH
ENGINEERING, INC.

February 14, 2020

Ms. Selin Susoy
Nobe Creek LLC
800 First Street
Miami Beach, Florida 33139

Re: 666 71st Street Mixed Use Project – Revised Traffic Impact Study
Miami-Dade County, Florida

Dear Selin:

Traf Tech Engineering, Inc. is pleased to provide you with the results of the updated traffic study undertaken for the proposed multifamily mixed-use development planned to be located on the southeast corner of 71st Street and Indian Creek Drive in the City of Miami Beach, Miami-Dade County, Florida. The updated study addresses the traffic impacts created by the proposed project to the surrounding street system as well as the traffic-related comments provided by the City of Miami Beach.

It has been a pleasure working with you on this project.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

JOAQUIN E. VARGAS
LICENSE
No 44174
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

February 14, 2020

8400 N. University Drive, Suite 309, Tamarac, FL 33321 T: 954-582-0988 F: 954-582-0989

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

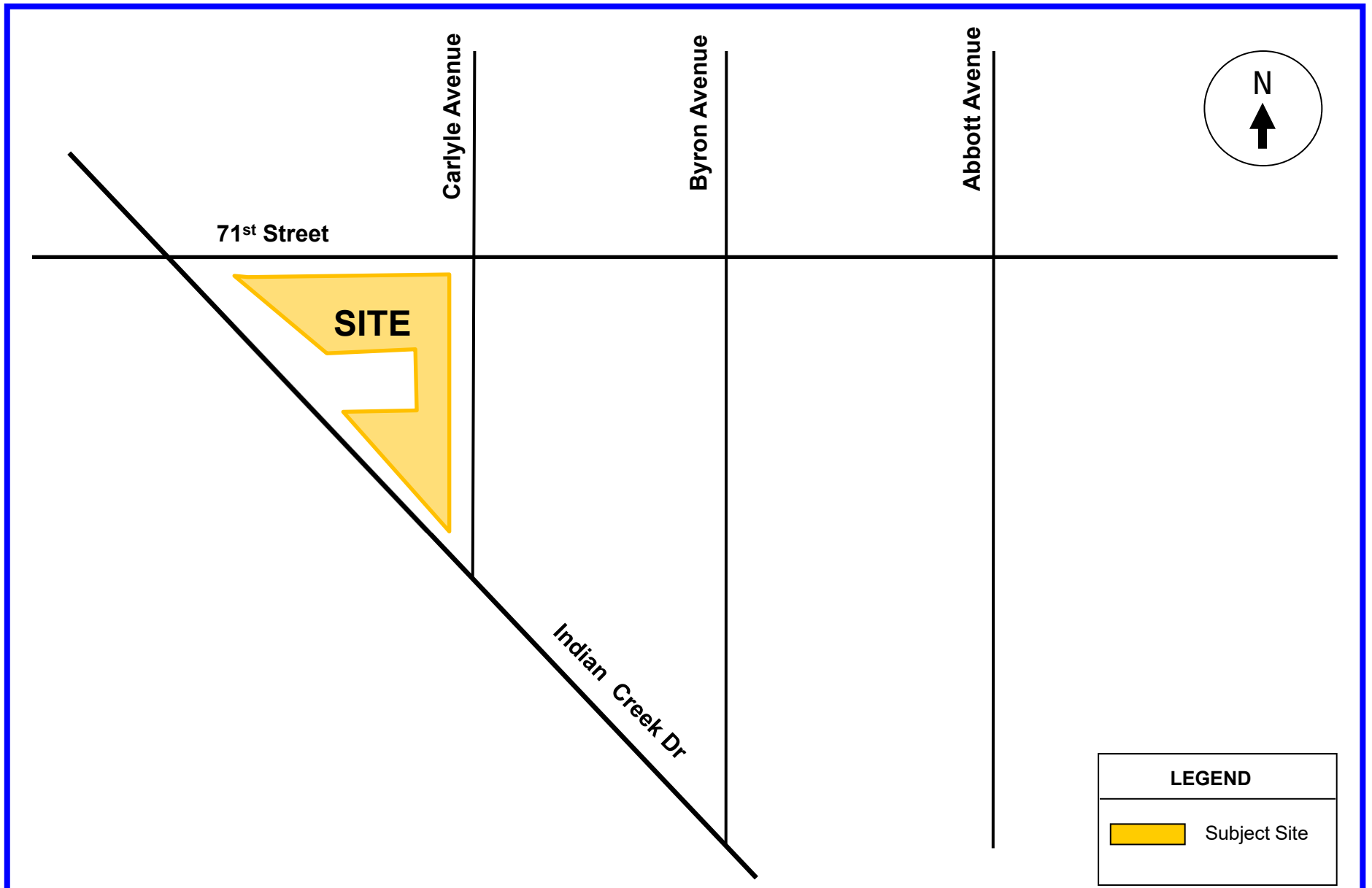
INTRODUCTION

666 Seventy First Street is a proposed multifamily mixed-use development planned to be located on the southeast corner of 71st Street and Indian Creek Drive in the City of Miami Beach in Miami-Dade County, Florida. The location of the project site is illustrated in Figure 1 on the following page.

Traf Tech Engineering, Inc. was retained to conduct a traffic study[1] 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

[1] The traffic methodology was discussed and agreed with the City of Miami Beach staff and is presented in Appendix A.



Traf Tech
ENGINEERING, INC.

LOCATION MAP

FIGURE 1
666 71st Street Mixed-Use
Miami Beach, Florida

INVENTORY

Existing Land Use

The project site is currently occupied by an office building and five residential units.

Proposed Land Uses and Access

The site will be re-developed with the following land uses and intensities:

- 80 Mid-Rise residential units
- 8,100 square feet of retail

Access to the site is provided via two access driveways off of Carlyle Avenue. The north driveway provides access to a parking lot with 11 parking spaces for retail patrons. The south driveway provides access to a parking garage. The proposed development is anticipated to be built and occupied in 2023. Appendix B 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

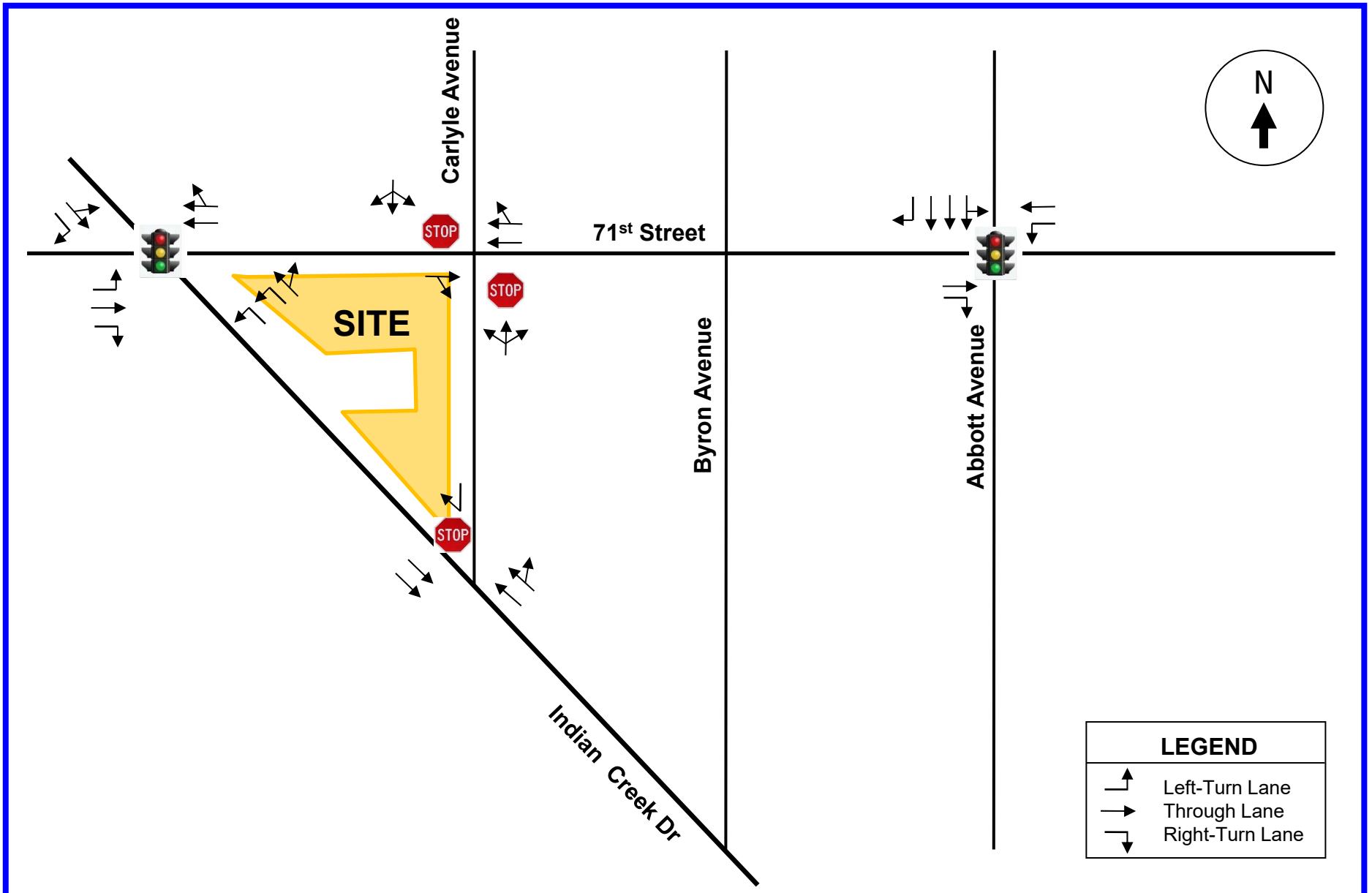
The roadway system located near the project site includes 71st Street, Indian Creek Drive, Carlyle Avenue, and Abbott Avenue. 71st Street, west of Indian Creek Drive, provides three eastbound lanes and two westbound lanes. East of Indian Creek Drive, 71st Street becomes a two-lane roadway with turn lanes at nearby intersections. Indian Creek Drive, south of 71st Street, provides three northbound lanes and two southbound lanes. Carlyle Avenue is a two-lane undivided local street. Abbott Avenue is a three-lane, one-way facility in the southbound direction.

Nearby Intersections

Four (4) intersections were identified as the locations that will be impacted the most by the proposed project. These intersections include:

1. 71st Street and Indian Creek Drive (Signalized)
2. Carlyle Avenue and Indian Creek Drive (Stop control)
3. 71st Street and Carlyle Avenue (Stop control)
4. 71st Street and Abbott Avenue (Signalized)

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



Traf Tech
ENGINEERING, INC.

EXISTING LANE GEOMETRY

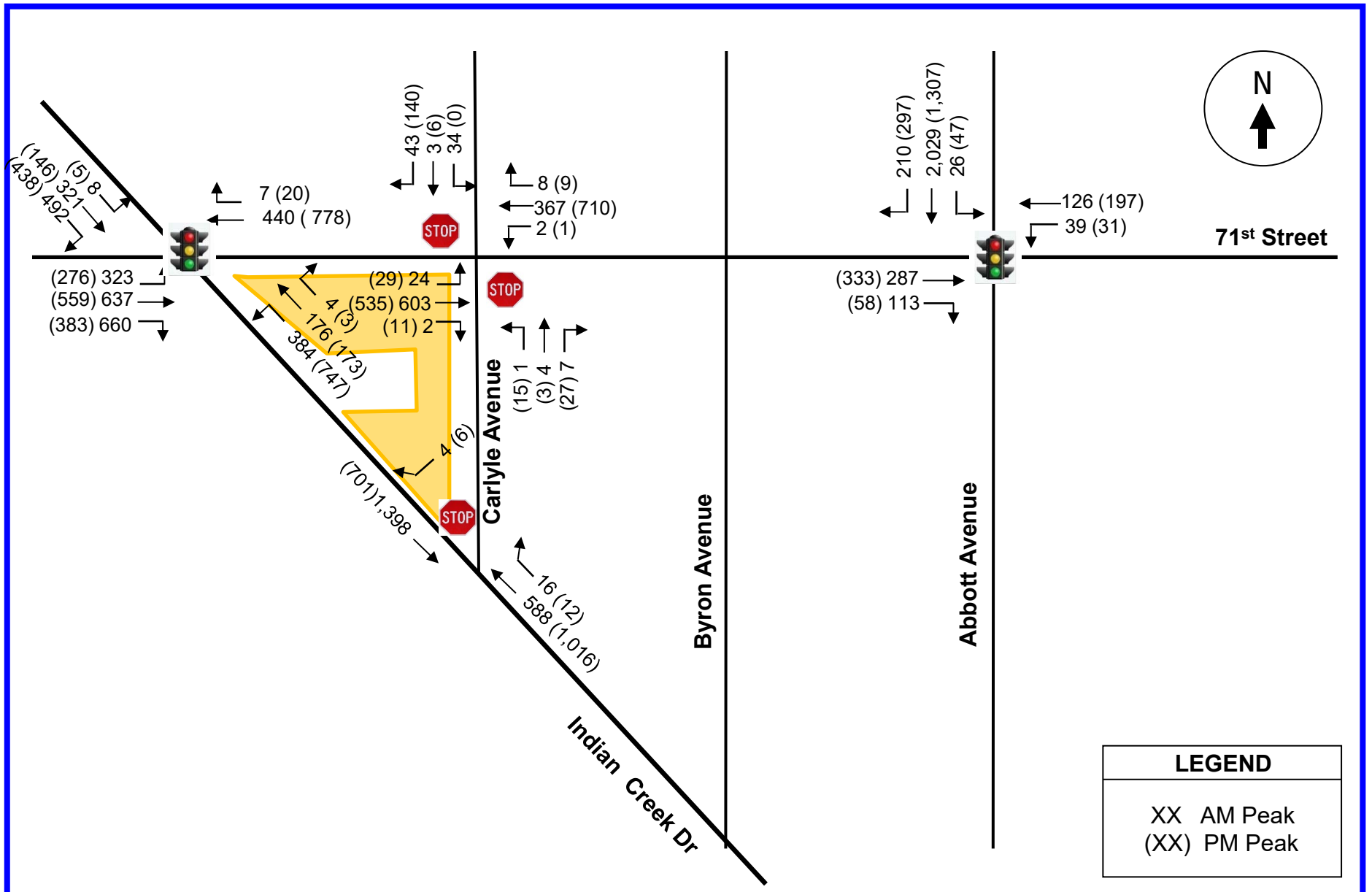
FIGURE 2
666 71st Street Mixed-Use
Miami Beach, Florida

TRAFFIC COUNTS

Traf Tech Engineering, Inc., in association with Video Data Solutions collected intersection turning movement counts at the four (4) study intersections. The intersection turning movement counts were collected on Tuesday, January 28, 2020 during the critical peak periods (7:00 AM to 9:00 PM) and (4:00 PM to 6:00 PM) at the following intersections located near the project site:

1. 71st Street and Indian Creek Drive
2. Carlyle Avenue and Indian Creek Drive
3. 71st Street and Carlyle Avenue
4. 71st Street and Abbott Avenue

Figure 3 summarizes the results of the intersection turning movement counts. Appendix C contains the intersection turning movement counts, as collected in the field. The latest signal timing plans for the two (2) signalized intersections were obtained from Miami-Dade County.



Traf Tech
ENGINEERING, INC.

EXISTING TRAFFIC COUNTS
(AM and PM, January 28, 2020)

FIGURE 3
666 71st Street Mixed-Use
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* (10th Edition). According to the subject ITE manual, the most appropriate "land use" categories for the proposed uses includes ITE's Land Use 221– Multifamily Housing (Mid-Rise) and ITE's Land Use 820-shopping center.

Table 1 summarizes the gross, driveway and new external trips associated with the proposed mixed-use development during the weekday AM and PM peak hours.

TABLE 1
Trip Generation Summary - Proposed Uses
666 71st Street Mixed Use Project

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Mid Rise LUC 221	80 units	434	28	7	21	36	22	14
Retail LUC 820	8,100 sq.ft.	1,088	8	5	3	85	41	44
Gross Trips		**1,522**	**36**	**12**	**24**	**121**	**63**	**58**
Internal Trips (see worksheet)		-358	0	0	0	-28	-14	-14
Driveway Trips		**1,164**	**36**	**12**	**24**	**93**	**49**	**44**
Pass-by Retail (1)		-320	0	0	0	-25	-13	-12
New External Trips		**844**	**36**	**12**	**24**	**68**	**36**	**32**

Source: ITE Trip Generation Manual (10th Edition)

As indicated in Table 1, the proposed mixed-use development is projected to generate approximately 36 external new trips during the AM peak hour (12 inbound and 24 outbound) and 68 external new trips during the PM peak hour (36 inbound and 32 outbound). The trips associate with the existing uses were not deducted from the above trip generation in order to assess impacts with a conservative approach.

The trip generation rates used to determine the trips associated with the proposed uses are presented below:

ITE Land Use 221 – Multifamily Housing (Mid-Rise)

Weekday AM Peak Hour of Adjacent Street

Ln (T) = 0.98 Ln (X) - 0.98 (26% inbound and 74% outbound)

Where T = number of weekday AM peak hour trips and
X = Dwelling Units

Weekday PM Peak Hour of Adjacent Street

Ln (T) = 0.96 Ln (X) -0.63 (61% inbound and 39% outbound)

Where T = number of weekday PM peak hour trips and

X = Dwelling Units

ITE Land Use 820 – Retail

Weekday AM Peak Hour of Adjacent Street

T = 0.94 (X) (62% inbound and 38% outbound)

Where T = number of weekday AM peak hour trips and

X = 1000 Sq. Ft. GLA

Weekday PM Peak Hour of Adjacent Street

Ln (T) = 0.74 Ln (X) + 2.89 (48% inbound and 52% outbound)

Where T = number of weekday PM peak hour trips and
X = 1000 Sq. Ft. GLA

EXISTING LAND USES

Trip Generation and Internal Capture Summary

Analyst: Vargas
Date: 28-Jan-20
PM Peak Hour

LAND USE A:
ITE LU Code: Code 931
SIZE:

	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	#DIV/0!	#DIV/0!	#DIV/0!

Exit to External: 0
Enter from External: 0

41% 0 Demand → 0 Balanced → 50% 21 Demand
29% 0 Demand → 0 Balanced → 29% 13 Demand
18% 0 Demand → 0 Balanced → 16% 4 Demand
14% 0 Demand → 0 Balanced → 21% 3 Demand

1

LAND USE B: Retail
ITE LU Code: Code 820
SIZE:

	Total	Internal	External
Enter	41	4	37
Exit	44	10	34
Total	85	14	71
%	100%	17%	83%

Exit to External: 34
37 er from External

Demand 26% 11 — Balanced 10 — Demand 46% 10
Demand 10% 4 — Balanced 4 — Demand 42% 6

LAND USE C: Residential
ITE LU Code: Code 222
SIZE:

	Total	Internal	External
Enter	22	10	12
Exit	14	4	10
Total	36	14	22
%	100%	40%	61%

Enter from External: 12
Exit to External: 10

Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	TOTAL	
Enter	0	37	12	49	
Exit	0	34	10	44	
Total	0	71	22	93	INTERNAL CAPTURE
Single-Use Trip Gen. Est.	0	85	36	121	24%

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 2 summarizes the County's cardinal distribution data for Traffic Analysis Zone 626, which is applicable to the project site from the latest SERPM data published by Miami-Dade County.

TABLE 2
Project Trip Distribution
TAZ # 626 for 666 71st Street Mixed Use Project

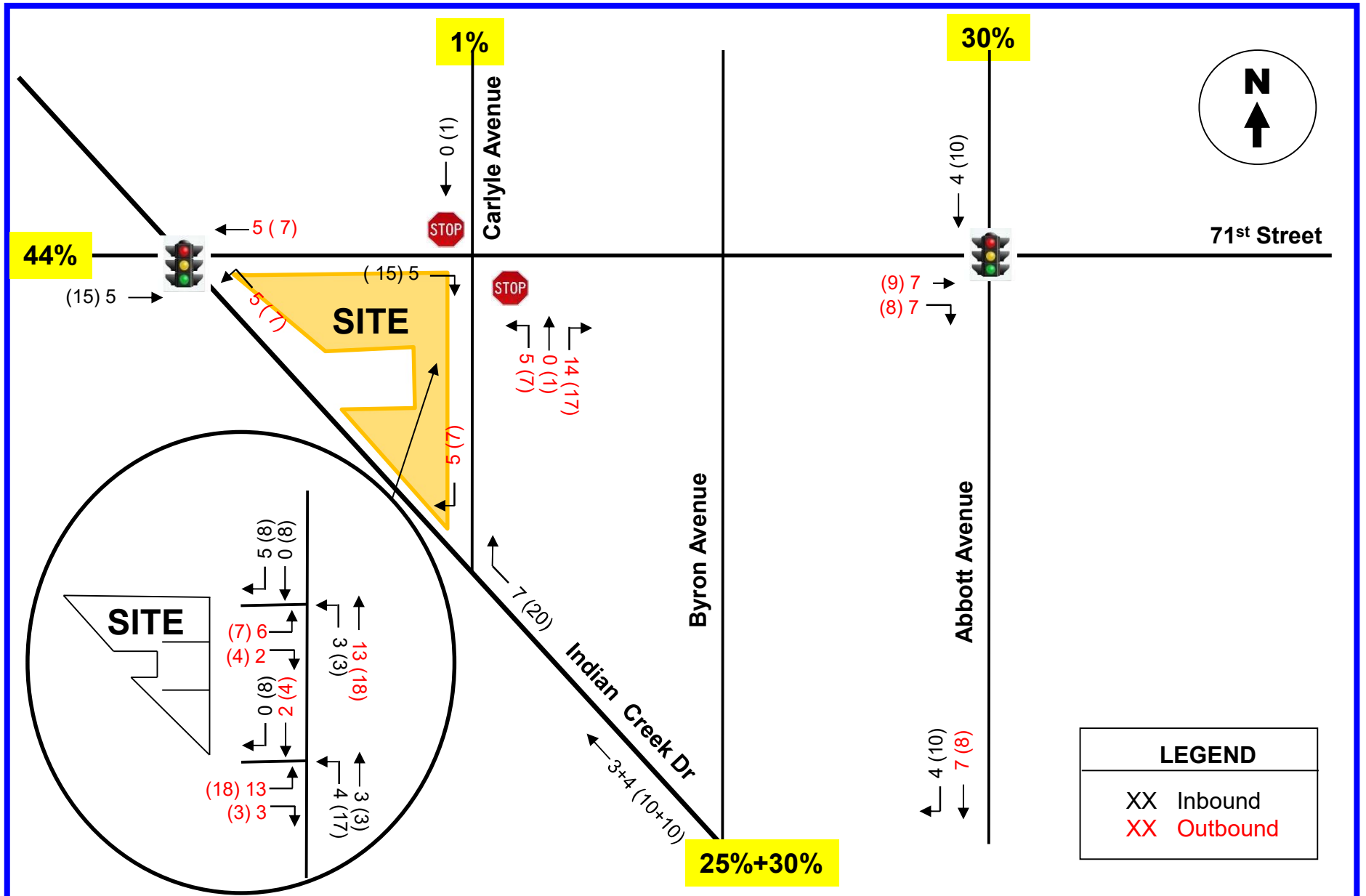
Year	Movement							
	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2010	0.90%	0.00%	0.00%	0.00%	23.00%	30.10%	16.50%	29.50%
2040	0.80%	0.00%	0.00%	0.00%	27.20%	27.20%	13.40%	31.50%
2023*	0.86%	0.00%	0.00%	0.00%	24.82%	28.84%	15.16%	30.37%

*Note: * Interpolated Values*
Source: Miami-Dade County (2010 & 2040 SERPM)

Based on the above, the following traffic assignment was assumed for the proposed mixed-use development:

- 30% to and from the north via Abbott Avenue
- 25% to and from the south via Indian Creek Drive
- 1% to and from the north via Carlyle Avenue
- 44% to and from the west via 71st Street

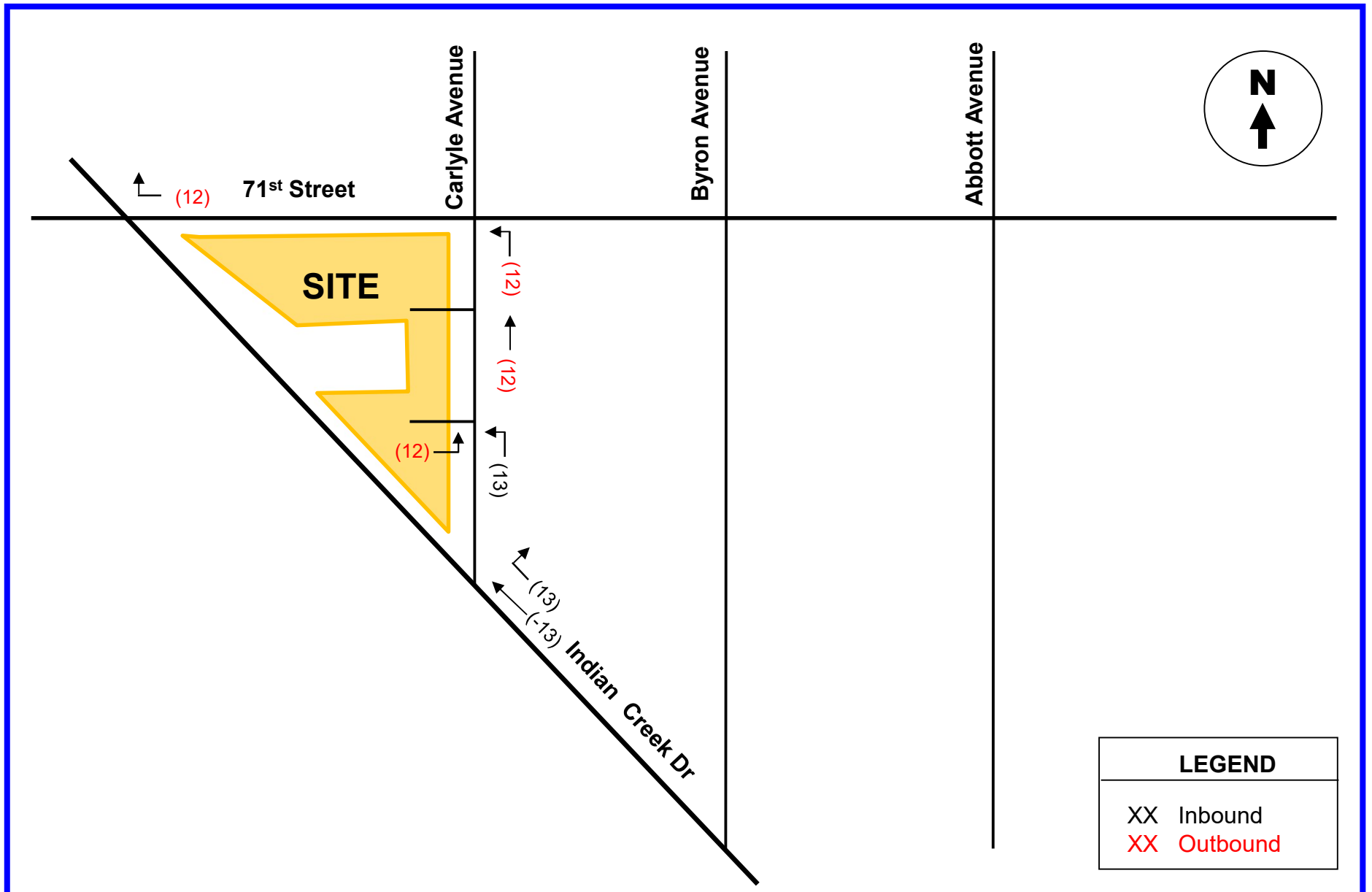
The new peak hour traffic generated by the project was assigned to the nearby transportation network using the traffic assignment documented above. The new project traffic assignment is summarized in Figure 4a and Figure 4b. Figure 4a presents the new external trips and the passer-by trips are shown in Figure 4b.



Traf Tech
ENGINEERING, INC.

NEW PROJECT TRAFFIC ASSIGNMENT
AM (PM) New Peak Hour Trips

FIGURE 4a
666 71st Street Mixed-Use
Miami Beach, Florida



Traf Tech
ENGINEERING, INC.

NEW PROJECT TRAFFIC ASSIGNMENT
(PM) Pass-by Trips

FIGURE 4b
666 71st Street Mixed-Use
Miami Beach, Florida

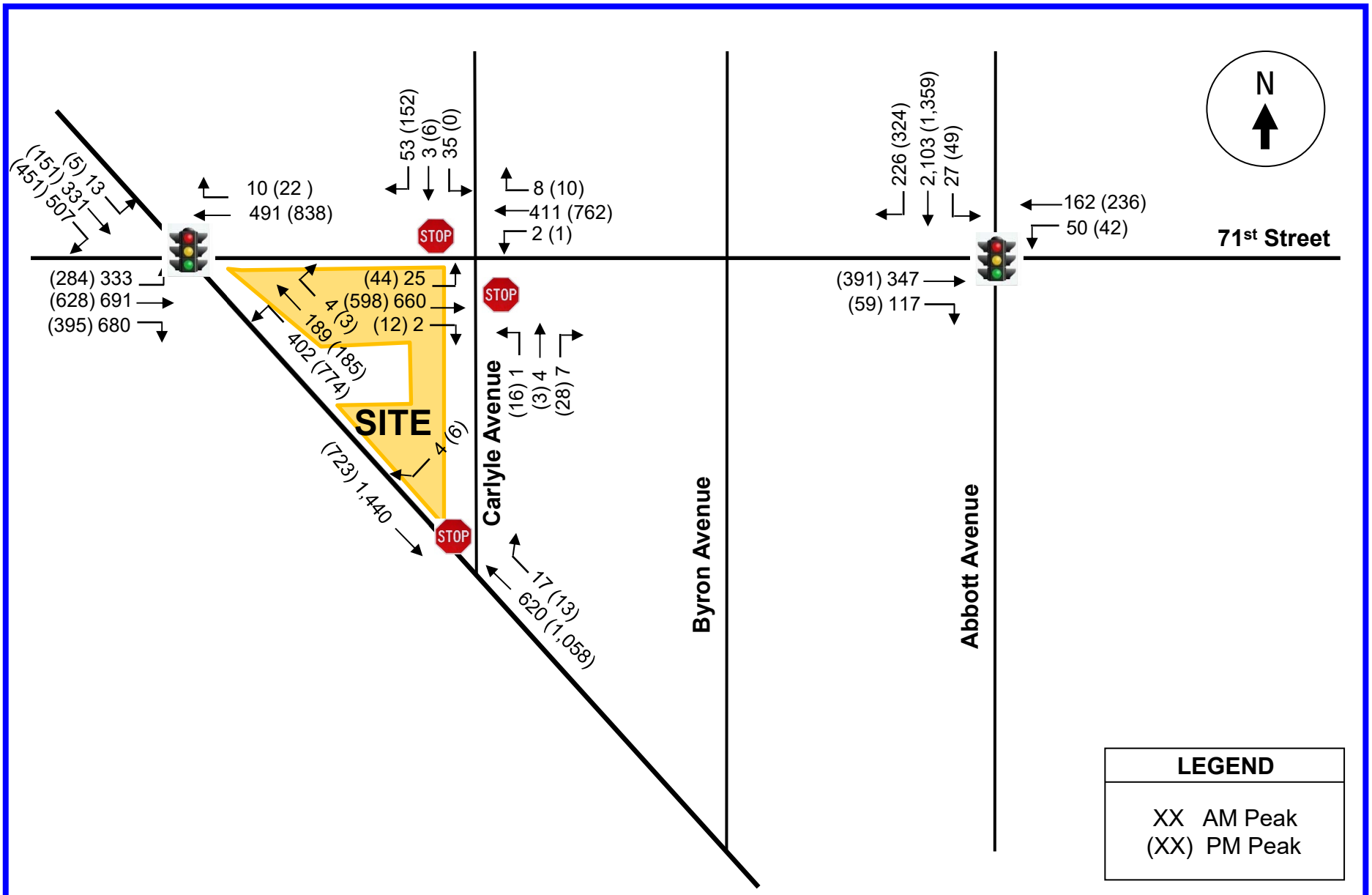
TRAFFIC ANALYSIS

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.

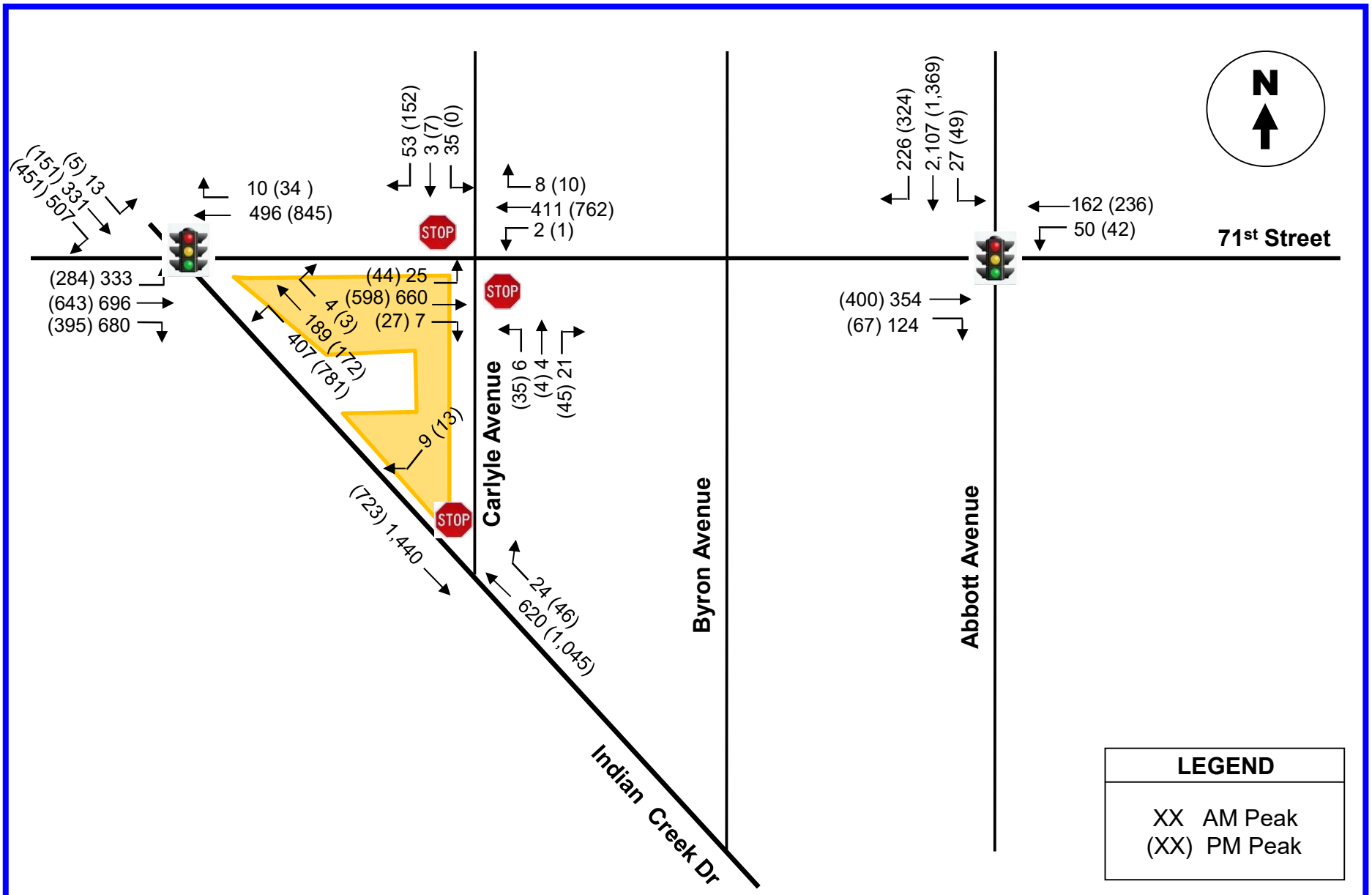
In order to develop year 2023 traffic volumes (project anticipated to be built and occupied by the year 2023), without the proposed project, two separate analyses were undertaken. The first analysis converts the existing peak hour traffic counts collected in the field during the month of January to average peak season conditions. Based on FDOT's Peak Season Factor Category report, a factor of 1.03 is required to convert traffic counts collected in the last week of January to average peak season conditions (refer to Appendix C). The second analysis includes a growth factor to project 2020 peak season traffic volumes to the year 2023. Based on traffic growth data published by the FDOT for a nearby traffic count stations, traffic growth has remained relatively flat during the past five years (refer to Appendix D). Trips associated with nearby committed developments (Park & 72 development, 7140 Collins Hotel and the 71 Nobe projects) were also added to the background traffic volumes. In order to account for unforeseen approved projects (committed trips) that may impact the study intersections, a 1.0% growth rate was used for purposes of this study. The new trips generated by the proposed project (refer to Figures 4a and 4b) were added to the 2023 background traffic in order to develop total traffic conditions. The future traffic projections for the four (4) study intersections (peak season adjustments, committed developments, growth rates and project traffic) are presented in tabular format in Appendix E. Figures 5 and 6 present the year 2023 future traffic volumes for the study area.



Traf Tech
ENGINEERING, INC.

BACKGROUND TRAFFIC – Year 2023
AM (PM) Peak Hour Trips

FIGURE 5
666 71st Street Mixed-Use
Miami Beach, Florida



Traf Tech
ENGINEERING, INC.

TOTAL TRAFFIC with PROJECT – Year 2023
AM (PM) Peak Hour Trips

FIGURE 6
666 71st Street Mixed-Use
Miami Beach, Florida

Figure 5 includes background traffic only (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the proposed development.

Level of Service Analyses

Intersection capacity/level of service analyses were conducted for the four (4) study intersections and the access driveways. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCS) using the SYNCHRO software. The results of the analyses are summarized in Table 3.

TABLE 3
666 71st Street Development
Intersection Level of Service

Intersection	2020 Existing	Future Traffic Conditions			
		2023 w/o Project	2023 With Project	2023 With Project Alt 1	2023 With Project Alt 2
Indian Creek Drive & 71st Street	D (E)	D (E)	D (E)	D (D)	E (E)
71st Street & Abbott Avenue	B (B)	B (B)	B (B)	-	-
Indian Creek Drive & Carlyle Avenue -WB	B (B)	B (B)	B (B)	-	-
Carlyle Avenue & 71st Street -NB -SB	C (C) B (B)	C (C) D (C)	B (C) C (B)	-	-

As indicated in Table 3, the proposed development is not anticipated to negatively affect the operations of the immediate transportation system with the exception of one intersection. The intersection of Indian Creek Drive & 71st Street. This intersection is currently operating at a deficient level of service during the PM peak period and it is projected to operate deficiently with or without the proposed project. Two alternatives were evaluated for this intersection. The alternatives are described on the following page.

Alternative 1

- The eastbound right-turn movement was modified from a free-flowing movement to signal control.
- The southbound approach includes an additional southbound approach lane and the lane assignment was modified to include one shared left-turn/through lane, one shared through/right-turn lane and one separate right-turn lane.
- Signal timing optimization.

Alternative 2

- Same improvements as Alternative 1, plus.
- A pedestrian only phase of 27 seconds
- Signal timing optimization.

As indicated in Table 3, Alternative 1 improves the level of service to acceptable conditions (LOS "D") and therefore, consideration should be given to implementing the improvements documented under Alternative 1. Alternative 2 is comparable to the current geometric conditions of the intersection and therefore, Alternative 2 should be considered from a pedestrian safety standpoint. The computer printouts of the intersection capacity analyses are contained in Appendix E.

Valet Service

Valet service is not anticipated for this project at this time. If future valet service is to be provided, a valet analysis will be submitted to the City of Miami Beach at that future time.

Loading

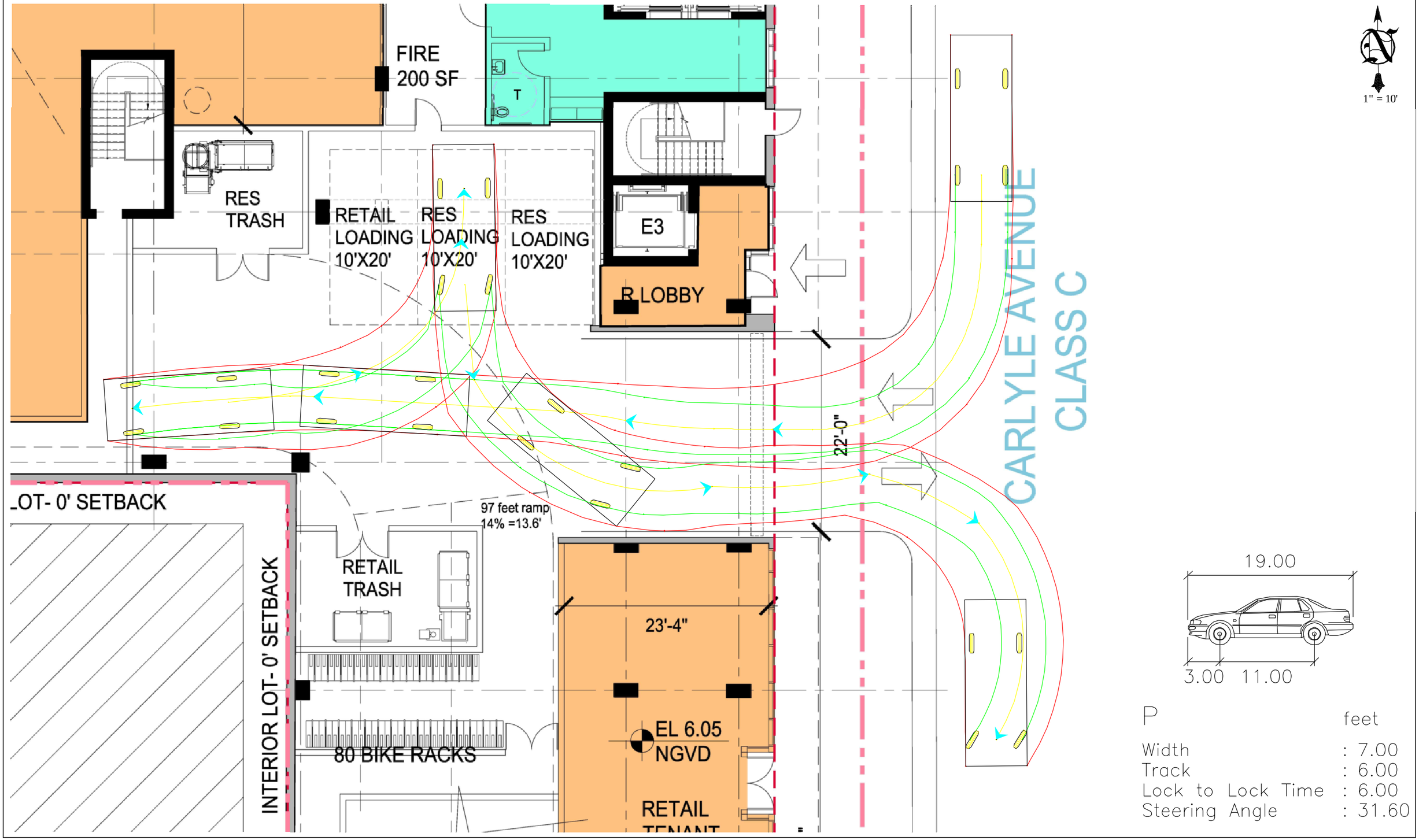
The on-site loading area includes three (3) 10 x 20 loading bays, as depicted in the site plan contained in Appendix B. P-design vehicles will use these on-site loading bays. Large trucks will use the public streets surrounding the project. An AutoTURN evaluation was undertaken for the three (3) on-site loading bays as shown on the following page.

Parking

The proposed parking structure will not have mechanical systems. No tandem parking is proposed. Access gates are not proposed for the parking garage.

Garbage Truck Access

Both the residential and retail trash bins are located on the north-west and south-west areas of the small access driveway, as illustrated in the site plan. The garbage pick-up plan is presented in the site plan submittal package, as prepared by the Civil Engineer. The truck route is presented in Appendix B of this report.



71st Street and Indian Creek Drive
February/2020

Vehicle Maneuvering Study
Passenger Vehicle

CONCLUSIONS AND RECOMMENDATIONS

666 Seventy First Street is a proposed multifamily mixed-use development planned to be located on the southeast corner of 71st Street and Indian Creek Drive in the City of Miami Beach in Miami-Dade County, Florida. The project site is currently occupied by an office building and five residential units. The site will be re-developed with the following land uses and intensities:

- 96 Mid-Rise residential units
- 8,200 square feet of retail

Access to the site is provided via two access driveways off of Carlyle Avenue. The north driveway provides access to a parking lot with 11 parking spaces or future retail patrons. The south driveway provides access to a parking garage.

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

- The proposed mixed-use development is projected to generate approximately 41 external new trips during the AM peak hour (14 inbound and 27 outbound) and 73 external new trips during the PM peak hour (38 inbound and 34 outbound).

- The proposed development is not anticipated to negatively affect the operations of the immediate transportation system with the exception of one intersection. The intersection of Indian Creek Drive & 71st Street. This intersection is currently operating at a deficient level of service during the PM peak period and it is projected to operate deficiently with or without the proposed project.

- With the implementation of Alternative 1, the level of service of the intersection improves to acceptable conditions (LOS "D") and therefore, consideration should be given to implementing the improvements documented under Alternative 1.

- Alternative 2 is comparable to the current geometric conditions of the intersection and therefore, Alternative 2 should be considered from a pedestrian safety standpoint.

APPENDIX A

Methodology

TRAFTECH ENGINEERING, INC.

TO: 71 Street and Indian Creek (NOBE CREEK) – DRB20-0505

FROM: Joaquin Vargas DATE: January 24, 2020

SUBJECT: Proposed Traffic Methodology for the 71st St/Indian Creek Dr Project

---

71st Street and Indian Creek is a proposed mixed-use development to be located at an existing developed site on the southeast corner of 71st Street and Indian Creek Drive in the City of Miami Beach, Florida. The following is a summary of our proposed traffic analysis methodology in connection with the 71st Street and Indian Creek project:

- The traffic study will evaluate four (4) intersections in the immediate vicinity of the project. Consistent with previously approved traffic reports within this area, new traffic counts will be collected at the four study intersections during the AM and PM peak period of a typical weekday for the area near the project site. These intersections are:
  - 71st Street and Indian Creek Drive (signalized)
  - 71st Street and Carlyle Avenue (stop control)
  - 71st Street and Abbott Avenue (signalized)
  - Indian Creek Drive and Carlyle Avenue (stop control)

- Traffic circulation will be evaluated in the traffic study, including its impact to the surrounding street system. If conflicts with sight distance are anticipated, mitigation measures will be recommended.

- If valet operation is proposed, the drop-off / pick-up procedures of the valet operation will be addressed. Queuing will be analyzed and if problems are identified, solutions will be suggested.

- The trip generation, internal capture, and passer-by trips will be based on the Institute of Transportation Engineer's (ITE) *Trip Generation* document (10th Edition) and the *Trip Generation Handbook* (Third Edition). Attached is a trip generation comparison analysis between the existing and proposed land uses at the site.

- For purposes of the traffic study, the build-out year will be 2023. For purposes of traffic growth, FDOT historical traffic data will be used.

- The report will include an accurate site plan that is reader-friendly (possible to scale with dimensions).

- The parking garage driveway will be evaluated as well as queuing analysis. The type of gate and operation specifics will be addressed in the traffic report.

- Committed developments will include the 7140 Collins project, the Park & 72nd Street development and the Target project. Other small developments within the area will be accounted for with a growth factor.

- The traffic study will address any anticipated / proposed impacts onto the existing on-street vehicular parking, if applicable.

- Bicycle parking will be identified as part of the site plan.

- Traffic figures will be prepared for the following trip generation scenarios for each of the intersections analyzed:

    - Existing traffic counts
    - Proposed site trips distribution
    - Existing + future traffic growth
    - Future or build-out (with growth rate) + site trips

- All capacity/level of service analyses used for purposes of this study will be in compliance with the HCM methodology. Additionally, the intersection of 71st Street and Indian Creek Drive will be evaluated with current geometry and also with the following two alternatives; 1) with an additional southbound through lane and the elimination of the free-flowing eastbound right-turn lane and, 2) same as 1) but with the addition of al all-pedestrian phase.

- The submittal will include the Synchro/HCS output for all intersection analyzed.

TABLE 1
Trip Generation Summary - Existing Use
71 Street & Indian Creek Drive

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
						Total Trips	Inbound	Outbound
Low Rise LUC 220	5 units	37	2	0	2	3	2	1
Office LUC 710	7,990 sq.ft.	91	9	8	1	9	1	8
Gross Trips		**128**	**11**	**8**	**3**	**12**	**3**	**9**

Source: ITE Trip Generation Manual (10th Edition)

TABLE 1
Trip Generation Summary - Proposed Uses
666 71st Street Mixed Use Project

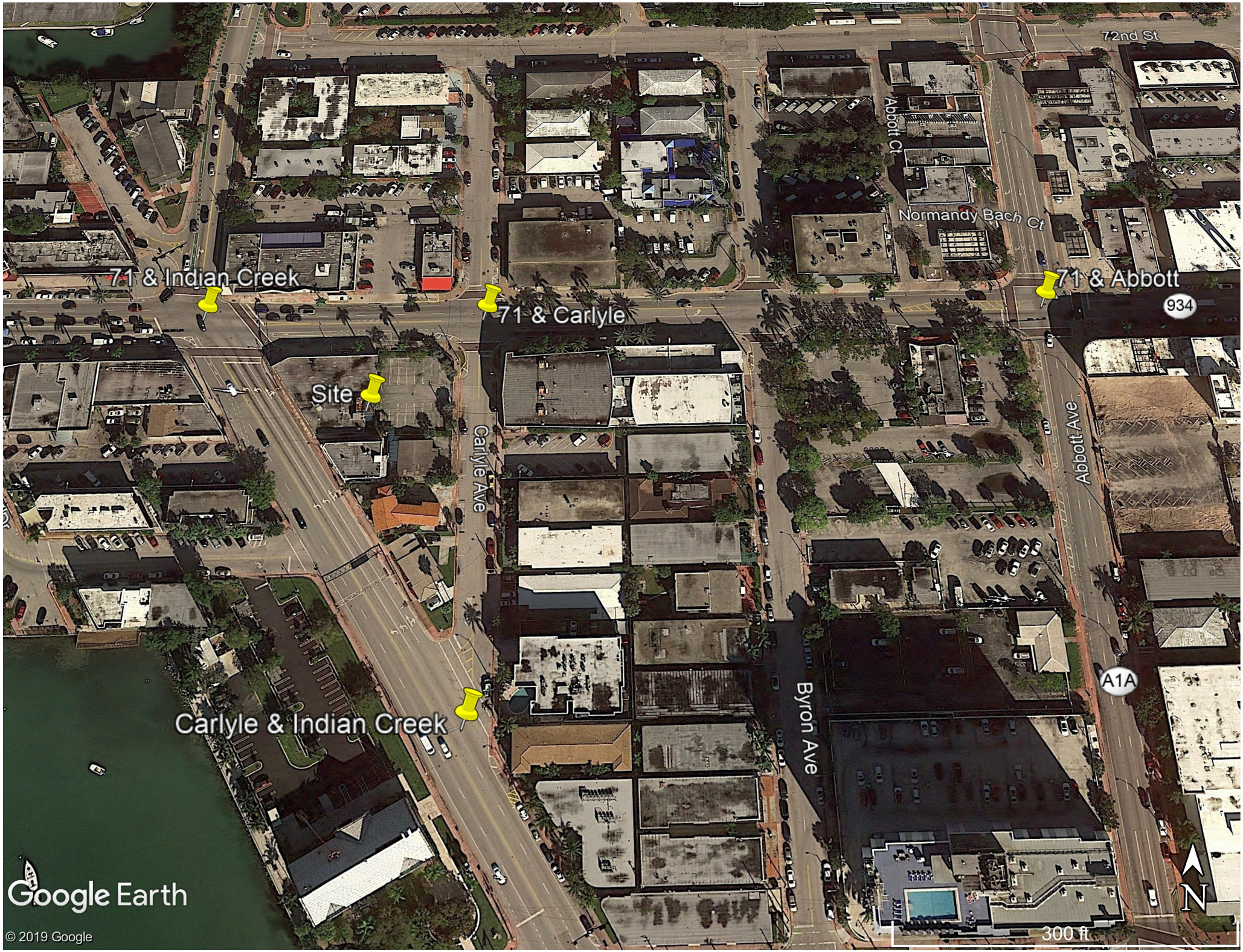
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Mid Rise LUC 221	80 units	434	28	7	21	36	22	14
Retail LUC 820	8,100 sq.ft.	1,088	8	5	3	85	41	44
Gross Trips		**1,522**	**36**	**12**	**24**	**121**	**63**	**58**
Internal Trips (see worksheet)		-358	0	0	0	-28	-14	-14
Driveway Trips		**1,164**	**36**	**12**	**24**	**93**	**49**	**44**
Pass-by Retail (1)		-320	0	0	0	-25	-13	-12
New External Trips		**844**	**36**	**12**	**24**	**68**	**36**	**32**

Source: ITE Trip Generation Manual (10th Edition)

Difference	**716**	**25**	**4**	**21**	**56**	**33**	**23**

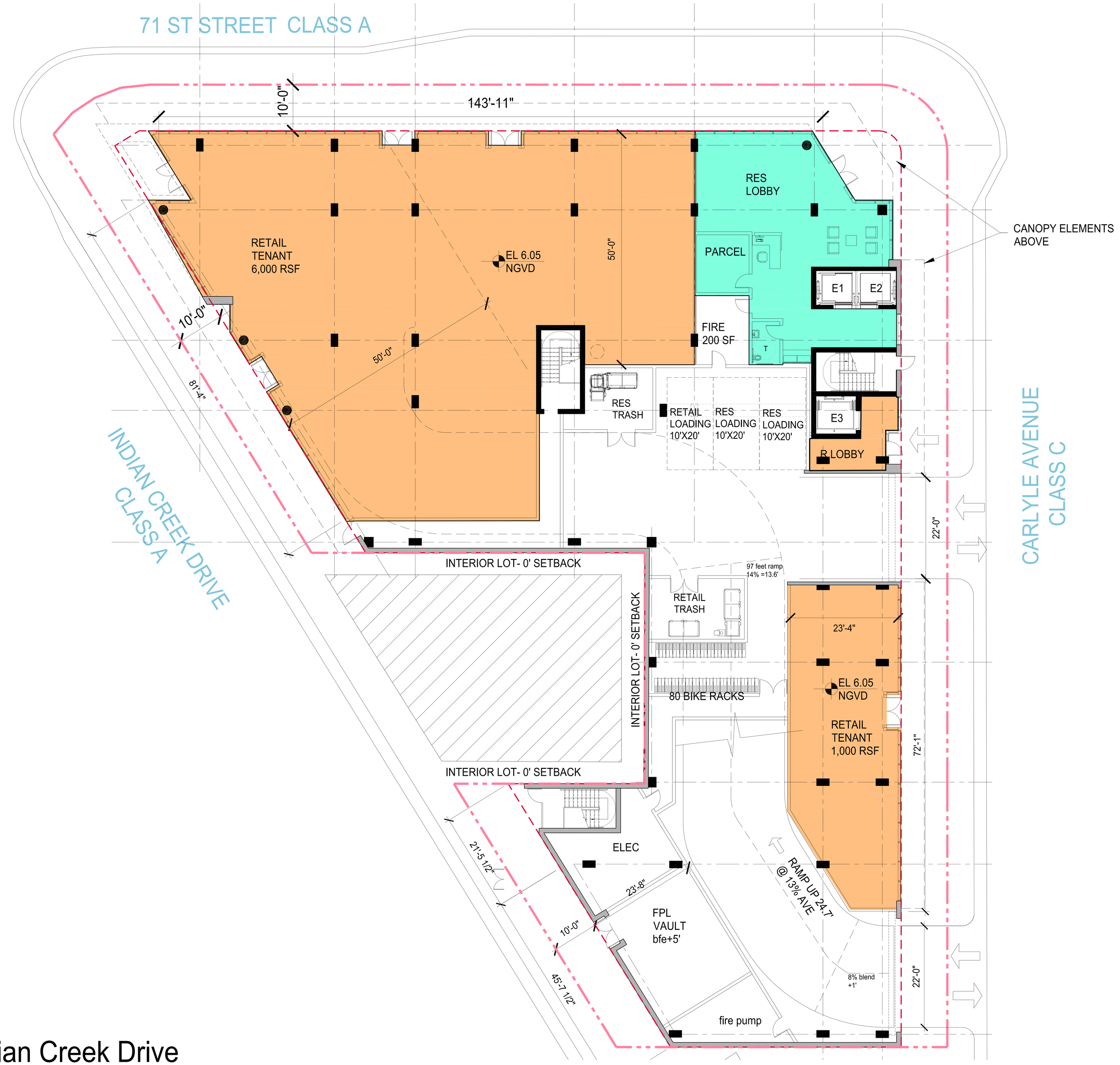
(1) Based on ITE Trip Generation Handbook (3rd Edition), Retail pass-by = 34%

Traf Tech
ENGINEERING, INC.


72nd St
Abbott Ct
Normandy Bach Ct
71 & Indian Creek
71 & Carlyle
71 & Abbott
934
Site
Carlyle Ave
Abbott Ave
A1A
Byron Ave
Carlyle & Indian Creek
Google Earth
© 2019 Google
N
300 ft

APPENDIX B

Site Plan – 666 71st Street Mixed Use Project



71st Street and Indian Creek Drive

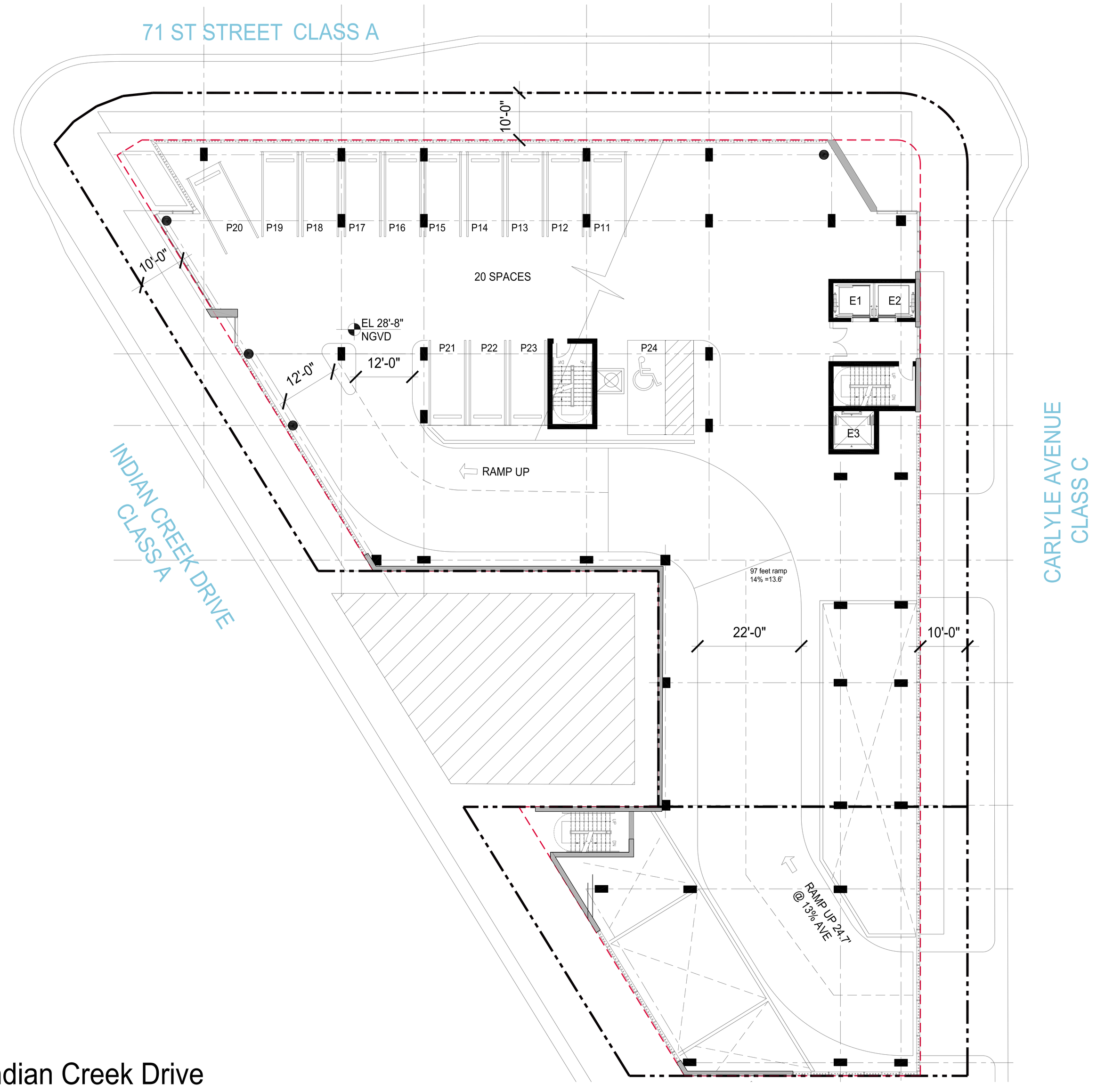
NoBe Creek LLC

BUILT FORM
ARCHITECTURE

FIRST FLOOR PLAN

SCALE :1"=20'-0"

DRC SUBMISSION
2.13.20



71st Street and Indian Creek Drive

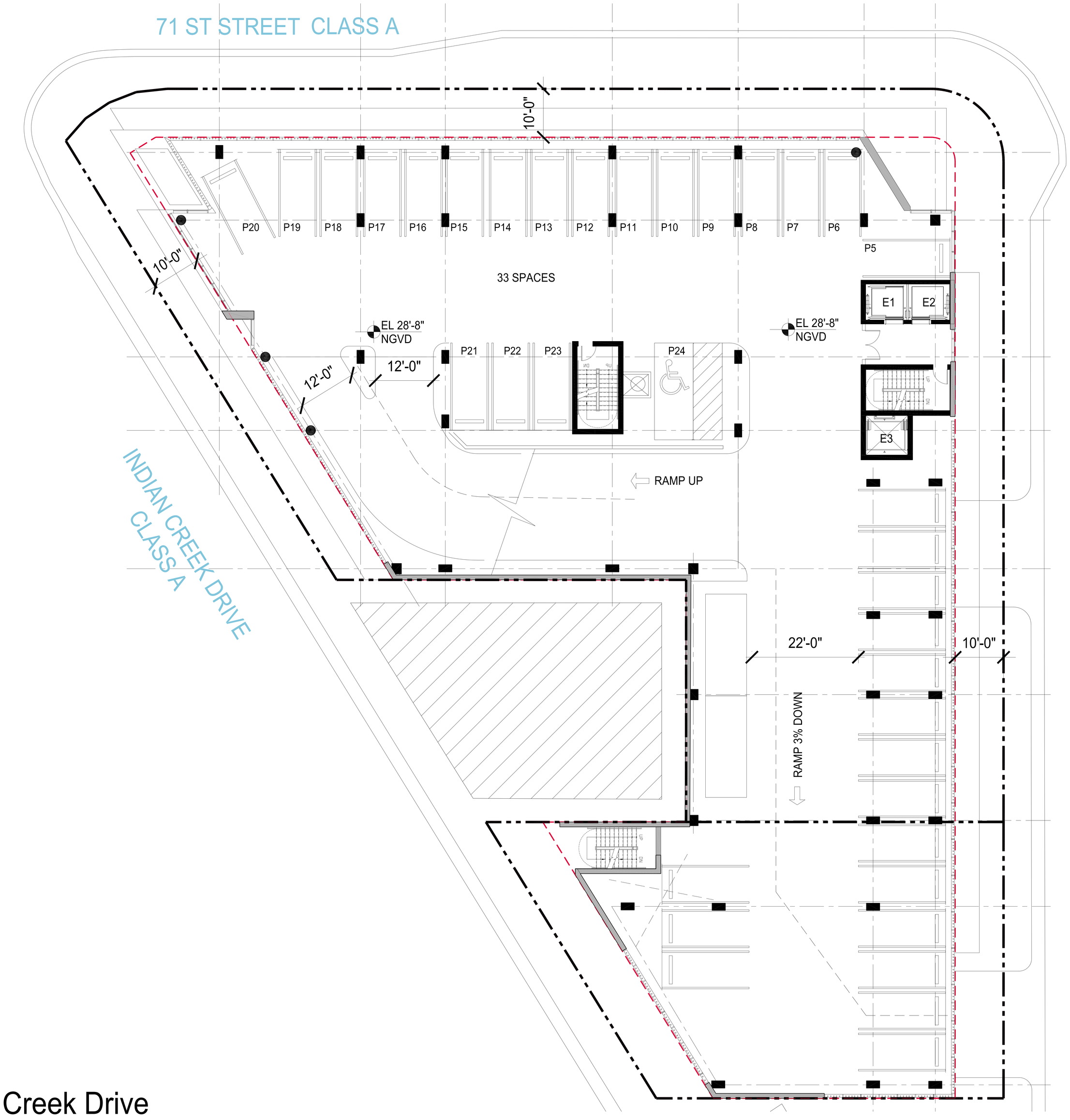
NoBe Creek LLC

BUILT FORM
ARCHITECTURE

SPEED RAMP PLAN

SCALE :1"=20'-0"

DRC SUBMISSION
2.8.20



71st Street and Indian Creek Drive

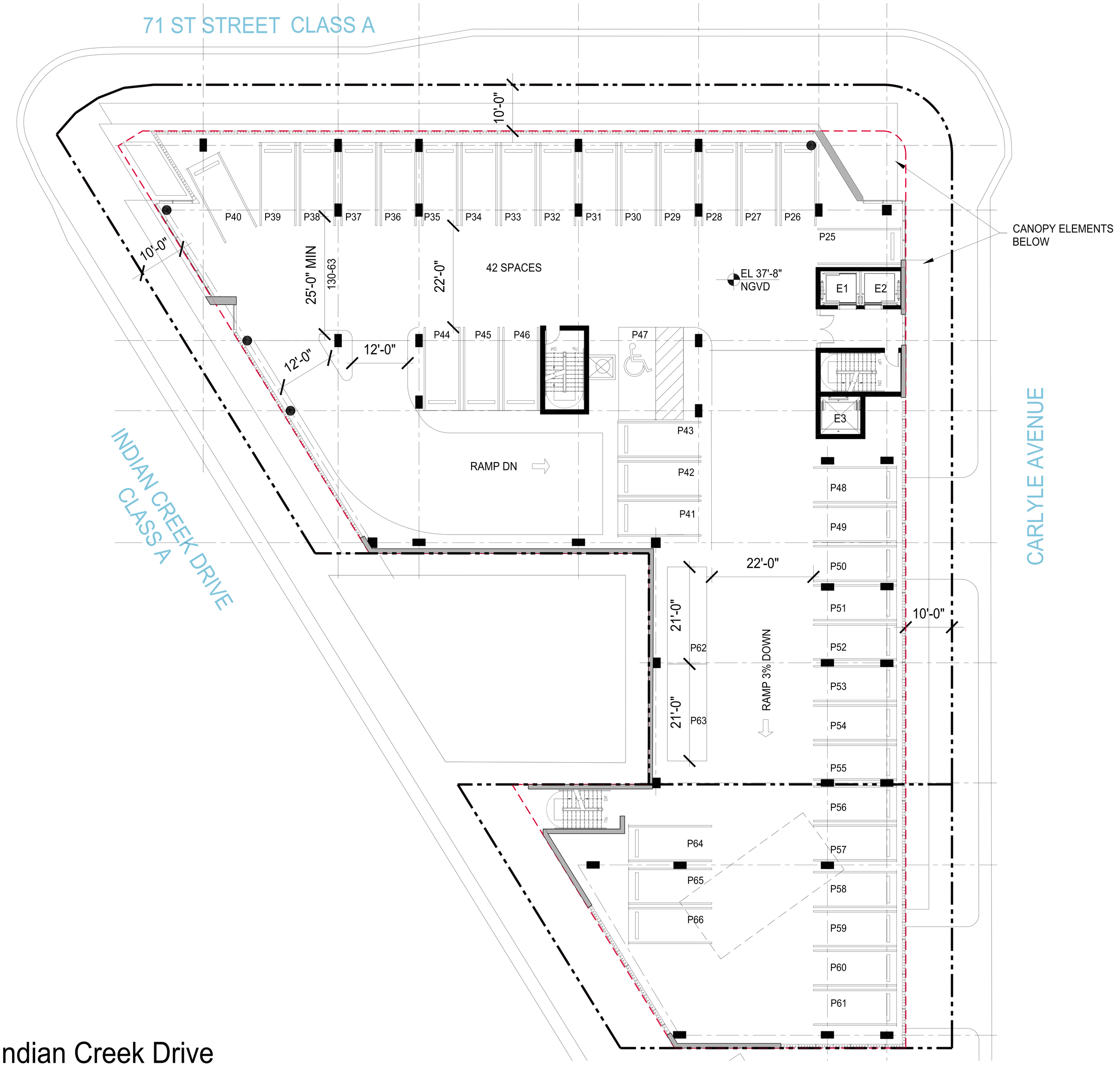
NoBe Creek LLC

BUILT FORM
ARCHITECTURE

SECOND FLOOR PLAN

SCALE :1"=20'-0"

DRC SUBMISSION
2.13.20



N

71st Street and Indian Creek Drive

PAGE 16

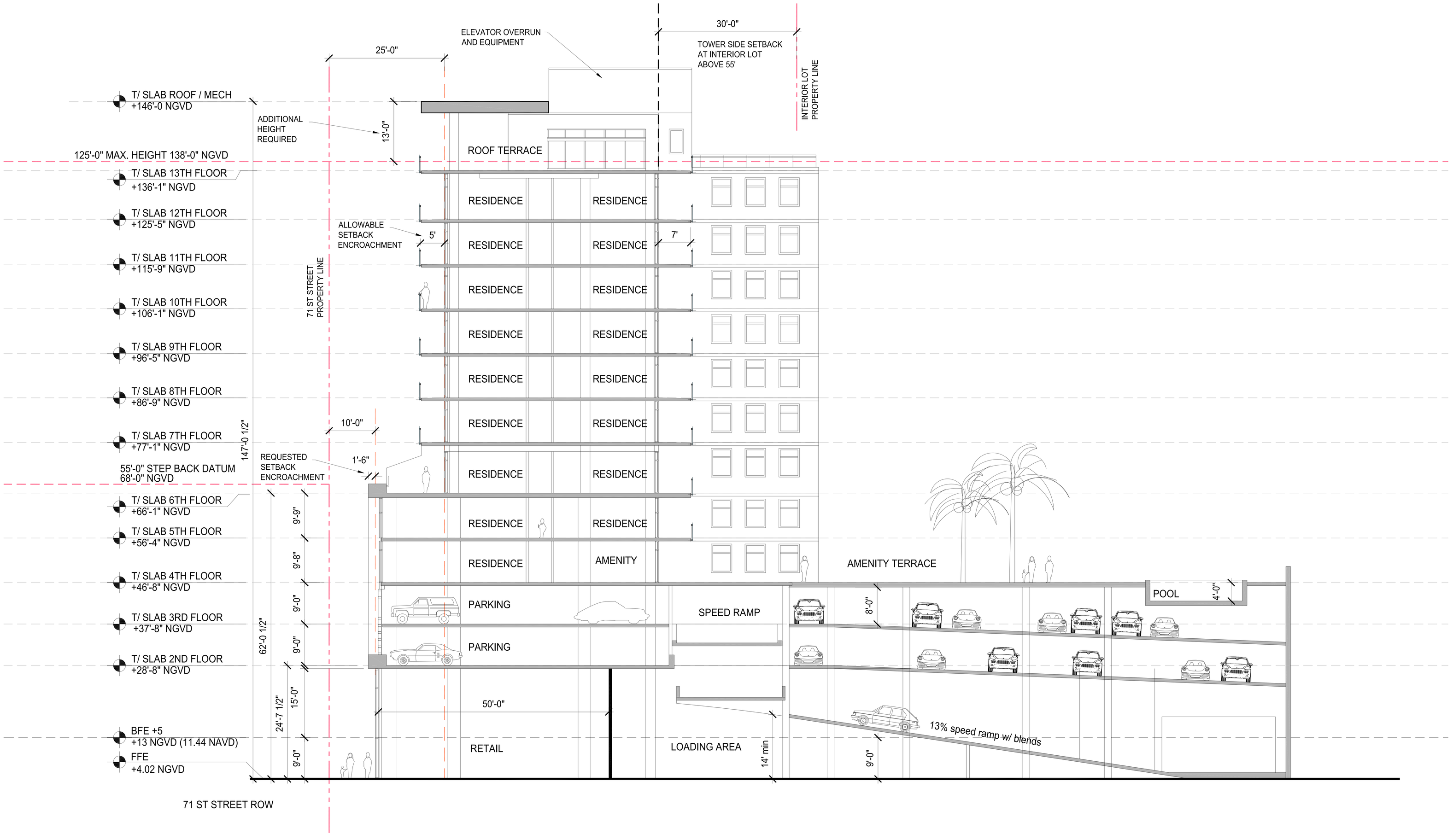
NoBe Creek LLC

BUILT FORM
ARCHITECTURE

THIRD FLOOR PLAN

SCALE :1"=20'-0"

DRC SUBMISSION
2.13.20



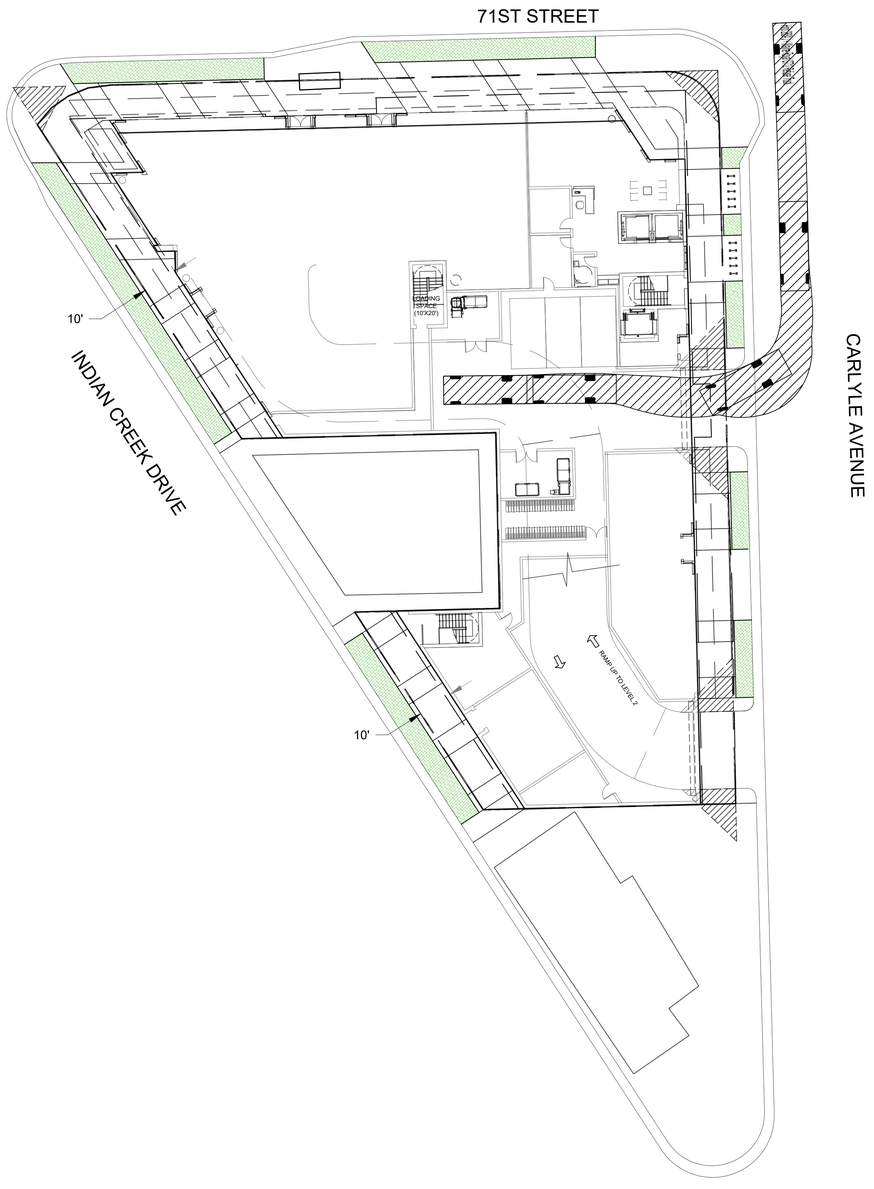
NoBe Creek LLC

BUILT FORM
ARCHITECTURE

BUILDING SECTION

SCALE :1"=20'-0"

DRC SUBMISSION
2.13.20



FIRST FLOOR - GARBAGE TRUCK

SCALE: 1" = 20'

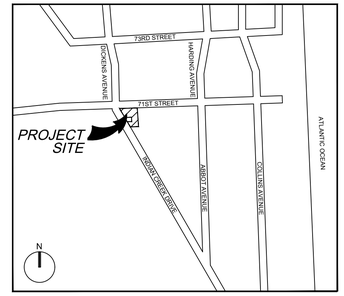
N

GRAPHIC SCALE

0 20 40

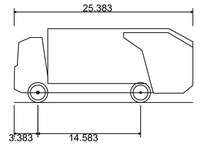
SCALE: 1"=20'

NOTE: PRINTED DRAWING SIZE MAY HAVE CHANGED FROM ORIGINAL. VERIFY SCALE USING BAR SCALE ABOVE.



VICINITY MAP

(NOT TO SCALE)



NOTES:

1. VEHICLE TURNING MOVEMENTS ARE BASED ON AUTOCAD VEHICLE TRACKING 2020 TEMPLATES
2. PASSENGER CAR VEHICLE FROM FLDOT GREENBOOK 2007 STANDARDS
3. SEE ARCHITECTURAL PLANS FOR GARAGE LAYOUT AND DIMENSIONS

Hino 268A J + Wayne Royal GT12 Refuse Truck

Overall Length	25.383ft
Overall Width	8.042ft
Overall Body Height	10.488ft
Min Body Ground Clearance	1.318ft
Track Width	8.042ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	23.900ft

BUILT FORM
ARCHITECTURE

PROJECT DESIGN TEAM:

ARCHITECTS
BUILT FORM LLC
935 W CHESTNUT STREET SUITE 520
CHICAGO IL 60642

M.E.P. ENGINEER
KAMM Consulting Inc.
1407 W Newport Center Drive
Deerfield Beach, FL 33442
954.949.2200

STRUCTURAL ENGINEER
YH Consulting Engineering
99 NW 2th Avenue
Miami, FL 33125
305.969.9423

LIFE SAFETY / CODE CONSULTANT
SLS
260 Palermo Avenue
Miami, FL 33134

CIVIL ENGINEER / LANDSCAPE ARCH
KEITH
301 East Atlantic Boulevard
Pompano Beach, FL 33060
PH: (954) 788-3400
Florida Certificate of Authorization # - 7928

OWNER:
Nobe Creek LLC
4770 Biscayne Boulevard
Miami, FL 33137

PROJECT:
TOWNCENTER GATEWAY PROJECT

ISSUED FOR:	**DRC APPLICATION**
DATE:	**1-31-2020**

REVISIONS:

No.	DATE	REMARKS

PRELIMINARY PLAN
NOT FOR CONSTRUCTION

THESE PLANS ARE NOT FULLY PERMITTED AND ARE SUBJECT TO REVISIONS MADE DURING THE PERMITTING PROCESS. RESPONSIBILITY FOR THE USE OF THESE PLANS PRIOR TO OBTAINING PERMITS FROM ALL AGENCIES HAVING JURISDICTION OVER THE PROJECT WILL FALL SOLELY UPON THE USER.

SEAL:

SHEET TITLE:
VEHICLE CIRCULATION PLAN

DATE:	01-27-2020
SCALE:	SCALE ON PLAN
DRAWN BY:	VC
CHECKED BY:	AC,MV,CM
JOB NO.:	11214.00

SHEET NO.:
SP-104

APPENDIX C

Signal Timing Plan and Traffic Counts

Miami-Dade, FL

2637 - SR A1A/Abbott Ave. & 71st. 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														
Sequence 1																
Ring 1	**2**	**.**	**4**	.	.	.	.	.	.	.	.	.	.	.	.	.
Ring 2	**.**	**7**	**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	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	W	E	N	N	N	N	N	N	N	N
Movement		T		T			L	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)	5D6F
Enable Automatic Backup to Datakey	No

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	.	.	.	.	.	.	X		.	.	.	.	.	.	.	.
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	7	V				+	Red	X		
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

2637 - SR A1A/Abbott Ave. & 71st. 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	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	0	7	0	7	0	0	5	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	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	2.5	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	35	0	17	0	0	5	17	0	0	0	0	0	0	0	0
Max2	0	0	0	65	0	0	12	65	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	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.3	0.0	2.3	0.0	0.0	2.0	2.3	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	2.5	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**	**W-L**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	0	7	0	7	0	0	5	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	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	2.5	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	35	0	17	0	0	7	17	0	0	0	0	0	0	0	0
Max2	0	48	0	48	0	0	12	48	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	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.3	0.0	2.3	0.0	0.0	2.0	2.3	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	2.5	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	W-L	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	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	35	0	17	0	0	0	17	0	0	0	0	0	0	0	0
Max2	0	48	0	48	0	0	0	48	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	2.3	0.0	2.3	0.0	0.0	0.0	2.3	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	W-L	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

2637 - SR A1A/Abbott Ave. & 71st. 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		X				X								
Max Recall							X									
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		X				X								
Max Recall		X		X			X	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		X				X								
Max Recall		X		X			X	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															

Miami-Dade, FL

2637 - SR A1A/Abbott Ave. & 71st. 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

2637 - SR A1A/Abbott Ave. & 71st. 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	47s	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	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 1)	0	53	0	37	0	0	0	37	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	37s	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	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	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	0	51	0	39	0	0	0	39	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	39s	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	3s	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	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	0	48	0	42	0	0	0	42	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	42s	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	65s	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	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	0	43	0	37	0	0	0	37	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	37s	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	109s	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	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 5)	0	78	0	42	0	0	0	42	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	42s	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	20s	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	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	0	36	0	34	0	0	0	34	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	34s	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	20s	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	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	0	36	0	34	0	0	0	34	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	34s	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	67s	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	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 8)	0	38	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	70s	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 # 9

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Seconds
Cycle	90	Std (COS)	97	Offsets In	Seconds
Offset Value	17s	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	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 9)	0	45	0	45	0	0	12	33	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	45s	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	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	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 10)	0	38	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	70s	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 # 11

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Seconds
Cycle	70	Std (COS)	137	Offsets In	Seconds
Offset Value	20s	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	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 11)	0	36	0	34	0	0	0	34	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	34s	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	92s	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	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 12)	0	50	0	50	0	0	0	50	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	50s	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	69s	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	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	0	36	0	34	0	0	0	34	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	34s	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	86s	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	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	0	52	0	38	0	0	12	26	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	38s	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	20s	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	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	0	36	0	34	0	0	0	34	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	34s	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	54s	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	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 22)	0	43	0	37	0	0	0	37	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	37s	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	54s	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	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 23)	0	43	0	37	0	0	0	37	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	37s	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 # 26

Split Pattern	26	TS2 (Pat-Off)	8-2	Splits In	Seconds
Cycle	110	Std (COS)	74	Offsets In	Seconds
Offset Value	30s	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	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 26)	0	73	0	37	0	0	0	37	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	110s	37s	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

2637 - SR A1A/Abbott Ave. & 71st. 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	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	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 - 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	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 - 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	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 - 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 - 26 - "26"

Pattern	26	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																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit							X									
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 - 40 - "40"

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							X									
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																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit							X									
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

2637 - SR A1A/Abbott Ave. & 71st. 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	38	00:00
2	40	06:00
3	1	07:00
4	40	19:30
5	43	21:00
7	2	15:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	38	00:00
2	40	08:00
3	14	10:00
4	12	16:30
5	40	18:30
6	43	21:00

Day Plan #3 - "3"

Event	Action Plan	Start Time
1	38	00:00
2	40	06:00
3	14	10:00
4	12	16:30
5	40	18:30
6	43	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

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
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	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		

TOD Schedule Report

for 2725: Indian Creek Dr&71 St

Print Date: 9/24/2019

Print Time: 5:01 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2725	Indian Creek Dr&71 St	DOW-3		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
EBL	WBT	-	-	-	EBT	NBT	SBT
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 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	12 - 12 - 20	20 - 0 - 20	3.7	2
2 WBT	4 - 4 - 4	23 - 23 - 23	4 - 4 - 4	1 - 1 - 1	30 - 30 - 30	0 - 0 - 0	4	2.5
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	4 - 4 - 4	23 - 23 - 23	4 - 4 - 4	1 - 1 - 1	30 - 30 - 30	0 - 0 - 0	4	2.5
7 NBT	4 - 4 - 4	18 - 18 - 18	7 - 7 - 7	2.5 - 2.5 - 2.5	22 - 20 - 16	45 - 0 - 38	4	2.5
8 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	4 - 2.5 - 4	22 - 25 - 18	45 - 0 - 35	4	2.5

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12---678
External Permit 0	-2---678
External Permit 1	-2---678
External Permit 2	-2---678

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 -	5 -	6 EBT	7 NBT	8 SBT	Ring Offset	Offset
	2	140	17	42	0	0	0	65	40	17	0	7
	3	140	17	44	0	0	0	67	32	23	0	98
	4	110	16	27	0	0	0	49	23	20	0	31
	5	100	5	29	0	0	0	41	25	16	0	89
	12	120	18	28	0	0	0	52	26	24	0	98
	14	120	18	29	0	0	0	53	23	26	0	93
	15	130	5	58	0	0	0	70	30	12	0	50
	22	140	15	45	0	0	0	66	40	16	0	7

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	5	M T W Th F
0700	14	Su S
0700	14	M T W Th F
0915	4	M T W Th F
1330	12	M T W Th F
1400	12	F
1500	3	M T W Th F
1645	2	M T W Th F
2000	4	M T W Th F
2300	Free	Su M T W Th F S

TOD Schedule Report

for 2725: Indian Creek Dr&71 St

Print Date: 9/24/2019

Print Time: 5:01 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0000	TOD LOCAL MULTIFU	----4---	SuM T W ThF S
0500	TOD LOCAL MULTIFU	--------	SuM T W ThF S
0600	TOD OUTPUTS	--------	M T W ThF
1430	TOD OUTPUTS	--------	M T W ThF
1600	TOD OUTPUTS	--------	M T W ThF
2300	TOD OUTPUTS	-------1	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0000	TOD LOCAL MULTIFUNCT	----4---	SuM T W ThF S
0500	TOD LOCAL MULTIFUNCT	--------	SuM T W ThF S
0600	TOD OUTPUTS	--------	M T W ThF
0700	TOD OUTPUTS	--------	Su S
1430	TOD OUTPUTS	--------	M T W ThF
1600	TOD OUTPUTS	--------	M T W ThF
2300	TOD OUTPUTS	-------1	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

SIGNAL OPERATING PLAN

	Direction		SB		WB		EB		Ped Heads				N
Timing Phases	Head No.		2		8		7/4	4	P6	P2	P4	P8	Movements/Display/Actuation
(2+6)	Dwell		G		R		R	R	W/F	W/F	DW	DW	P6
	Clear to (7+4)		Y		R		R	R	DW	DW	DW	DW	2
SB	Clear to (4+8)		Y		R		R	R	DW	DW	DW	DW	
ABBOTT AV	Clear to												P2
(RECALL)	Clear to												
	Dwell												
	Clear to												
(7+4)	Dwell		R		G		<G/G	R	DW	DW	DW	W/F	P4
	Clear to (4+8)		R		Y		<Y/G	R	DW	DW	DW	DW	4
WB	Clear to												7/4
71 STREET	Clear to												
(ACTUATED)	Clear to												
	Dwell												
	Clear to												
(4+8)	Dwell		R		G		G	G	DW	DW	W/F	W/F	P4 4
	Clear to (2+6)		R		R		Y	Y	DW	DW	DW	DW	7/4
E/WB	Clear to												8
71 STREET	Clear to												P8
(RECALL)	Clear to												
	Dwell												
	Clear to												
Flashing Operation			FY		FR		FR	FR					Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	ABBOTT AV & 71 STREET		
WILLIAM RIVERA-PAZ	10/20/2011			
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	10/20/11	Date 12/16/2011 By SGI	5	2637

Blank12

SIGNAL OPERATING PLAN

	Direction		EB			WB	NB		SB		Ped Heads			N
Timing Phases	Head No.		1/6	6	6R	2	7/4	4	3/8	8R	P6	P2	P4	Movements/Display/Actuation
(1+6)	Dwell		G/<G	G	G>	R	R	R	R	R/G>	DW	DW	DW	
EB	Clear to	2+6/6P	G/<Y	G	Y>	R	R	R	R	R/Y>	DW	DW	DW	8R 1/6
		2+6	G/<Y	G	G>	R	R	R	R	R/Y>	DW	DW	DW	
71 STREET														6
(ACTUATED)														6R
(2+6+P6)	Dwell		G	G	R>	G	R	R	R	R	W/F	W/F	DW	
	Clear to	2+6	G	G	R>	G	R	R	R	R	DW	W/F	DW	P2 2
E/WB														
														1/6
71 STREET														6 P6
(ACUATED)														
(2+6)	Dwell		G	G	G>	G	R	R	R	R	DW	W/F	DW	
	Clear to	7	Y	Y	G>	Y	R	R	R	R	DW	DW	DW	P2 2
E/WB		8	Y	Y	Y>	Y	R	R	R	R	DW	DW	DW	
		2+6/6P	G	G	Y>	Y	R	R	R	R	DW	W/F	DW	1/6
71 STREET														6
														6R
(RECALL)														
7	Dwell		R	R	G>	R	<G/G	G	R	R	DW	DW	W/F	P4
	Clear to	8	R	R	Y>	R	Y	Y	R	R	DW	DW	DW	4
NB		2+6	R	R	G>	R	Y	Y	R	R	DW	DW	DW	
														7/4
Indian Creek Dr														
														6R
(ACTUATED)														
8	Dwell		R	R	R>	R	R	R	G/<G	G/G>	DW	DW	DW	
	Clear to	1+6	R	R	R>	R	R	R	Y	Y	DW	DW	DW	
SB		2+6/6P	R	R	R>	R	R	R	Y	Y	DW	DW	DW	
		2+6	R	R	R>	R	R	R	Y	Y	DW	DW	DW	
Dickens Av														8R 3/8
(ACTUATED)														
Flashing Operation			FY	FY	FY	FY	FR	FR	FR	FR				Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	Indian Creek Dr & 71 Street			
William Rivera-Paz	4/9/2014				
Checked	Date	Placed in Service		Phasing No.	Asset Number
H. Hernandez	6/5/14	Date 6/10/14	By Maint	13	2725

APPENDIX D

Peak Season Conversion Factors, Historical Traffic Data, and Committed Developments

Traf Tech Engineering Inc.

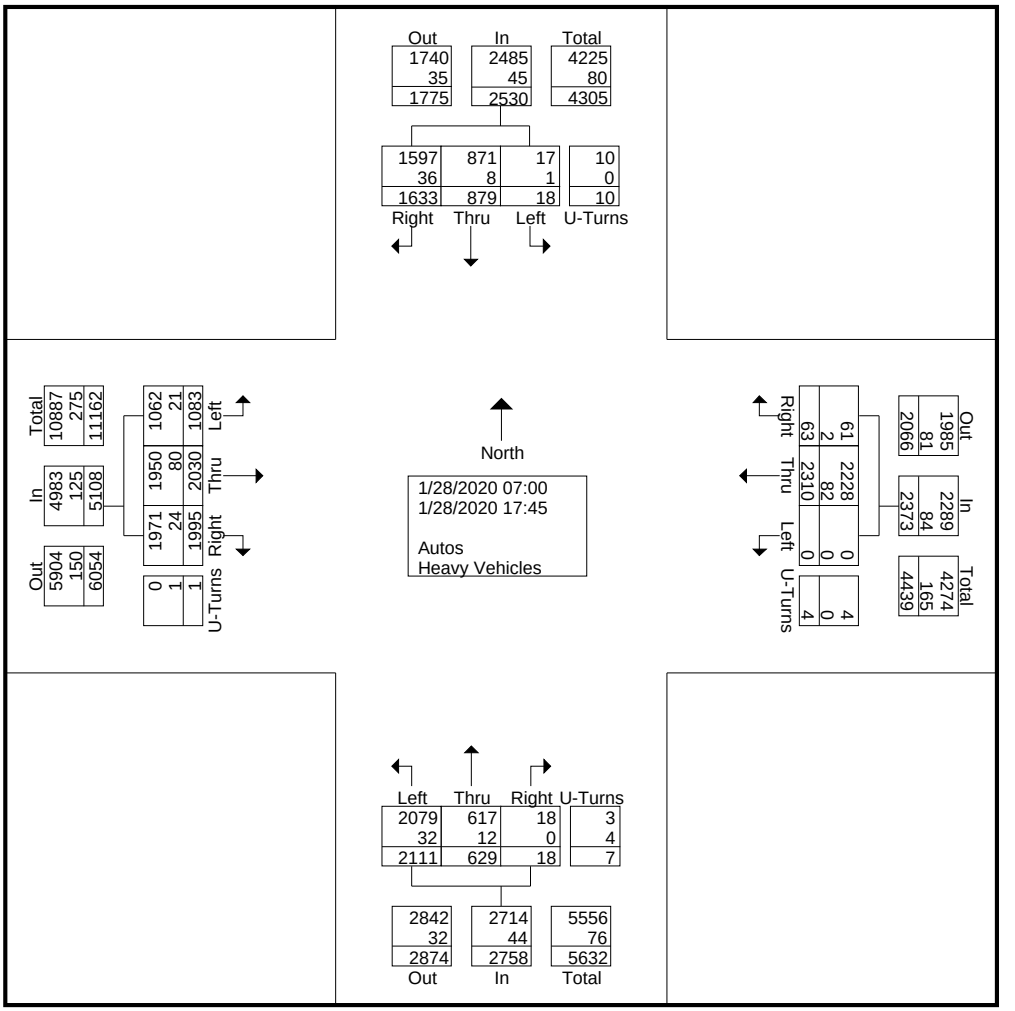
File Name : 1-Indian Creek Dr & 71st Street
Site Code : 00000000
Start Date : 1/28/2020
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	From North					From East					From South					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	71	58	0	0	129	4	65	0	1	70	1	9	58	0	68	124	61	38	0	223	490
07:15	77	67	0	0	144	1	100	0	0	101	0	21	93	0	114	143	73	50	0	266	625
07:30	80	78	1	0	159	2	73	0	0	75	2	34	74	2	112	148	111	75	0	334	680
07:45	89	73	1	0	163	4	92	0	0	96	2	57	86	3	148	178	140	90	0	408	815
Total	317	276	2	0	595	11	330	0	1	342	5	121	311	5	442	593	385	253	0	1231	2610
08:00	127	83	2	0	212	3	91	0	0	94	1	48	70	0	119	148	135	84	0	367	792
08:15	108	66	2	0	176	3	99	0	0	102	0	44	71	0	115	180	156	85	0	421	814
08:30	120	94	3	0	217	0	114	0	1	115	1	41	103	0	145	167	166	77	0	410	887
08:45	123	69	1	3	196	1	123	0	0	124	2	38	129	0	169	146	161	68	0	375	864
Total	478	312	8	3	801	7	427	0	1	435	4	171	373	0	548	641	618	314	0	1573	3357
*** BREAK ***																					
16:00	100	33	1	5	139	7	202	0	0	209	2	47	188	1	238	96	106	60	0	262	848
16:15	127	37	0	1	165	9	209	0	1	219	0	40	136	0	176	94	129	57	0	280	840
16:30	108	49	2	0	159	5	184	0	1	190	1	30	156	0	187	108	150	63	0	321	857
16:45	106	34	0	0	140	6	197	0	0	203	1	39	199	0	239	101	135	62	1	299	881
Total	441	153	3	6	603	27	792	0	2	821	4	156	679	1	840	399	520	242	1	1162	3426
17:00	117	30	0	0	147	3	176	0	0	179	1	55	200	0	256	82	113	65	0	260	842
17:15	94	29	3	1	127	5	198	0	0	203	0	44	170	0	214	81	145	77	0	303	847
17:30	83	37	1	0	121	3	178	0	0	181	3	38	210	1	252	99	103	67	0	269	823
17:45	103	42	1	0	146	7	209	0	0	216	1	44	168	0	213	100	146	65	0	311	886
Total	397	138	5	1	541	18	761	0	0	779	5	181	748	1	935	362	507	274	0	1143	3398
Grand Total	1633	879	18	10	2540	63	2310	0	4	2377	18	629	2111	7	2765	1995	2030	1083	1	5109	12791
Apprch %	64.3	34.6	0.7	0.4		2.7	97.2	0	0.2		0.7	22.7	76.3	0.3		39	39.7	21.2	0		
Total %	12.8	6.9	0.1	0.1	19.9	0.5	18.1	0	0	18.6	0.1	4.9	16.5	0.1	21.6	15.6	15.9	8.5	0	39.9	
Autos	1597						2228						2079			1971	1950	1062			12488
% Autos	97.8	99.1	94.4	100	98.2	96.8	96.5	0	100	96.5	100	98.1	98.5	42.9	98.3	98.8	96.1	98.1	0	97.5	97.6
Heavy Vehicles																					
% Heavy Vehicles	2.2	0.9	5.6	0	1.8	3.2	3.5	0	0	3.5	0	1.9	1.5	57.1	1.7	1.2	3.9	1.9	100	2.5	2.4

Traf Tech Engineering Inc.

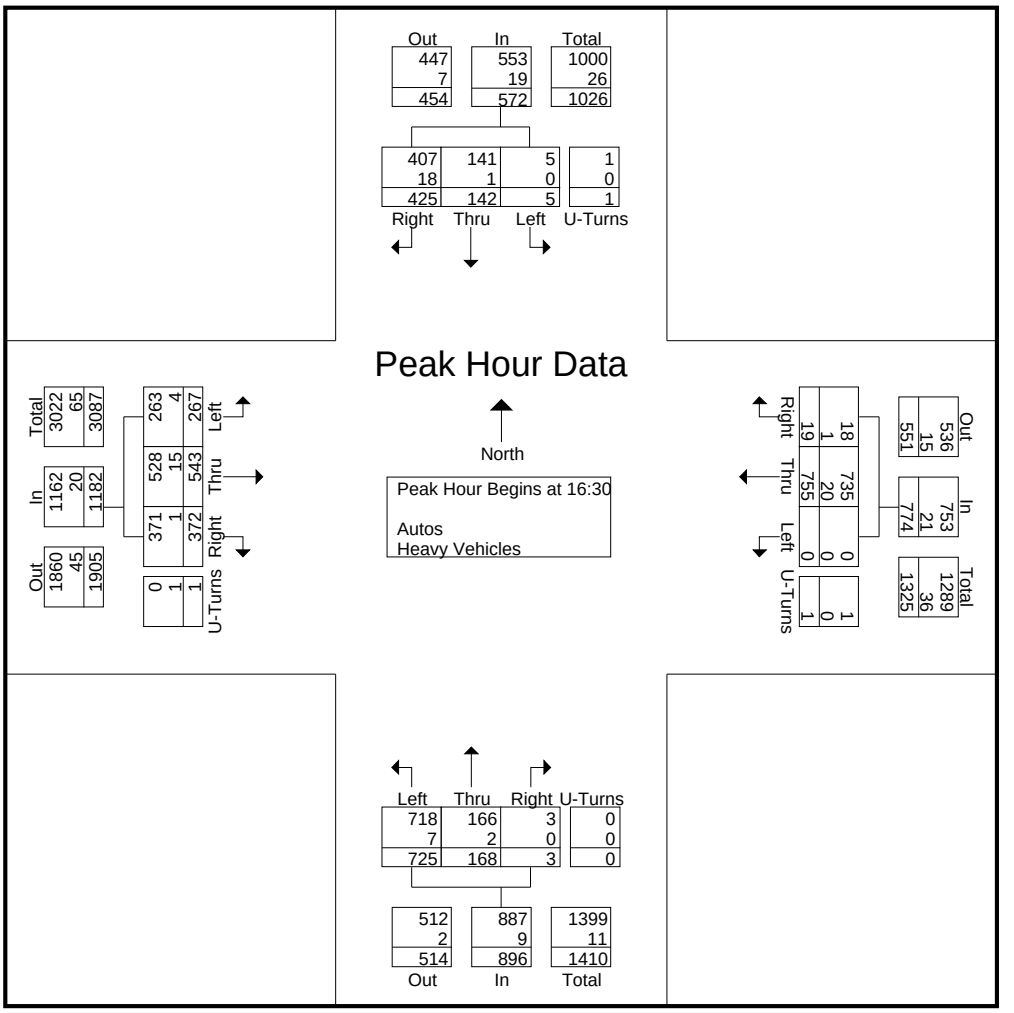
File Name : 1-Indian Creek Dr & 71st Street
Site Code : 00000000
Start Date : 1/28/2020
Page No : 2



Traf Tech Engineering Inc.

File Name : 1-Indian Creek Dr & 71st Street
Site Code : 00000000
Start Date : 1/28/2020
Page No : 3

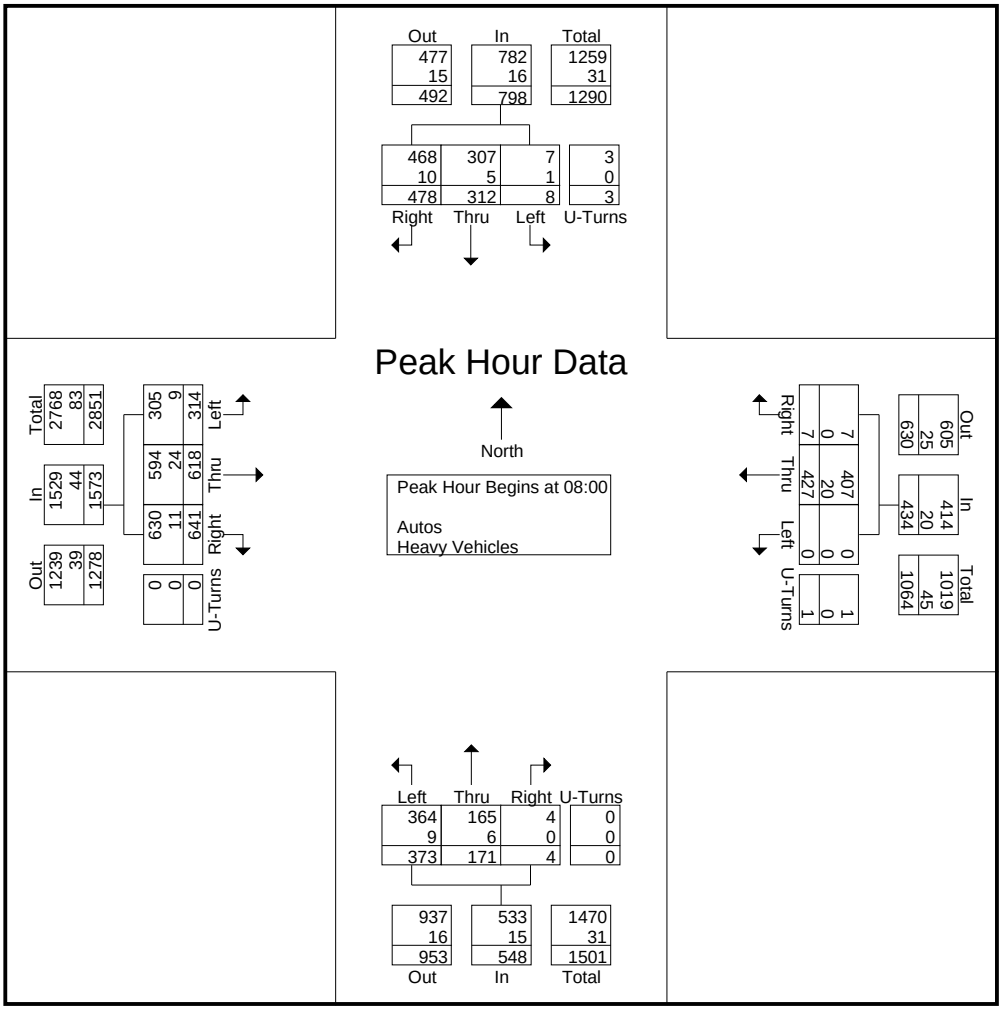
	From North					From East					From South					From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	108	49	2	0	159	5	184	0	1	190	1	30	156	0	187	108	150	63	0	321	857
16:45	106	34	0	0	140	6	197	0	0	203	1	39	199	0	239	101	135	62	1	299	881
17:00	117	30	0	0	147	3	176	0	0	179	1	55	200	0	256	82	113	65	0	260	842
17:15	94	29	3	1	127	5	198	0	0	203	0	44	170	0	214	81	145	77	0	303	847
Total Volume	425	142	5	1	573	19	755	0	1	775	3	168	725	0	896	372	543	267	1	1183	3427
% App. Total	74.2	24.8	0.9	0.2		2.5	97.4	0	0.1		0.3	18.8	80.9	0		31.4	45.9	22.6	0.1		
PHF	.908	.724	.417	.250	.901	.792	.953	.000	.250	.954	.750	.764	.906	.000	.875	.861	.905	.867	.250	.921	.972
Autos	407	141	5	1	554	18	735	0	1	754	3	166	718	0	887	371	528	263	0	1162	3357
% Autos	95.8	99.3	100	100	96.7	94.7	97.4	0	100	97.3	100	98.8	99.0	0	99.0	99.7	97.2	98.5	0	98.2	98.0
Heavy Vehicles																					
% Heavy Vehicles	4.2	0.7	0	0	3.3	5.3	2.6	0	0	2.7	0	1.2	1.0	0	1.0	0.3	2.8	1.5	100	1.8	2.0



Traf Tech Engineering Inc.

File Name : 1-Indian Creek Dr & 71st Street
Site Code : 00000000
Start Date : 1/28/2020
Page No : 4

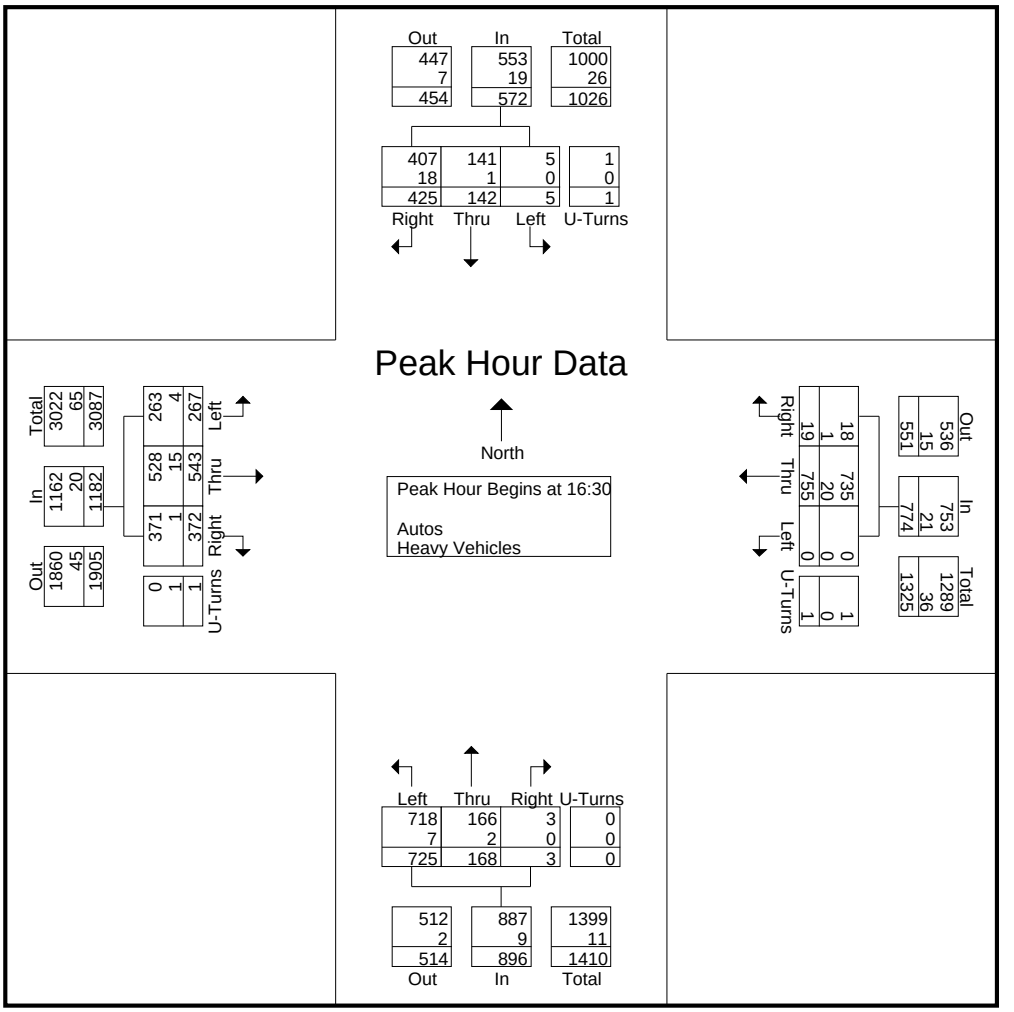
	From North					From East					From South					From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	127	83	2	0	212	3	91	0	0	94	1	48	70	0	119	148	135	84	0	367	792
08:15	108	66	2	0	176	3	99	0	0	102	0	44	71	0	115	180	156	85	0	421	814
08:30	120	94	3	0	217	0	114	0	1	115	1	41	103	0	145	167	166	77	0	410	887
08:45	123	69	1	3	196	1	123	0	0	124	2	38	129	0	169	146	161	68	0	375	864
Total Volume	478	312	8	3	801	7	427	0	1	435	4	171	373	0	548	641	618	314	0	1573	3357
% App. Total	59.7	39	1	0.4		1.6	98.2	0	0.2		0.7	31.2	68.1	0		40.8	39.3	20	0		
PHF	.941	.830	.667	.250	.923	.583	.868	.000	.250	.877	.500	.891	.723	.000	.811	.890	.931	.924	.000	.934	.946
Autos	468	307	7	3	785	7	407	0	1	415	4	165	364	0	533	630	594	305	0	1529	3262
% Autos	97.9	98.4	87.5	100	98.0	100	95.3	0	100	95.4	100	96.5	97.6	0	97.3	98.3	96.1	97.1	0	97.2	97.2
Heavy Vehicles																					
% Heavy Vehicles	2.1	1.6	12.5	0	2.0	0	4.7	0	0	4.6	0	3.5	2.4	0	2.7	1.7	3.9	2.9	0	2.8	2.8



Traf Tech Engineering Inc.

File Name : 1-Indian Creek Dr & 71st Street
Site Code : 00000000
Start Date : 1/28/2020
Page No : 5

Start Time	From North					From East					From South					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 16:30																					
16:30	108	49	2	0	159	5	184	0	1	190	1	30	156	0	187	108	150	63	0	321	857
16:45	106	34	0	0	140	6	197	0	0	203	1	39	199	0	239	101	135	62	1	299	881
17:00	117	30	0	0	147	3	176	0	0	179	1	55	200	0	256	82	113	65	0	260	842
17:15	94	29	3	1	127	5	198	0	0	203	0	44	170	0	214	81	145	77	0	303	847
Total Volume	425	142	5	1	573	19	755	0	1	775	3	168	725	0	896	372	543	267	1	1183	3427
% App. Total	74.2	24.8	0.9	0.2		2.5	97.4	0	0.1		0.3	18.8	80.9	0		31.4	45.9	22.6	0.1		
PHF	.908	.724	.417	.250	.901	.792	.953	.000	.250	.954	.750	.764	.906	.000	.875	.861	.905	.867	.250	.921	.972
Autos	407	141	5	1	554	18	735	0	1	754	3	166	718	0	887	371	528	263	0	1162	3357
% Autos	95.8	99.3	100	100	96.7	94.7	97.4	0	100	97.3	100	98.8	99.0	0	99.0	99.7	97.2	98.5	0	98.2	98.0
Heavy Vehicles																					
% Heavy Vehicles	4.2	0.7	0	0	3.3	5.3	2.6	0	0	2.7	0	1.2	1.0	0	1.0	0.3	2.8	1.5	100	1.8	2.0



Traf Tech Engineering Inc.

File Name : 1-Indian Creek Dr & 71st Street
Site Code : 00000000
Start Date : 1/28/2020
Page No : 1

Groups Printed- Peds & Bikes

	From North				From East				From South				From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	6	0	0	0	2	2	0	0	7	0	0	0	0	17
07:15	1	0	0	3	0	0	0	5	0	0	1	5	1	0	0	0	16
07:30	3	0	0	7	0	0	0	7	1	0	0	2	1	0	0	0	21
07:45	4	0	0	6	3	0	0	4	0	0	0	3	1	0	0	0	21
Total	8	0	0	22	3	0	0	18	3	0	1	17	3	0	0	0	75
08:00	2	0	0	5	1	0	0	17	2	0	0	0	1	0	0	0	28
08:15	1	0	0	10	2	0	0	11	0	0	0	4	0	0	0	2	30
08:30	1	0	0	8	1	0	0	12	1	0	0	5	0	0	0	1	29
08:45	2	0	0	3	0	0	0	7	1	0	0	6	0	0	0	0	19
Total	6	0	0	26	4	0	0	47	4	0	0	15	1	0	0	3	106
*** BREAK ***																	
16:00	0	0	0	5	0	0	0	14	3	0	0	9	1	0	0	0	32
16:15	2	0	0	36	0	0	0	16	1	0	0	2	0	0	0	0	57
16:30	0	0	0	10	1	0	0	19	0	0	0	10	0	0	0	1	41
16:45	1	0	0	13	1	0	0	15	0	0	0	4	0	0	0	2	36
Total	3	0	0	64	2	0	0	64	4	0	0	25	1	0	0	3	166
17:00	1	0	0	18	1	0	0	13	1	0	0	9	0	0	0	1	44
17:15	2	0	0	10	0	0	0	19	0	0	0	8	3	0	0	1	43
17:30	1	0	0	2	2	0	0	22	1	0	0	9	1	0	0	2	40
17:45	2	0	0	0	0	0	0	11	0	0	0	13	0	0	0	0	26
Total	6	0	0	30	3	0	0	65	2	0	0	39	4	0	0	4	153
Grand Total	23	0	0	142	12	0	0	194	13	0	1	96	9	0	0	10	500
Apprch %	13.9	0	0	86.1	5.8	0	0	94.2	11.8	0	0.9	87.3	47.4	0	0	52.6	
Total %	4.6	0	0	28.4	2.4	0	0	38.8	2.6	0	0.2	19.2	1.8	0	0	2	

Traf Tech Engineering Inc.

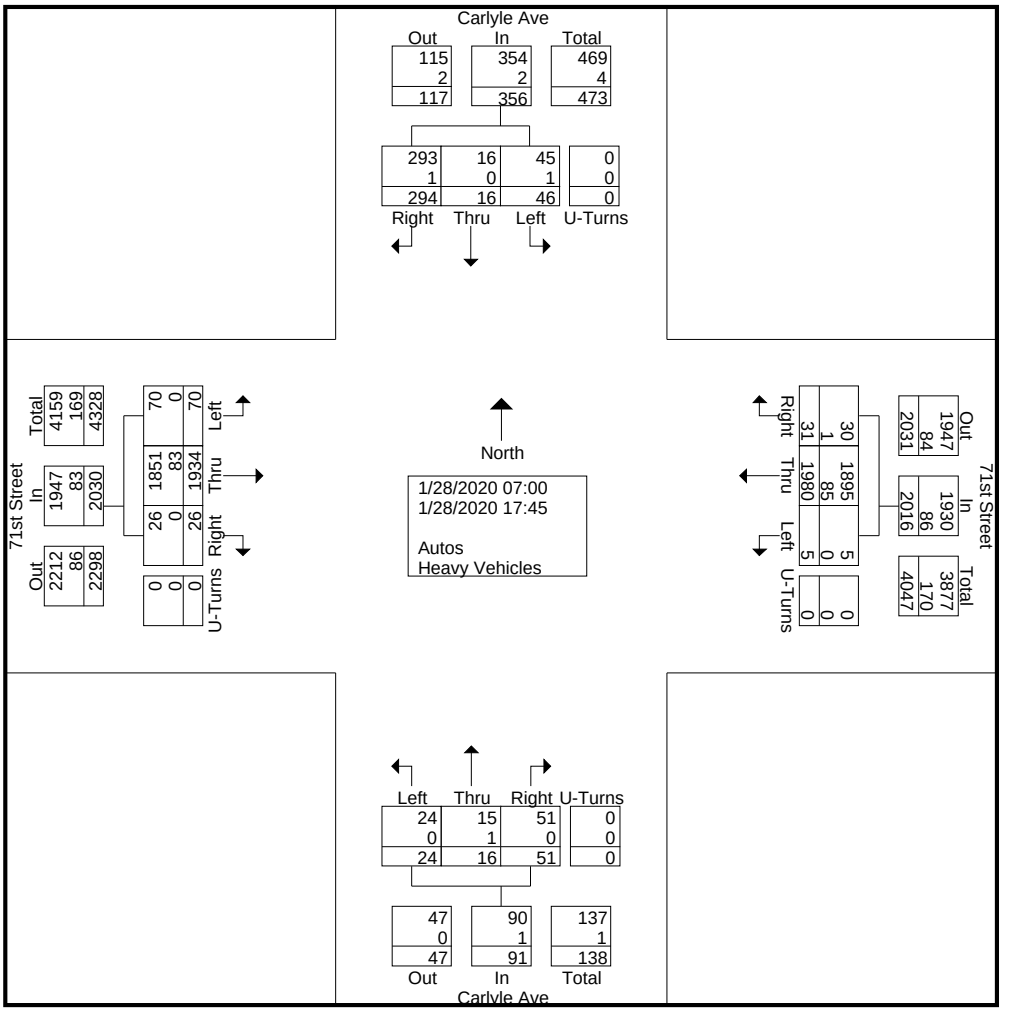
File Name : 2-Carlyle Ave & 71st Street
Site Code : 00000000
Start Date : 1/28/2020

Groups Printed- Autos - Heavy Vehicles

	Carlyle Ave From North					71st Street From East					Carlyle Ave From South					71st Street 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	2	0	2	0	4	0	79	0	0	79	2	2	1	0	5	0	61	0	0	61	149
07:15	1	0	3	0	4	1	77	1	0	79	2	1	1	0	4	0	82	1	0	83	170
07:30	1	0	2	0	3	1	73	0	0	74	3	2	1	0	6	0	107	2	0	109	192
07:45	5	0	6	0	11	2	80	0	0	82	3	3	0	0	6	0	122	5	0	127	226
Total	9	0	13	0	22	4	309	1	0	314	10	8	3	0	21	0	372	8	0	380	737
08:00	8	1	13	0	22	2	92	1	0	95	2	2	0	0	4	1	130	8	0	139	260
08:15	9	1	8	0	18	1	85	1	0	87	1	1	1	0	3	1	146	6	0	153	261
08:30	13	1	6	0	20	2	91	0	0	93	2	0	0	0	2	0	160	5	0	165	280
08:45	12	0	6	0	18	3	88	0	0	91	2	1	0	0	3	0	149	4	0	153	265
Total	42	3	33	0	78	8	356	2	0	366	7	4	1	0	12	2	585	23	0	610	1066
*** BREAK ***																					
16:00	24	2	0	0	26	3	174	0	0	177	8	2	6	0	16	1	116	6	0	123	342
16:15	53	1	0	0	54	2	177	0	0	179	4	1	5	0	10	2	128	5	0	135	378
16:30	30	2	0	0	32	3	176	1	0	180	9	0	1	0	10	3	136	11	0	150	372
16:45	29	1	0	0	30	1	162	0	0	163	5	0	3	0	8	5	139	6	0	150	351
Total	136	6	0	0	142	9	689	1	0	699	26	3	15	0	44	11	519	28	0	558	1443
17:00	28	0	0	0	28	1	150	0	0	151	1	0	1	0	2	8	112	4	0	124	305
17:15	28	1	0	0	29	3	160	0	0	163	2	0	2	0	4	4	117	3	0	124	320
17:30	25	3	0	0	28	4	155	1	0	160	2	1	1	0	4	1	107	2	0	110	302
17:45	26	3	0	0	29	2	161	0	0	163	3	0	1	0	4	0	122	2	0	124	320
Total	107	7	0	0	114	10	626	1	0	637	8	1	5	0	14	13	458	11	0	482	1247
Grand Total	294	16	46	0	356	31	1980	5	0	2016	51	16	24	0	91	26	1934	70	0	2030	4493
Apprch %	82.6	4.5	12.9	0		1.5	98.2	0.2	0		56	17.6	26.4	0		1.3	95.3	3.4	0		
Total %	6.5	0.4	1	0	7.9	0.7	44.1	0.1	0	44.9	1.1	0.4	0.5	0	2	0.6	43	1.6	0	45.2	
Autos	293	16	45	0	354	30	1895										1851				
% Autos	99.7	100	97.8	0	99.4	96.8	95.7	100	0	95.7	100	93.8	100	0	98.9	100	95.7	100	0	95.9	96.2
Heavy Vehicles																					
% Heavy Vehicles	0.3	0	2.2	0	0.6	3.2	4.3	0	0	4.3	0	6.2	0	0	1.1	0	4.3	0	0	4.1	3.8

Traf Tech Engineering Inc.

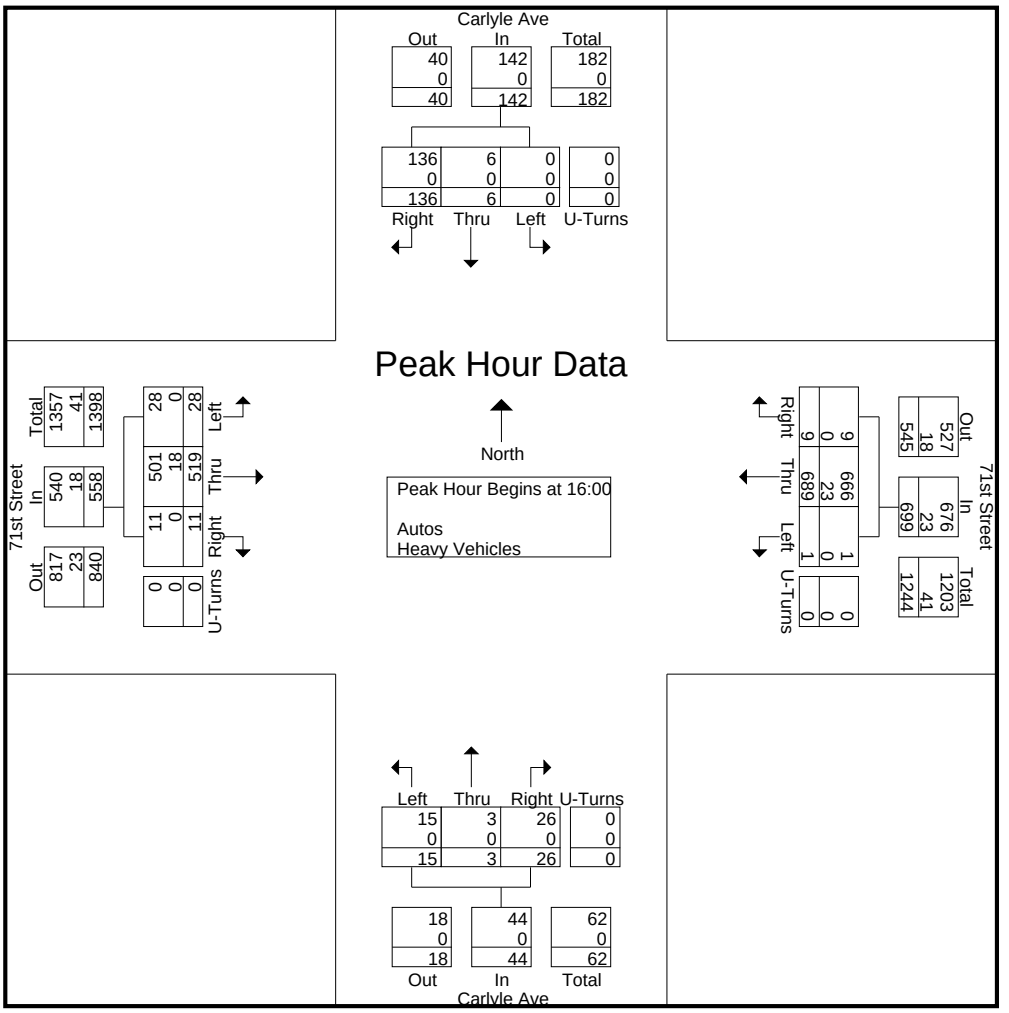
File Name : 2-Carlyle Ave & 71st Street
Site Code : 00000000
Start Date : 1/28/2020
Page No : 2



Traf Tech Engineering Inc.

File Name : 2-Carlyle Ave & 71st Street
Site Code : 00000000
Start Date : 1/28/2020
Page No : 3

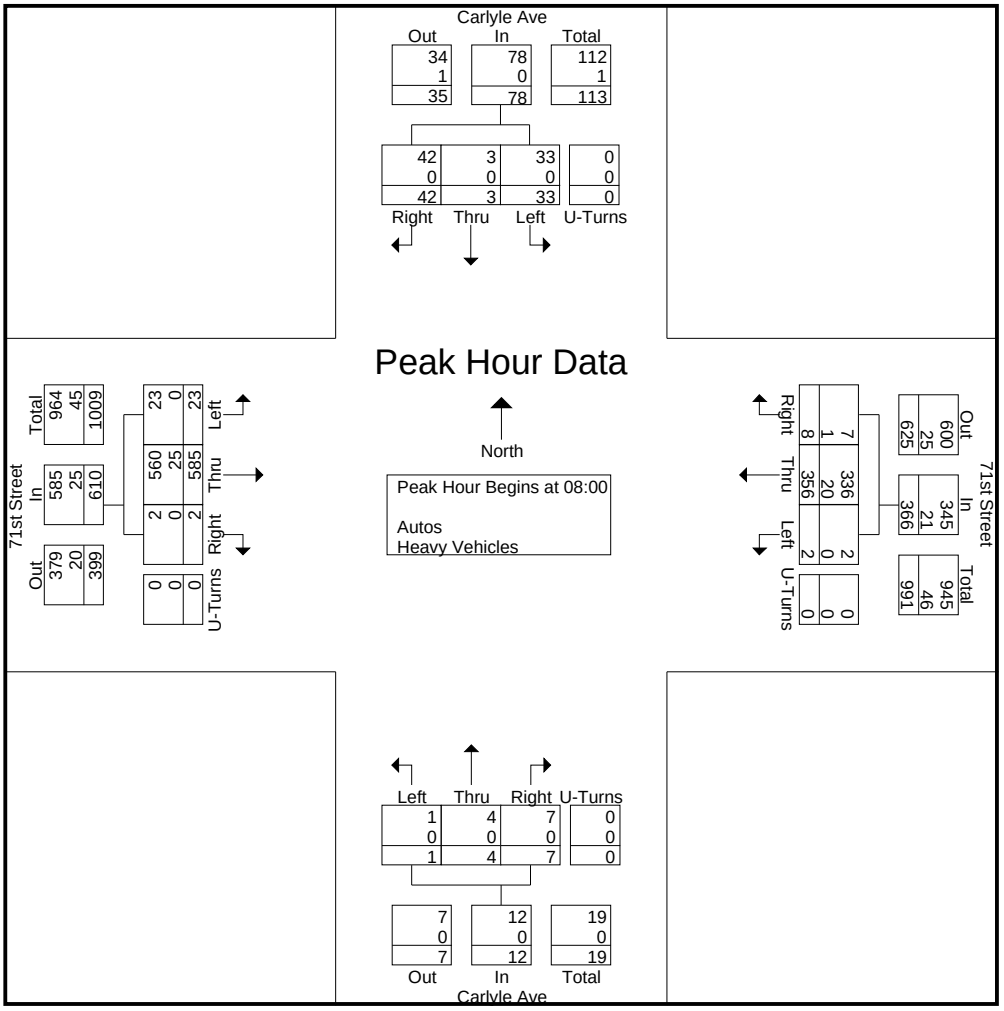
	Carlyle Ave From North					71st Street From East					Carlyle Ave From South					71st Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	24	2	0	0	26	3	174	0	0	177	8	2	6	0	16	1	116	6	0	123	342
16:15	53	1	0	0	54	2	177	0	0	179	4	1	5	0	10	2	128	5	0	135	378
16:30	30	2	0	0	32	3	176	1	0	180	9	0	1	0	10	3	136	11	0	150	372
16:45	29	1	0	0	30	1	162	0	0	163	5	0	3	0	8	5	139	6	0	150	351
Total Volume	136	6	0	0	142	9	689	1	0	699	26	3	15	0	44	11	519	28	0	558	1443
% App. Total	95.8	4.2	0	0		1.3	98.6	0.1	0		59.1	6.8	34.1	0		2	93	5	0		
PHF	.642	.750	.000	.000	.657	.750	.973	.250	.000	.971	.722	.375	.625	.000	.688	.550	.933	.636	.000	.930	.954
Autos	136	6	0	0	142	9	666	1	0	676	26	3	15	0	44	11	501	28	0	540	1402
% Autos	100	100	0	0	100	100	96.7	100	0	96.7	100	100	100	0	100	100	96.5	100	0	96.8	97.2
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	3.3	0	0	3.3	0	0	0	0	0	0	3.5	0	0	3.2	2.8



Traf Tech Engineering Inc.

File Name : 2-Carlyle Ave & 71st Street
Site Code : 00000000
Start Date : 1/28/2020
Page No : 4

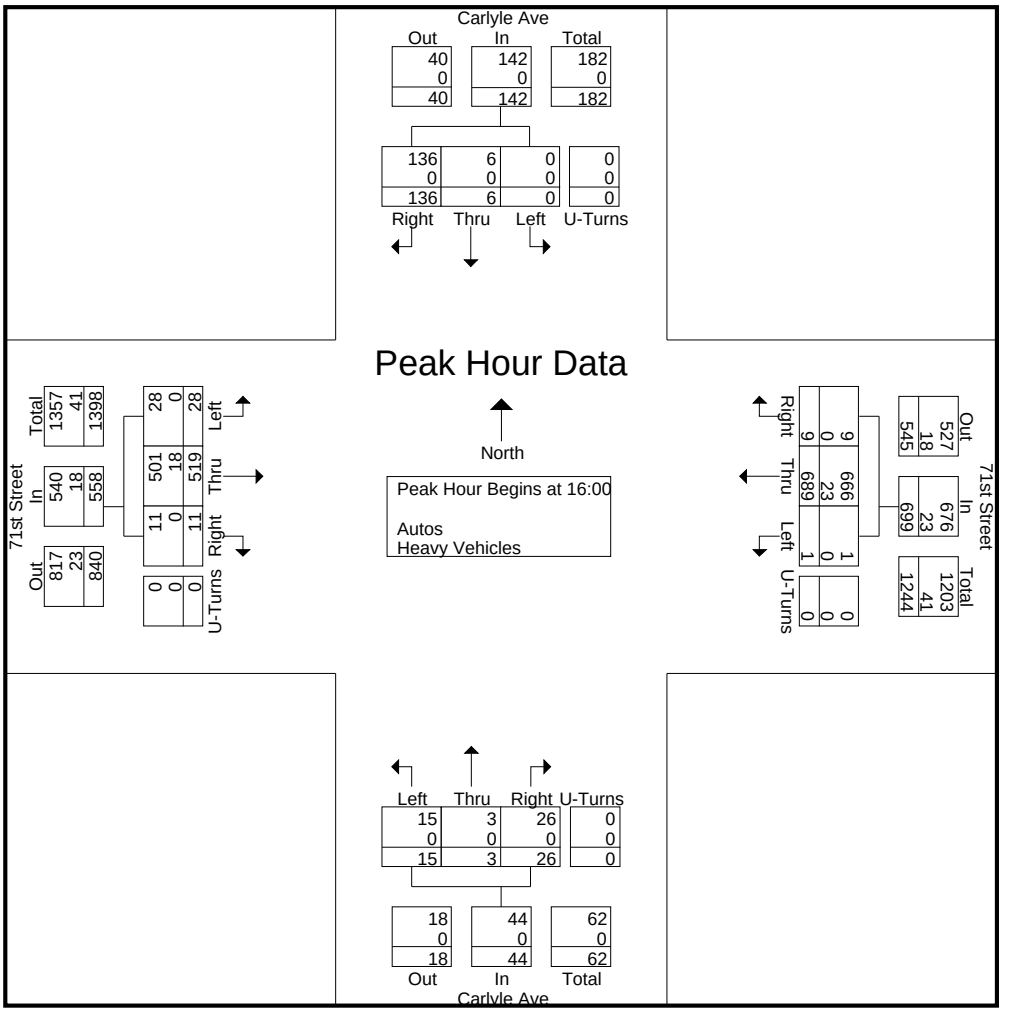
	Carlyle Ave From North					71st Street From East					Carlyle Ave From South					71st Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	8	1	13	0	22	2	92	1	0	95	2	2	0	0	4	1	130	8	0	139	260
08:15	9	1	8	0	18	1	85	1	0	87	1	1	1	0	3	1	146	6	0	153	261
08:30	13	1	6	0	20	2	91	0	0	93	2	0	0	0	2	0	160	5	0	165	280
08:45	12	0	6	0	18	3	88	0	0	91	2	1	0	0	3	0	149	4	0	153	265
Total Volume	42	3	33	0	78	8	356	2	0	366	7	4	1	0	12	2	585	23	0	610	1066
% App. Total	53.8	3.8	42.3	0		2.2	97.3	0.5	0		58.3	33.3	8.3	0		0.3	95.9	3.8	0		
PHF	.808	.750	.635	.000	.886	.667	.967	.500	.000	.963	.875	.500	.250	.000	.750	.500	.914	.719	.000	.924	.952
Autos	42	3	33	0	78	7	336	2	0	345	7	4	1	0	12	2	560	23	0	585	1020
% Autos	100	100	100	0	100	87.5	94.4	100	0	94.3	100	100	100	0	100	100	95.7	100	0	95.9	95.7
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	12.5	5.6	0	0	5.7	0	0	0	0	0	0	4.3	0	0	4.1	4.3



Traf Tech Engineering Inc.

File Name : 2-Carlyle Ave & 71st Street
Site Code : 00000000
Start Date : 1/28/2020
Page No : 5

	Carlyle Ave From North					71st Street From East					Carlyle Ave From South					71st Street 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	24	2	0	0	26	3	174	0	0	177	8	2	6	0	16	1	116	6	0	123	342
16:15	53	1	0	0	54	2	177	0	0	179	4	1	5	0	10	2	128	5	0	135	378
16:30	30	2	0	0	32	3	176	1	0	180	9	0	1	0	10	3	136	11	0	150	372
16:45	29	1	0	0	30	1	162	0	0	163	5	0	3	0	8	5	139	6	0	150	351
Total Volume	136	6	0	0	142	9	689	1	0	699	26	3	15	0	44	11	519	28	0	558	1443
% App. Total	95.8	4.2	0	0		1.3	98.6	0.1	0		59.1	6.8	34.1	0		2	93	5	0		
PHF	.642	.750	.000	.000	.657	.750	.973	.250	.000	.971	.722	.375	.625	.000	.688	.550	.933	.636	.000	.930	.954
Autos	136	6	0	0	142	9	666	1	0	676	26	3	15	0	44	11	501	28	0	540	1402
% Autos	100	100	0	0	100	100	96.7	100	0	96.7	100	100	100	0	100	100	96.5	100	0	96.8	97.2
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	3.3	0	0	3.3	0	0	0	0	0	0	3.5	0	0	3.2	2.8



Traf Tech Engineering Inc.

File Name : 2-Carlyle Ave & 71st Street
Site Code : 00000000
Start Date : 1/28/2020
Page No : 1

Groups Printed- Peds & Bikes

	Carlyle Ave From North				71st Street From East				Carlyle Ave From South				71st Street From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	7	0	0	0	1	2	0	0	7	0	0	0	0	17
07:15	2	0	0	9	0	0	0	3	1	0	0	5	2	0	0	3	25
07:30	6	0	0	4	0	0	0	2	1	0	0	6	1	0	0	5	25
07:45	3	0	0	5	0	0	0	2	2	0	0	8	0	0	0	4	24
Total	11	0	0	25	0	0	0	8	6	0	0	26	3	0	0	12	91
08:00	1	0	0	3	2	0	0	3	4	0	0	14	1	0	0	2	30
08:15	1	0	0	5	0	0	0	2	3	0	0	13	2	0	0	0	26
08:30	2	0	0	10	0	0	0	1	1	0	0	15	0	0	0	1	30
08:45	2	0	0	0	0	0	0	1	1	0	0	12	0	0	0	0	16
Total	6	0	0	18	2	0	0	7	9	0	0	54	3	0	0	3	102
*** BREAK ***																	
16:00	1	0	0	18	0	0	0	0	0	0	0	15	1	0	0	4	39
16:15	4	0	0	18	0	0	0	0	0	0	0	13	1	0	0	5	41
16:30	2	0	0	21	0	0	0	4	0	0	0	14	0	0	0	5	46
16:45	1	0	0	19	0	0	0	0	0	0	0	15	0	0	0	2	37
Total	8	0	0	76	0	0	0	4	0	0	0	57	2	0	0	16	163
17:00	3	0	0	28	0	0	0	2	0	0	0	22	2	0	0	3	60
17:15	2	0	0	22	0	0	0	0	0	0	0	16	3	0	0	2	45
17:30	2	0	0	12	0	0	0	0	0	0	0	15	2	0	0	5	36
17:45	3	0	0	15	0	0	0	0	0	0	0	13	1	0	0	4	36
Total	10	0	0	77	0	0	0	2	0	0	0	66	8	0	0	14	177
Grand Total	35	0	0	196	2	0	0	21	15	0	0	203	16	0	0	45	533
Apprch %	15.2	0	0	84.8	8.7	0	0	91.3	6.9	0	0	93.1	26.2	0	0	73.8	
Total %	6.6	0	0	36.8	0.4	0	0	3.9	2.8	0	0	38.1	3	0	0	8.4	

Traf Tech Engineering Inc.

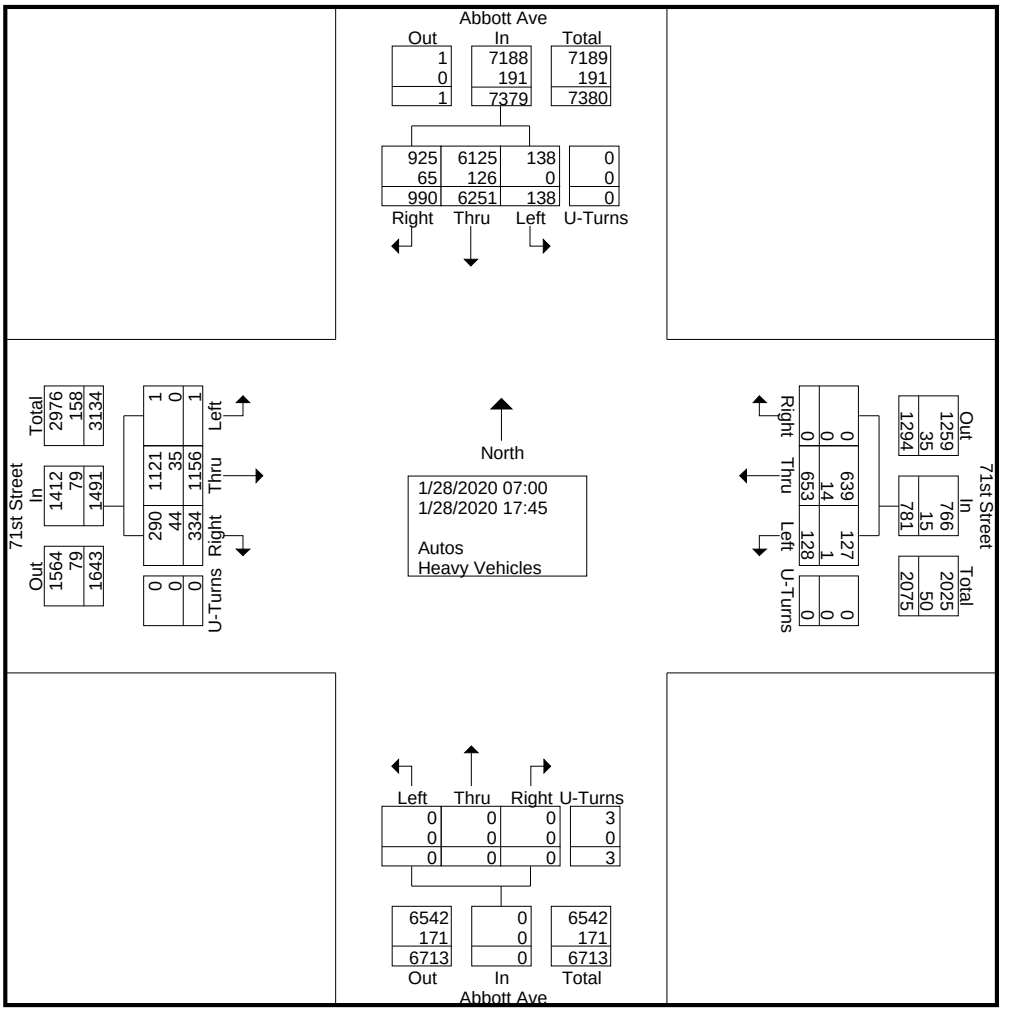
File Name : 3-Abbott Ave & 71st Street
Site Code : 00000000
Start Date : 1/28/2020
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Abbott Ave From North					71st Street From East					Abbott Ave From South					71st Street 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	47	426	2	0	475	0	28	6	0	34	0	0	0	0	0	12	48	0	0	60	569
07:15	57	479	5	0	541	0	29	5	0	34	0	0	0	0	0	20	49	0	0	69	644
07:30	48	490	6	0	544	0	35	11	0	46	0	0	0	0	0	24	61	0	0	85	675
07:45	50	519	7	0	576	0	29	5	0	34	0	0	0	0	0	38	78	0	0	116	726
Total	202	1914	20	0	2136	0	121	27	0	148	0	0	0	0	0	94	236	0	0	330	2614
08:00	55	497	6	0	558	0	37	11	0	48	0	0	0	0	0	28	54	0	0	82	688
08:15	51	464	6	0	521	0	21	11	0	32	0	0	0	0	0	20	86	0	0	106	659
08:30	51	430	2	0	483	0	36	11	0	47	0	0	0	0	0	38	86	0	0	124	654
08:45	62	405	8	0	475	0	39	19	0	58	0	0	0	1	1	55	88	0	0	143	677
Total	219	1796	22	0	2037	0	133	52	0	185	0	0	0	1	1	141	314	0	0	455	2678
*** BREAK ***																					
16:00	77	346	10	0	433	0	54	11	0	65	0	0	0	0	0	11	76	1	0	88	586
16:15	72	287	13	0	372	0	60	3	0	63	0	0	0	0	0	14	76	0	0	90	525
16:30	64	326	7	0	397	0	45	9	0	54	0	0	0	0	0	14	88	0	0	102	553
16:45	75	310	16	0	401	0	32	7	0	39	0	0	0	2	2	17	83	0	0	100	542
Total	288	1269	46	0	1603	0	191	30	0	221	0	0	0	2	2	56	323	1	0	380	2206
17:00	62	303	13	0	378	0	54	6	0	60	0	0	0	0	0	8	69	0	0	77	515
17:15	75	334	13	0	422	0	55	4	0	59	0	0	0	0	0	14	72	0	0	86	567
17:30	66	314	15	0	395	0	42	3	0	45	0	0	0	0	0	8	69	0	0	77	517
17:45	78	321	9	0	408	0	57	6	0	63	0	0	0	0	0	13	73	0	0	86	557
Total	281	1272	50	0	1603	0	208	19	0	227	0	0	0	0	0	43	283	0	0	326	2156
Grand Total	990	6251	138	0	7379	0	653	128	0	781	0	0	0	3	3	334	1156	1	0	1491	9654
Apprch %	13.4	84.7	1.9	0		0	83.6	16.4	0		0	0	0	100		22.4	77.5	0.1	0		
Total %	10.3	64.8	1.4	0	76.4	0	6.8	1.3	0	8.1	0	0	0	0	0	3.5	12	0	0	15.4	
Autos	925	6125															1121				
% Autos	93.4	98	100	0	97.4	0	97.9	99.2	0	98.1	0	0	0	100	100	86.8	97	100	0	94.7	97
Heavy Vehicles																					
% Heavy Vehicles	6.6	2	0	0	2.6	0	2.1	0.8	0	1.9	0	0	0	0	0	13.2	3	0	0	5.3	3

Traf Tech Engineering Inc.

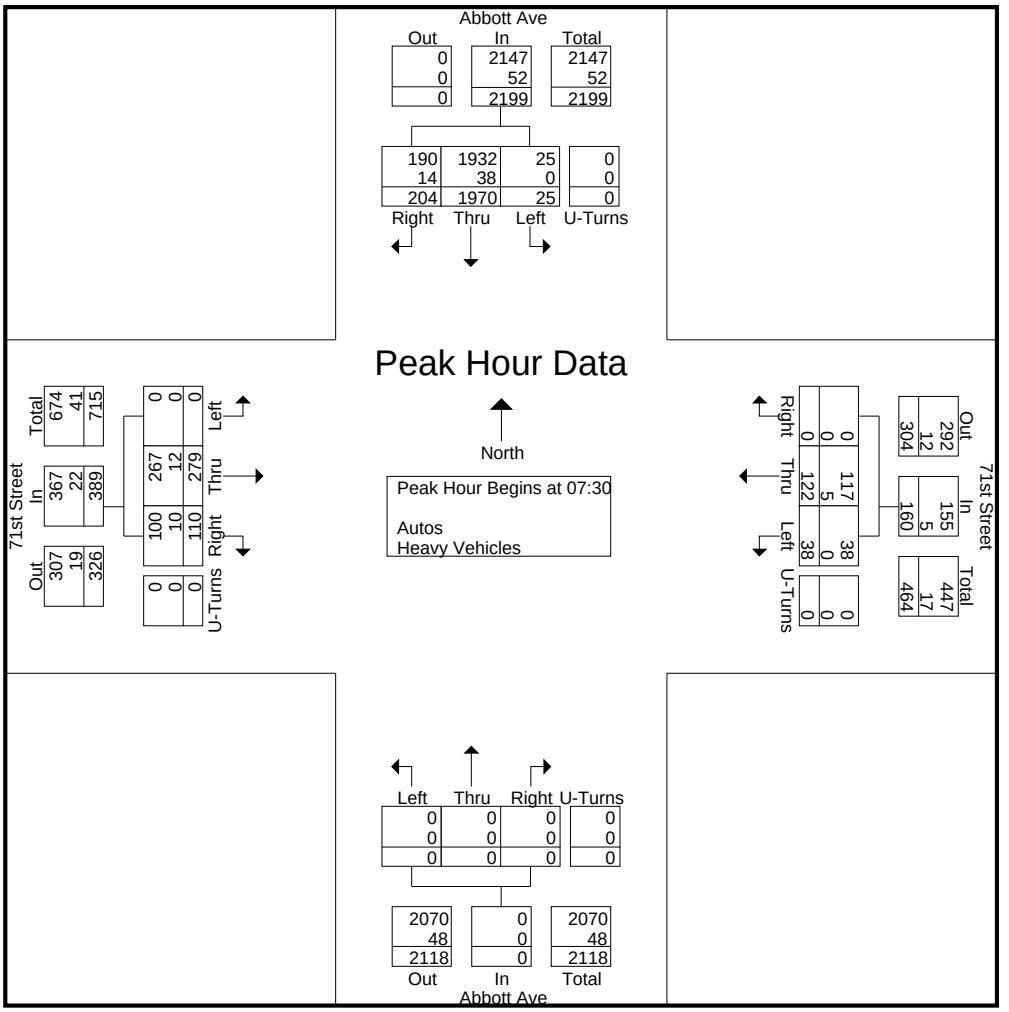
File Name : 3-Abbott Ave & 71st Street
Site Code : 00000000
Start Date : 1/28/2020
Page No : 2



Traf Tech Engineering Inc.

File Name : 3-Abbott Ave & 71st Street
Site Code : 00000000
Start Date : 1/28/2020
Page No : 3

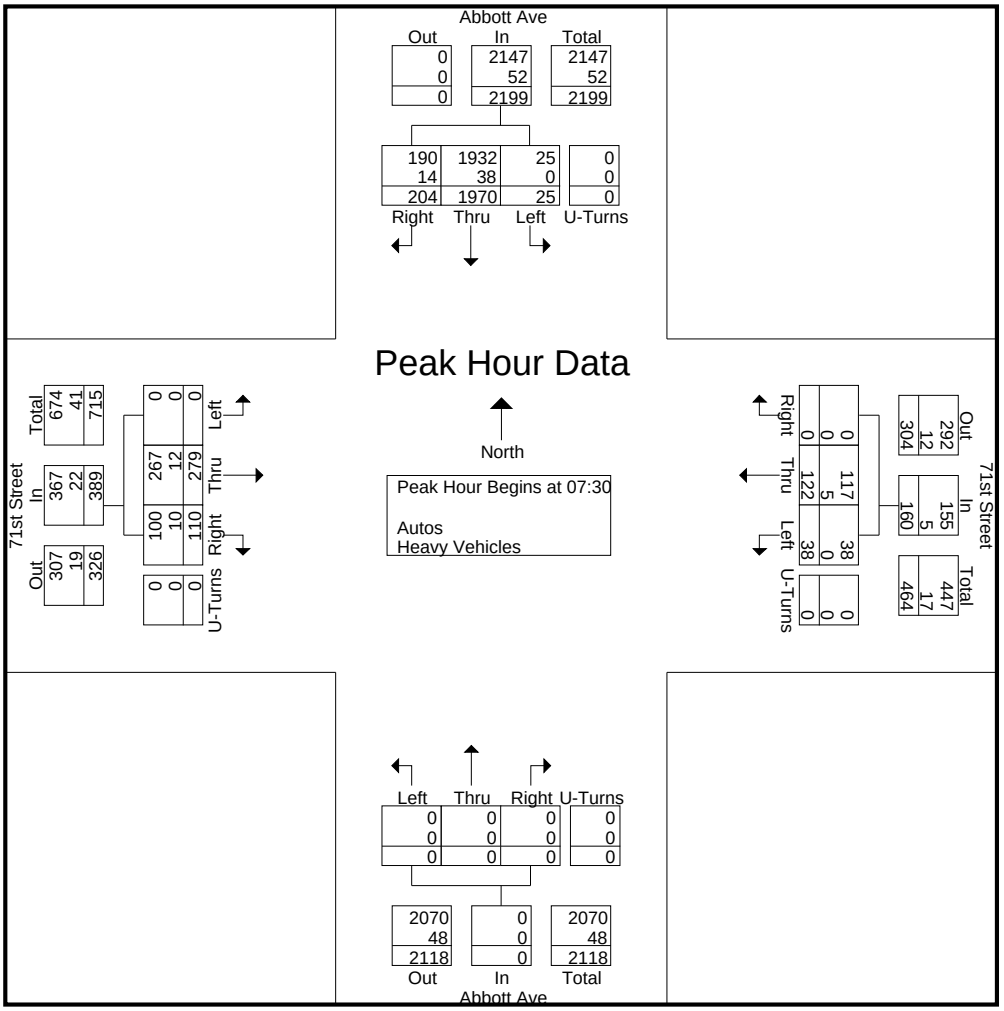
	Abbott Ave From North					71st Street From East					Abbott Ave From South					71st Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	48	490	6	0	544	0	35	11	0	46	0	0	0	0	0	24	61	0	0	85	675
07:45	50	519	7	0	576	0	29	5	0	34	0	0	0	0	0	38	78	0	0	116	726
08:00	55	497	6	0	558	0	37	11	0	48	0	0	0	0	0	28	54	0	0	82	688
08:15	51	464	6	0	521	0	21	11	0	32	0	0	0	0	0	20	86	0	0	106	659
Total Volume	204	1970	25	0	2199	0	122	38	0	160	0	0	0	0	0	110	279	0	0	389	2748
% App. Total	9.3	89.6	1.1	0		0	76.2	23.8	0		0	0	0	0		28.3	71.7	0	0		
PHF	.927	.949	.893	.000	.954	.000	.824	.864	.000	.833	.000	.000	.000	.000	.000	.724	.811	.000	.000	.838	.946
Autos	190	1932																			
% Autos	93.1	98.1	100	0	97.6	0	95.9	100	0	96.9	0	0	0	0	0	90.9	95.7	0	0	94.3	97.1
Heavy Vehicles																					
% Heavy Vehicles	6.9	1.9	0	0	2.4	0	4.1	0	0	3.1	0	0	0	0	0	9.1	4.3	0	0	5.7	2.9



Traf Tech Engineering Inc.

File Name : 3-Abbott Ave & 71st Street
Site Code : 00000000
Start Date : 1/28/2020
Page No : 4

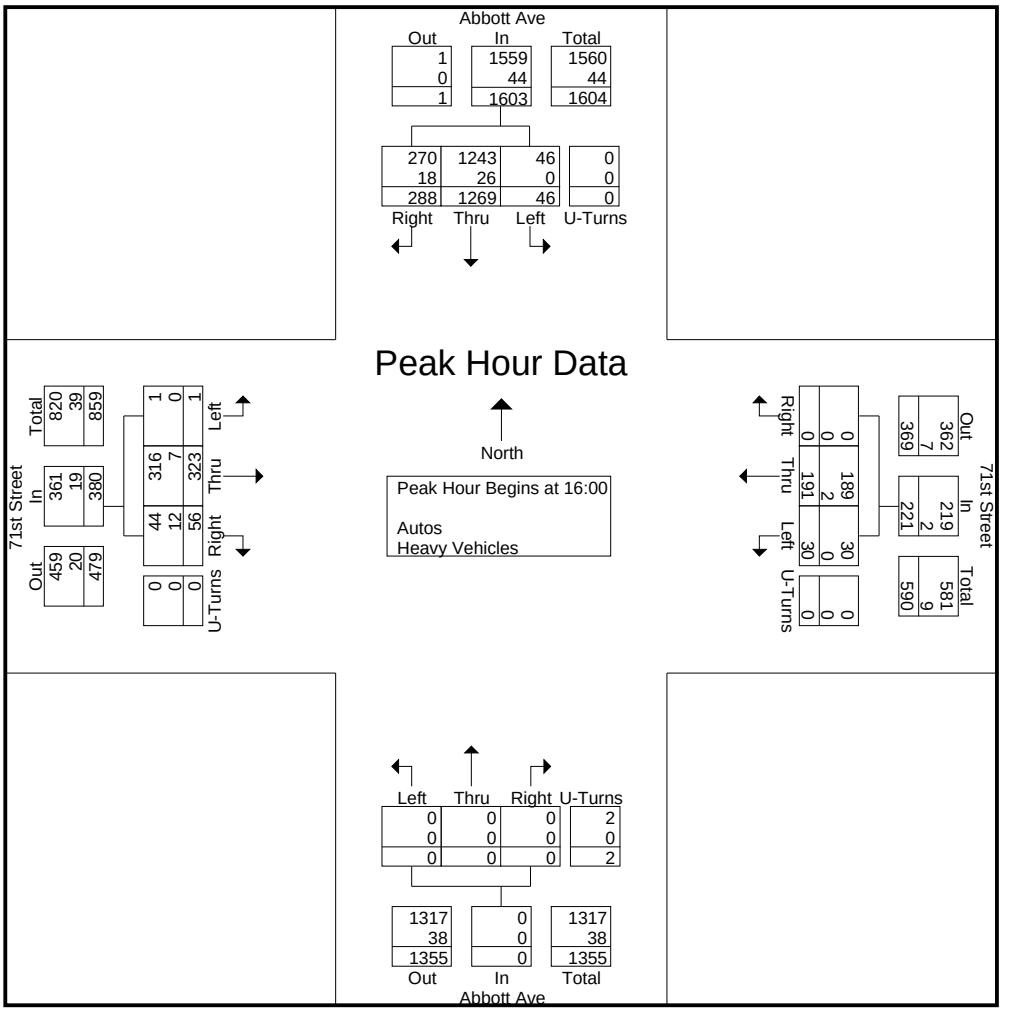
	Abbott Ave From North					71st Street From East					Abbott Ave From South					71st Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	48	490	6	0	544	0	35	11	0	46	0	0	0	0	0	24	61	0	0	85	675
07:45	50	519	7	0	576	0	29	5	0	34	0	0	0	0	0	38	78	0	0	116	726
08:00	55	497	6	0	558	0	37	11	0	48	0	0	0	0	0	28	54	0	0	82	688
08:15	51	464	6	0	521	0	21	11	0	32	0	0	0	0	0	20	86	0	0	106	659
Total Volume	204	1970	25	0	2199	0	122	38	0	160	0	0	0	0	0	110	279	0	0	389	2748
% App. Total	9.3	89.6	1.1	0		0	76.2	23.8	0		0	0	0	0		28.3	71.7	0	0		
PHF	.927	.949	.893	.000	.954	.000	.824	.864	.000	.833	.000	.000	.000	.000	.000	.724	.811	.000	.000	.838	.946
Autos	190	1932																			
% Autos	93.1	98.1	100	0	97.6	0	95.9	100	0	96.9	0	0	0	0	0	90.9	95.7	0	0	94.3	97.1
Heavy Vehicles																					
% Heavy Vehicles	6.9	1.9	0	0	2.4	0	4.1	0	0	3.1	0	0	0	0	0	9.1	4.3	0	0	5.7	2.9



Traf Tech Engineering Inc.

File Name : 3-Abbott Ave & 71st Street
Site Code : 00000000
Start Date : 1/28/2020
Page No : 5

	Abbott Ave From North					71st Street From East					Abbott Ave From South					71st Street 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	77	346	10	0	433	0	54	11	0	65	0	0	0	0	0	11	76	1	0	88	586
16:15	72	287	13	0	372	0	60	3	0	63	0	0	0	0	0	14	76	0	0	90	525
16:30	64	326	7	0	397	0	45	9	0	54	0	0	0	0	0	14	88	0	0	102	553
16:45	75	310	16	0	401	0	32	7	0	39	0	0	0	2	2	17	83	0	0	100	542
Total Volume	288	1269	46	0	1603	0	191	30	0	221	0	0	0	2	2	56	323	1	0	380	2206
% App. Total	18	79.2	2.9	0		0	86.4	13.6	0		0	0	0	100		14.7	85	0.3	0		
PHF	.935	.917	.719	.000	.926	.000	.796	.682	.000	.850	.000	.000	.000	.250	.250	.824	.918	.250	.000	.931	.941
Autos	270	1243																			
% Autos	93.8	98.0	100	0	97.3	0	99.0	100	0	99.1	0	0	0	100	100	78.6	97.8	100	0	95.0	97.1
Heavy Vehicles																					
% Heavy Vehicles	6.3	2.0	0	0	2.7	0	1.0	0	0	0.9	0	0	0	0	0	21.4	2.2	0	0	5.0	2.9



Traf Tech Engineering Inc.

File Name : 3-Abbott Ave & 71st Street
Site Code : 00000000
Start Date : 1/28/2020
Page No : 1

Groups Printed- Peds & Bikes

	Abbott Ave From North				71st Street From East				Abbott Ave From South				71st Street From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	1	0	0	0	1	1	0	0	5	1	0	0	1	10
07:15	1	0	0	8	0	0	0	1	0	0	0	1	0	0	0	1	12
07:30	0	0	0	8	1	0	0	2	1	0	0	3	1	0	0	3	19
07:45	1	0	0	3	0	0	0	1	1	0	0	4	0	0	0	2	12
Total	2	0	0	20	1	0	0	5	3	0	0	13	2	0	0	7	53
08:00	0	0	0	1	2	0	0	1	2	0	0	5	2	0	0	3	16
08:15	2	0	0	2	0	0	0	0	0	0	0	1	1	0	0	0	6
08:30	1	0	0	10	0	0	0	4	1	0	0	12	2	0	0	4	34
08:45	2	0	0	10	0	0	0	4	0	0	0	8	1	0	0	3	28
Total	5	0	0	23	2	0	0	9	3	0	0	26	6	0	0	10	84
*** BREAK ***																	
16:00	1	0	0	8	0	0	0	3	2	0	0	14	1	0	0	1	30
16:15	3	0	0	10	1	0	0	2	0	0	0	9	0	0	0	2	27
16:30	5	0	0	14	2	0	0	1	2	0	0	12	0	0	0	1	37
16:45	3	0	0	18	1	0	0	5	2	0	0	15	1	0	0	3	48
Total	12	0	0	50	4	0	0	11	6	0	0	50	2	0	0	7	142
17:00	4	0	0	14	1	0	0	5	0	0	0	25	1	0	0	3	53
17:15	4	0	0	11	0	0	0	4	2	0	0	49	1	0	0	10	81
17:30	2	0	0	9	0	0	0	4	0	0	0	25	0	0	0	5	45
17:45	7	0	0	9	1	0	0	2	0	0	0	20	1	0	0	4	44
Total	17	0	0	43	2	0	0	15	2	0	0	119	3	0	0	22	223
Grand Total	36	0	0	136	9	0	0	40	14	0	0	208	13	0	0	46	502
Apprch %	20.9	0	0	79.1	18.4	0	0	81.6	6.3	0	0	93.7	22	0	0	78	
Total %	7.2	0	0	27.1	1.8	0	0	8	2.8	0	0	41.4	2.6	0	0	9.2	

Traf Tech Engineering Inc.

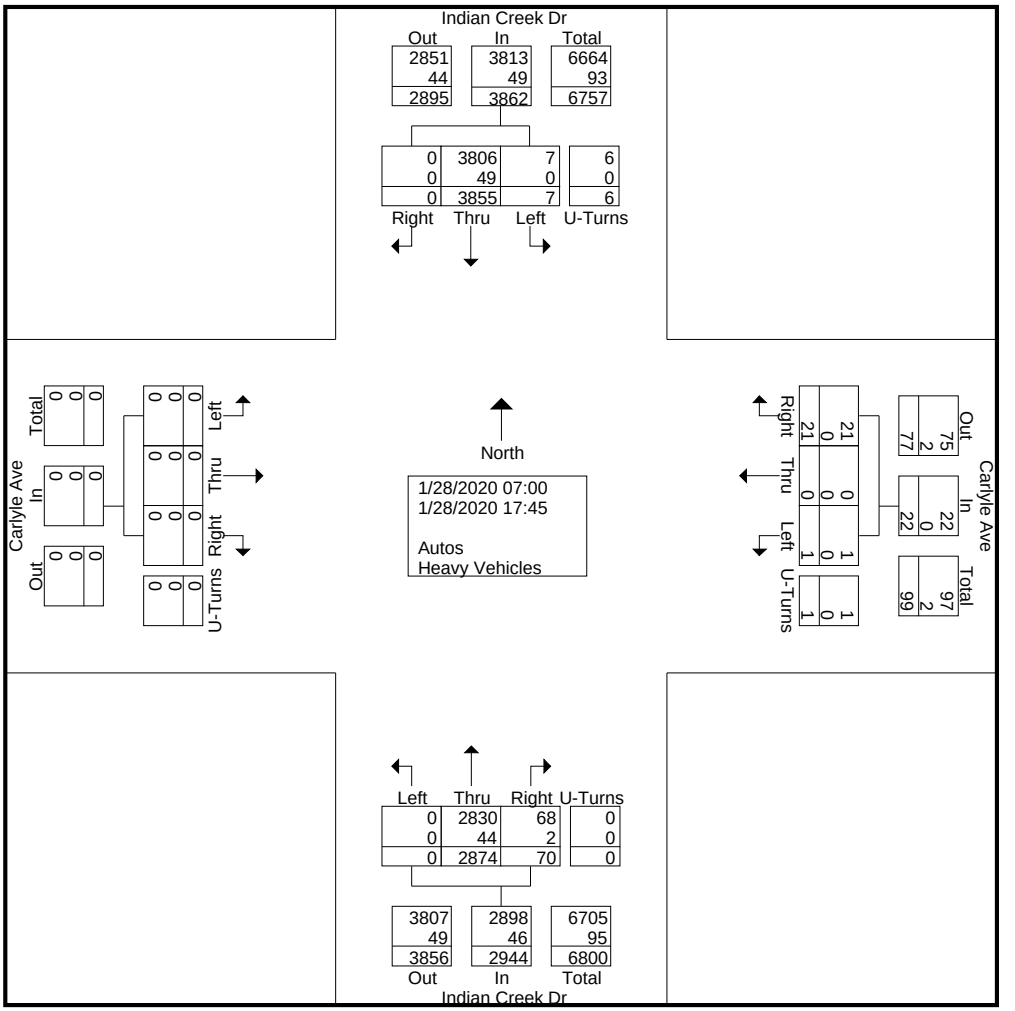
File Name : 4-Carlyle Ave & Indian Creek Dr
Site Code : 00000000
Start Date : 1/28/2020
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Indian Creek Dr From North					Carlyle Ave From East					Indian Creek Dr From South					Carlyle Ave 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	215	0	0	215	1	0	0	0	1	3	78	0	0	81	0	0	0	0	0	297
07:15	0	264	0	0	264	1	0	0	0	1	3	103	0	0	106	0	0	0	0	0	371
07:30	0	297	0	0	297	0	0	0	0	0	2	116	0	0	118	0	0	0	0	0	415
07:45	0	355	1	0	356	0	0	1	0	1	8	164	0	0	172	0	0	0	0	0	529
Total	0	1131	1	0	1132	2	0	1	0	3	16	461	0	0	477	0	0	0	0	0	1612
08:00	0	327	0	1	328	0	0	0	0	0	2	124	0	0	126	0	0	0	0	0	454
08:15	0	320	0	0	320	2	0	0	0	2	6	104	0	0	110	0	0	0	0	0	432
08:30	0	355	0	0	355	2	0	0	0	2	0	179	0	0	179	0	0	0	0	0	536
08:45	0	319	1	3	323	0	0	0	0	0	4	143	0	0	147	0	0	0	0	0	470
Total	0	1321	1	4	1326	4	0	0	0	4	12	550	0	0	562	0	0	0	0	0	1892
*** BREAK ***																					
16:00	0	168	0	0	168	3	0	0	0	3	10	224	0	0	234	0	0	0	0	0	405
16:15	0	176	2	0	178	1	0	0	1	2	9	220	0	0	229	0	0	0	0	0	409
16:30	0	206	2	0	208	1	0	0	0	1	7	201	0	0	208	0	0	0	0	0	417
16:45	0	172	0	0	172	4	0	0	0	4	4	232	0	0	236	0	0	0	0	0	412
Total	0	722	4	0	726	9	0	0	1	10	30	877	0	0	907	0	0	0	0	0	1643
17:00	0	142	0	0	142	3	0	0	0	3	3	254	0	0	257	0	0	0	0	0	402
17:15	0	171	1	0	172	1	0	0	0	1	1	242	0	0	243	0	0	0	0	0	416
17:30	0	173	0	1	174	0	0	0	0	0	3	264	0	0	267	0	0	0	0	0	441
17:45	0	195	0	1	196	2	0	0	0	2	5	226	0	0	231	0	0	0	0	0	429
Total	0	681	1	2	684	6	0	0	0	6	12	986	0	0	998	0	0	0	0	0	1688
Grand Total	0	3855	7	6	3868	21	0	1	1	23	70	2874	0	0	2944	0	0	0	0	0	6835
Apprch %	0	99.7	0.2	0.2		91.3	0	4.3	4.3		2.4	97.6	0	0		0	0	0	0		
Total %	0	56.4	0.1	0.1	56.6	0.3	0	0	0	0.3	1	42	0	0	43.1	0	0	0	0	0	
Autos	0	3806										2830									
% Autos	0	98.7	100	100	98.7	100	0	100	100	100	97.1	98.5	0	0	98.4	0	0	0	0	0	98.6
Heavy Vehicles																					
% Heavy Vehicles	0	1.3	0	0	1.3	0	0	0	0	0	2.9	1.5	0	0	1.6	0	0	0	0	0	1.4

Traf Tech Engineering Inc.

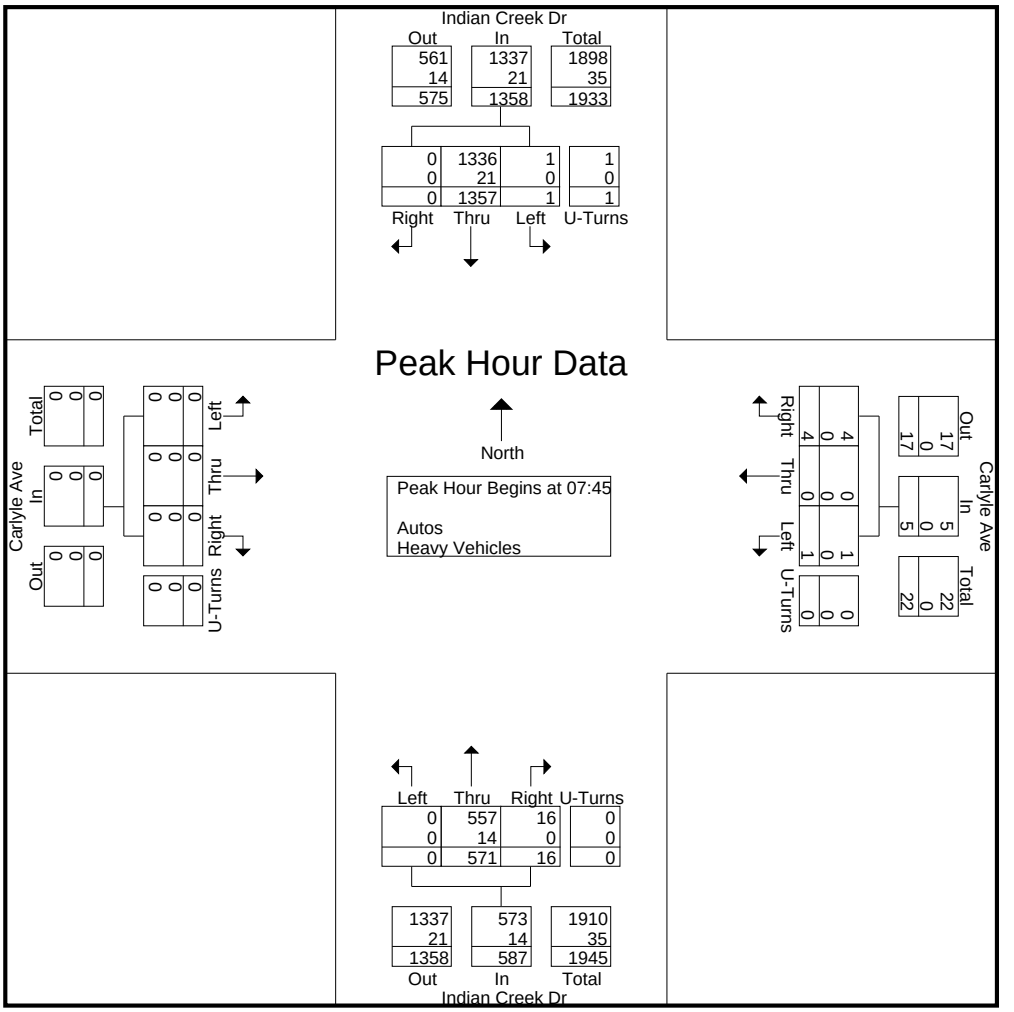
File Name : 4-Carlyle Ave & Indian Creek Dr
Site Code : 00000000
Start Date : 1/28/2020
Page No : 2



Traf Tech Engineering Inc.

File Name : 4-Carlyle Ave & Indian Creek Dr
Site Code : 00000000
Start Date : 1/28/2020
Page No : 3

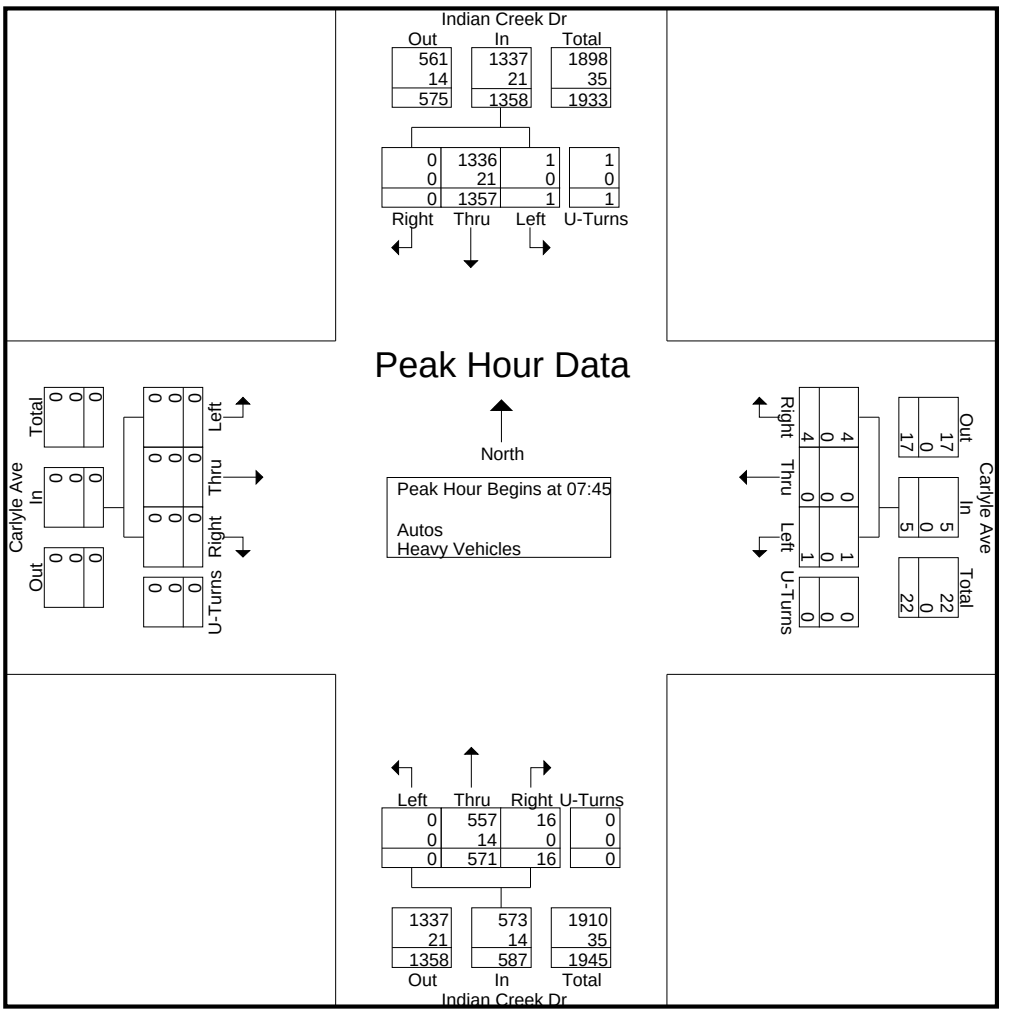
	Indian Creek Dr From North					Carlyle Ave From East					Indian Creek Dr From South					Carlyle Ave From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	355	1	0	356	0	0	1	0	1	8	164	0	0	172	0	0	0	0	0	529
08:00	0	327	0	1	328	0	0	0	0	0	2	124	0	0	126	0	0	0	0	0	454
08:15	0	320	0	0	320	2	0	0	0	2	6	104	0	0	110	0	0	0	0	0	432
08:30	0	355	0	0	355	2	0	0	0	2	0	179	0	0	179	0	0	0	0	0	536
Total Volume	0	1357	1	1	1359	4	0	1	0	5	16	571	0	0	587	0	0	0	0	0	1951
% App. Total	0	99.9	0.1	0.1		80	0	20	0		2.7	97.3	0	0		0	0	0	0		
PHF	.000	.956	.250	.250	.954	.500	.000	.250	.000	.625	.500	.797	.000	.000	.820	.000	.000	.000	.000	.000	.910
Autos	0	1336																			
% Autos	0	98.5	100	100	98.5	100	0	100	0	100	100	97.5	0	0	97.6	0	0	0	0	0	98.2
Heavy Vehicles																					
% Heavy Vehicles	0	1.5	0	0	1.5	0	0	0	0	0	0	2.5	0	0	2.4	0	0	0	0	0	1.8



Traf Tech Engineering Inc.

File Name : 4-Carlyle Ave & Indian Creek Dr
Site Code : 00000000
Start Date : 1/28/2020
Page No : 4

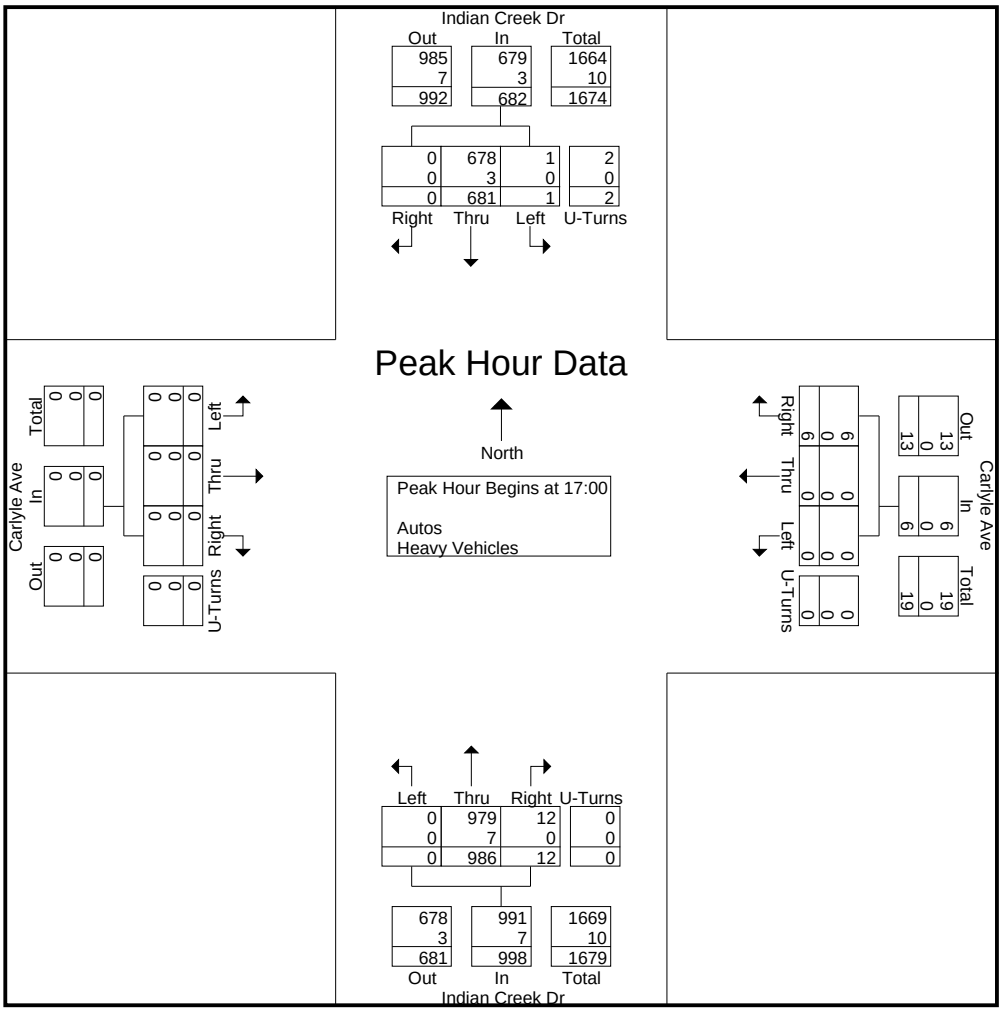
	Indian Creek Dr From North					Carlyle Ave From East					Indian Creek Dr From South					Carlyle Ave From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	355	1	0	356	0	0	1	0	1	8	164	0	0	172	0	0	0	0	0	529
08:00	0	327	0	1	328	0	0	0	0	0	2	124	0	0	126	0	0	0	0	0	454
08:15	0	320	0	0	320	2	0	0	0	2	6	104	0	0	110	0	0	0	0	0	432
08:30	0	355	0	0	355	2	0	0	0	2	0	179	0	0	179	0	0	0	0	0	536
Total Volume	0	1357	1	1	1359	4	0	1	0	5	16	571	0	0	587	0	0	0	0	0	1951
% App. Total	0	99.9	0.1	0.1		80	0	20	0		2.7	97.3	0	0		0	0	0	0		
PHF	.000	.956	.250	.250	.954	.500	.000	.250	.000	.625	.500	.797	.000	.000	.820	.000	.000	.000	.000	.000	.910
Autos	0	1336																			
% Autos	0	98.5	100	100	98.5	100	0	100	0	100	100	97.5	0	0	97.6	0	0	0	0	0	98.2
Heavy Vehicles																					
% Heavy Vehicles	0	1.5	0	0	1.5	0	0	0	0	0	0	2.5	0	0	2.4	0	0	0	0	0	1.8



Traf Tech Engineering Inc.

File Name : 4-Carlyle Ave & Indian Creek Dr
Site Code : 00000000
Start Date : 1/28/2020
Page No : 5

	Indian Creek Dr From North					Carlyle Ave From East					Indian Creek Dr From South					Carlyle Ave 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	0	142	0	0	142	3	0	0	0	3	3	254	0	0	257	0	0	0	0	0	402
17:15	0	171	1	0	172	1	0	0	0	1	1	242	0	0	243	0	0	0	0	0	416
17:30	0	173	0	1	174	0	0	0	0	0	3	264	0	0	267	0	0	0	0	0	441
17:45	0	195	0	1	196	2	0	0	0	2	5	226	0	0	231	0	0	0	0	0	429
Total Volume	0	681	1	2	684	6	0	0	0	6	12	986	0	0	998	0	0	0	0	0	1688
% App. Total	0	99.6	0.1	0.3		100	0	0	0		1.2	98.8	0	0		0	0	0	0		
PHF	.000	.873	.250	.500	.872	.500	.000	.000	.000	.500	.600	.934	.000	.000	.934	.000	.000	.000	.000	.000	.957
Autos	0	678	1	2	681	6	0	0	0	6	12	979	0	0	991	0	0	0	0	0	1678
% Autos	0	99.6	100	100	99.6	100	0	0	0	100	100	99.3	0	0	99.3	0	0	0	0	0	99.4
Heavy Vehicles																					
% Heavy Vehicles	0	0.4	0	0	0.4	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0.6



Traf Tech Engineering Inc.

File Name : 4-Carlyle Ave & Indian Creek Dr
Site Code : 00000000
Start Date : 1/28/2020
Page No : 1

Groups Printed- Peds & Bikes

	Indian Creek Dr From North				Carlyle Ave From East				Indian Creek Dr From South				Carlyle Ave From West				
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	Int. Total
07:00	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3
07:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
07:30	0	0	0	0	1	0	0	5	0	0	0	0	0	0	0	0	6
07:45	0	0	0	0	3	0	0	1	0	0	0	1	0	0	0	0	5
Total	0	0	0	0	4	0	0	9	0	0	0	3	0	0	0	0	16
08:00	1	0	0	0	2	0	0	12	1	0	0	0	0	0	0	0	16
08:15	0	0	0	1	1	0	0	10	0	0	0	0	0	0	0	0	12
08:30	0	0	0	0	1	0	0	4	0	0	0	1	0	0	0	0	6
08:45	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	10
Total	1	0	0	1	4	0	0	36	1	0	0	1	0	0	0	0	44
*** BREAK ***																	
16:00	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	6
16:15	0	0	0	0	1	0	0	11	0	0	0	0	0	0	0	0	12
16:30	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
16:45	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	7	0	0	17	0	0	0	0	0	0	0	0	24
17:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	7
17:30	0	0	0	0	2	0	0	5	0	0	0	0	0	0	0	0	7
*** BREAK ***																	
Total	0	0	0	0	2	0	0	15	0	0	0	0	0	0	0	0	17
Grand Total	1	0	0	1	17	0	0	77	1	0	0	4	0	0	0	0	101
Apprch %	50	0	0	50	18.1	0	0	81.9	20	0	0	80	0	0	0	0	
Total %	1	0	0	1	16.8	0	0	76.2	1	0	0	4	0	0	0	0	

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: COUNTY
CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.03	1.05
2	01/07/2018 - 01/13/2018	1.03	1.05
3	01/14/2018 - 01/20/2018	1.04	1.06
4	01/21/2018 - 01/27/2018	1.02	1.04
5	01/28/2018 - 02/03/2018	1.01	1.03
* 6	02/04/2018 - 02/10/2018	0.99	1.01
* 7	02/11/2018 - 02/17/2018	0.98	1.00
* 8	02/18/2018 - 02/24/2018	0.98	1.00
* 9	02/25/2018 - 03/03/2018	0.98	1.00
*10	03/04/2018 - 03/10/2018	0.97	0.99
*11	03/11/2018 - 03/17/2018	0.97	0.99
*12	03/18/2018 - 03/24/2018	0.97	0.99
*13	03/25/2018 - 03/31/2018	0.97	0.99
*14	04/01/2018 - 04/07/2018	0.97	0.99
*15	04/08/2018 - 04/14/2018	0.97	0.99
*16	04/15/2018 - 04/21/2018	0.97	0.99
*17	04/22/2018 - 04/28/2018	0.98	1.00
*18	04/29/2018 - 05/05/2018	0.99	1.01
19	05/06/2018 - 05/12/2018	1.00	1.02
20	05/13/2018 - 05/19/2018	1.01	1.03
21	05/20/2018 - 05/26/2018	1.01	1.03
22	05/27/2018 - 06/02/2018	1.01	1.03
23	06/03/2018 - 06/09/2018	1.01	1.03
24	06/10/2018 - 06/16/2018	1.01	1.03
25	06/17/2018 - 06/23/2018	1.01	1.03
26	06/24/2018 - 06/30/2018	1.02	1.04
27	07/01/2018 - 07/07/2018	1.02	1.04
28	07/08/2018 - 07/14/2018	1.02	1.04
29	07/15/2018 - 07/21/2018	1.02	1.04
30	07/22/2018 - 07/28/2018	1.02	1.04
31	07/29/2018 - 08/04/2018	1.01	1.03
32	08/05/2018 - 08/11/2018	1.01	1.03
33	08/12/2018 - 08/18/2018	1.00	1.02
34	08/19/2018 - 08/25/2018	1.00	1.02
35	08/26/2018 - 09/01/2018	1.00	1.02
36	09/02/2018 - 09/08/2018	1.01	1.03
37	09/09/2018 - 09/15/2018	1.01	1.03
38	09/16/2018 - 09/22/2018	1.00	1.02
39	09/23/2018 - 09/29/2018	1.00	1.02
40	09/30/2018 - 10/06/2018	1.00	1.02
41	10/07/2018 - 10/13/2018	0.99	1.01
42	10/14/2018 - 10/20/2018	0.99	1.01
43	10/21/2018 - 10/27/2018	1.00	1.02
44	10/28/2018 - 11/03/2018	1.00	1.02
45	11/04/2018 - 11/10/2018	1.01	1.03
46	11/11/2018 - 11/17/2018	1.01	1.03
47	11/18/2018 - 11/24/2018	1.02	1.04
48	11/25/2018 - 12/01/2018	1.02	1.04
49	12/02/2018 - 12/08/2018	1.02	1.04
50	12/09/2018 - 12/15/2018	1.03	1.05
51	12/16/2018 - 12/22/2018	1.03	1.05
52	12/23/2018 - 12/29/2018	1.03	1.05
53	12/30/2018 - 12/31/2018	1.04	1.06

* PEAK SEASON

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

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

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 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
2018	10500 C	E 5400	W 5100	9.00	54.30	4.30
2017	10800 C	E 5300	W 5500	9.00	55.00	4.30
2016	11100 C	E 5600	W 5500	9.00	54.50	4.30
2015	11700 C	E 5900	W 5800	9.00	54.70	3.80
2014	12000 C	E 6100	W 5900	9.00	54.50	3.80
2013	11600 C	E 5900	W 5700	9.00	52.40	3.70
2012	16600 C	E 7100	W 9500	9.00	55.70	10.50
2011	12000 C	E 5900	W 6100	9.00	55.10	10.50
2010	13800 C	E 5900	W 7900	8.98	54.08	9.50
2009	14400 C	E 6500	W 7900	8.99	53.24	8.40
2008	13800 C	E 6200	W 7600	9.09	55.75	9.60
2007	13800 C	E 5900	W 7900	8.01	54.34	6.60
2006	12700 C	E 5800	W 6900	7.97	54.22	8.80
2005	15800 C	E 8100	W 7700	8.80	53.80	5.50
2004	21000 C	E 9500	W 11500	9.00	53.30	12.00
2003	17200 C	E 8000	W 9200	8.80	53.40	7.50

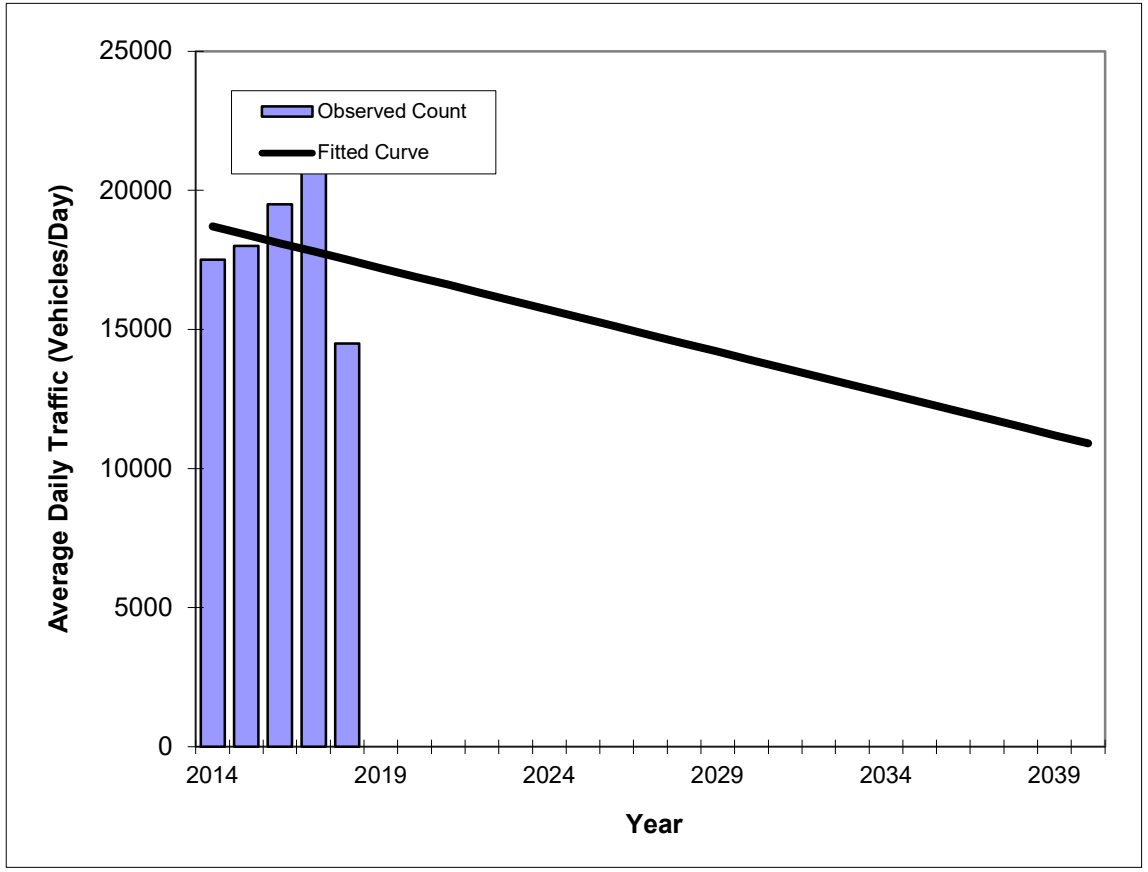
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2.0

SR 934/NORMANDY DR -- 100' W RUE VERSAILES

PIN#	0
Location	1

County:	MIAMI-DADE
Station #:	0115
Highway:	SR 934/NORMANDY DR



Year	Traffic (ADT/AADT) Count*	Trend**
2014	17500	18700
2015	18000	18400
2016	19500	18100
2017	21000	17800
2018	14500	17500
2020 Opening Year Trend		
2020	N/A	16900
2021 Mid-Year Trend		
2021	N/A	16600
2023 Design Year Trend		
2023	N/A	16000
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-300
Trend R-squared:	3.80%
Trend Annual Historic Growth Rate:	-1.60%
Trend Growth Rate (2018 to Design Year):	-1.71%
Printed:	28-Jan-20

Straight Line Growth Option

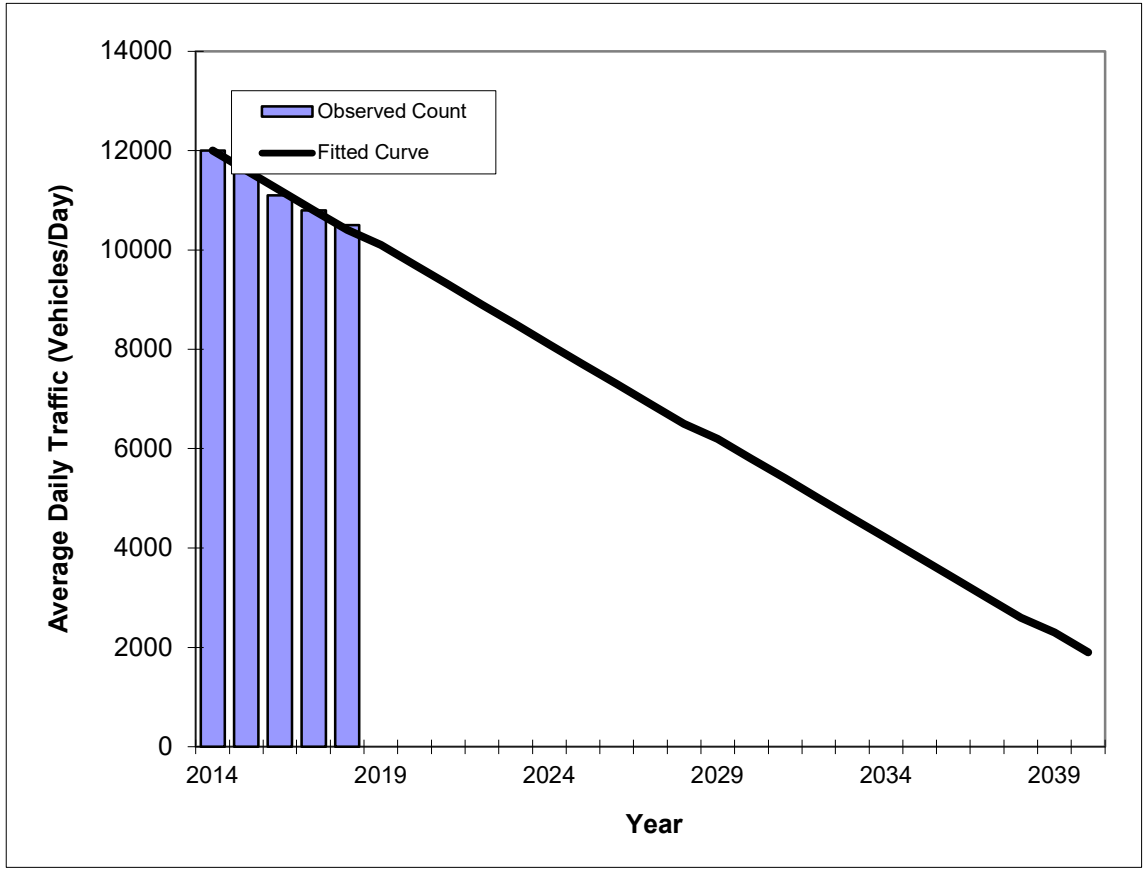
***Axle-Adjusted**

Traffic Trends - V2.0

SR 924/71 ST -- 200' W SR A1A/HARDING AVE

PIN#	0
Location	2

County:	MIAMI-DADE
Station #:	5189
Highway:	SR 924/71 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2014	12000	12000
2015	11700	11600
2016	11100	11200
2017	10800	10800
2018	10500	10400
2020 Opening Year Trend		
2020	N/A	9700
2021 Mid-Year Trend		
2021	N/A	9300
2023 Design Year Trend		
2023	N/A	8500
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-390
Trend R-squared:	98.26%
Trend Annual Historic Growth Rate:	-3.33%
Trend Growth Rate (2018 to Design Year):	-3.65%
Printed:	28-Jan-20

Straight Line Growth Option

***Axle-Adjusted**

TABLE 1
Trip Generation Summary - Existing Use
72nd & Park Project

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
						Total Trips	Inbound	Outbound
Private School LUC 534	235 stds	966	214	118	96	61	28	33
Gross Trips		**966**	**214**	**118**	**96**	**61**	**28**	**33**

Source: ITE Trip Generation Manual (10th Edition)

TABLE 2
Trip Generation Summary - Proposed Uses
72nd & Park Project

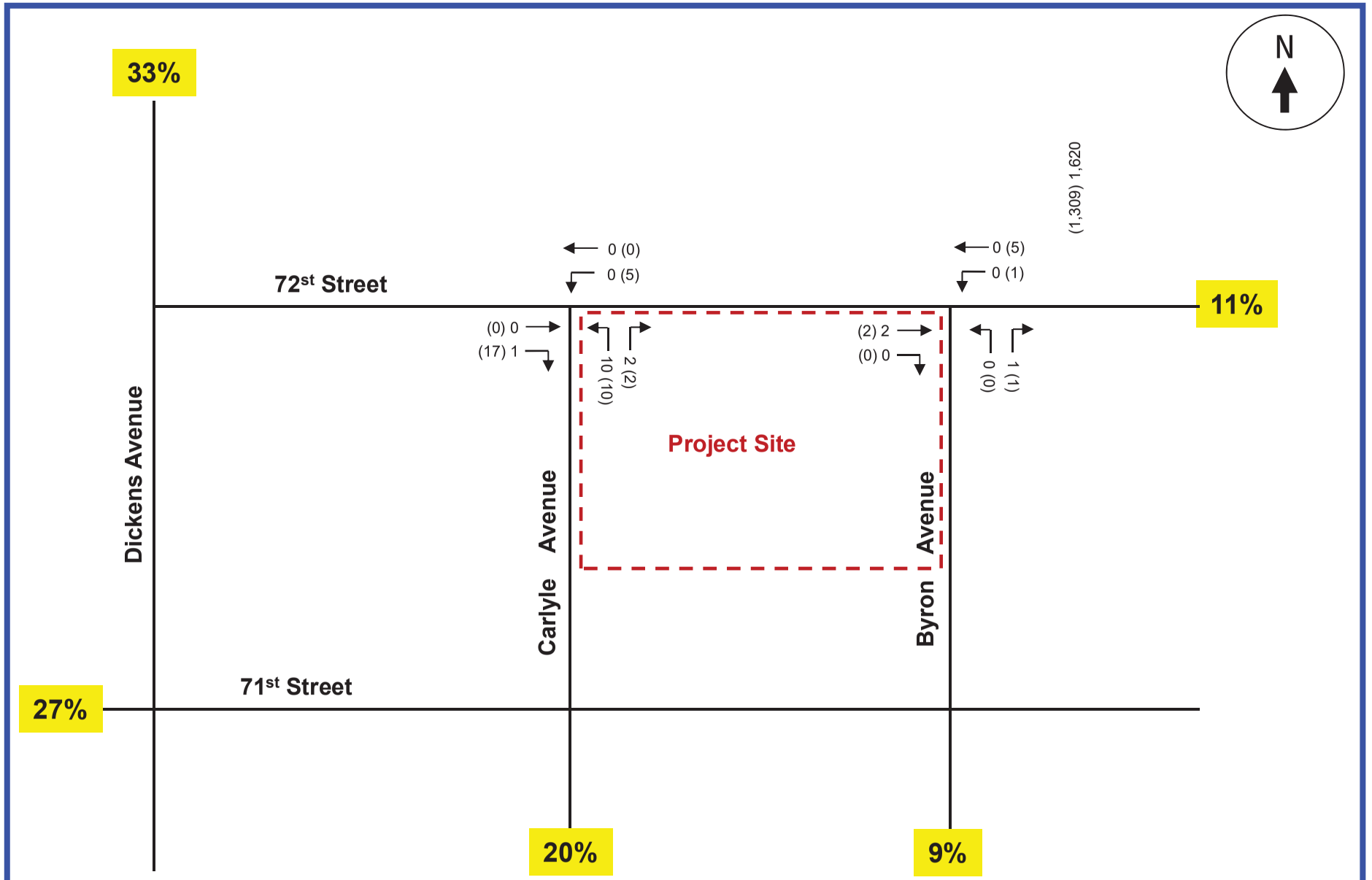
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
High Rise LUC 222	270 units	1,276	88	21	67	100	61	39
Retail LUC 820	12,603 sq.ft.	1,470	158	98	60	117	56	61
Gross Trips		**2,746**	**246**	**119**	**127**	**217**	**117**	**100**
Internal Trips (see worksheet)		0	0	0	0	-43	-21	-21
Driveway Trips		**2,746**	**246**	**119**	**127**	**174**	**96**	**79**
Pass-by Retail (2)		0	0	0	0	-32	-17	-15
New External Trips		**2,746**	**246**	**119**	**127**	**142**	**79**	**64**

Source: ITE Trip Generation Manual (10th Edition)

Difference		**1780**	**32**	**1**	**31**	**81**	**51**	**31**

(1) A significant number of the 270 residential units are micro-units. These micro-units will likely generate less trips than the trips documented above (conservative approach).
(2) Based on ITE Trip Generation Handbook (3rd Edition), Retail pass-by = 34%

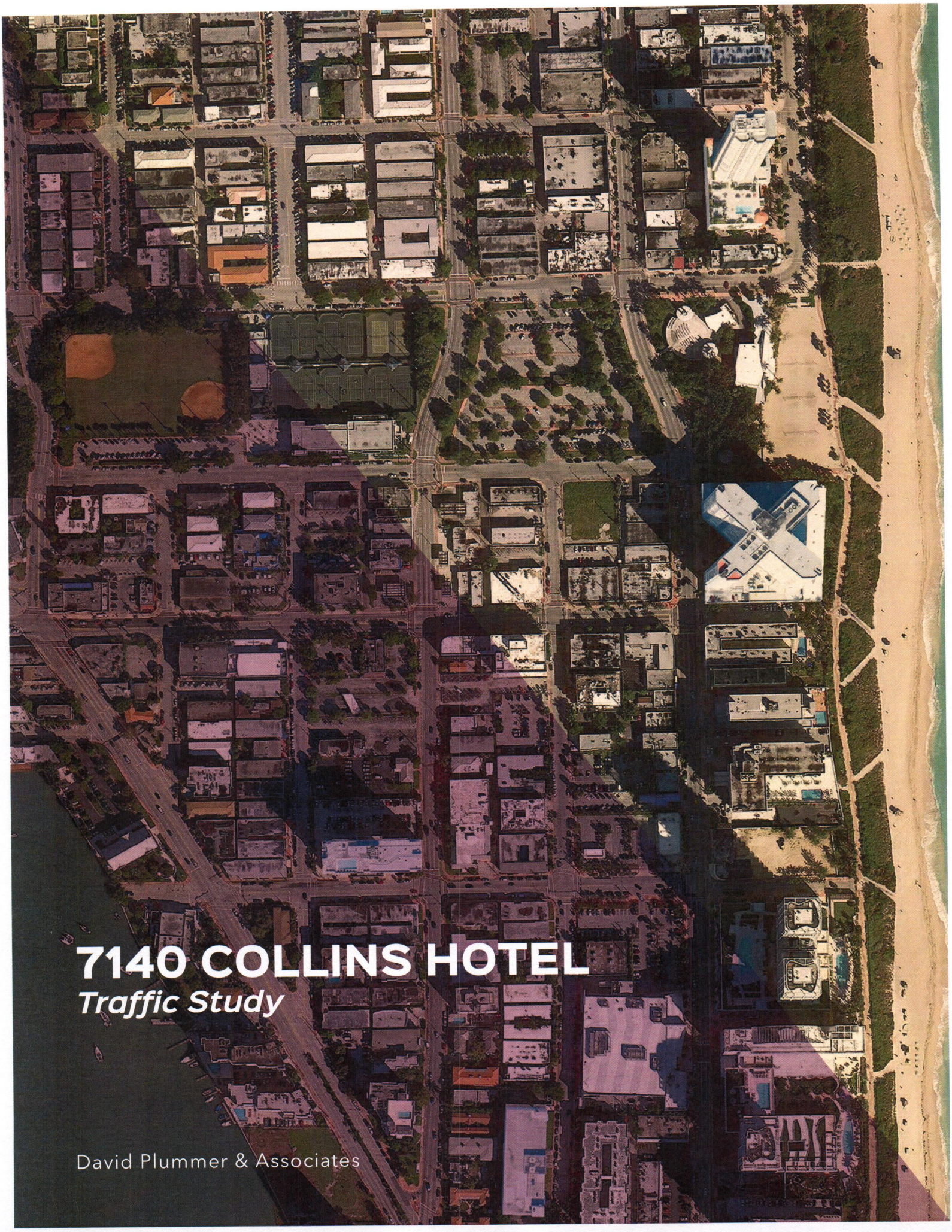
Traf Tech
ENGINEERING, INC.



Traf Tech
ENGINEERING, INC.

New Project Traffic Assignment (Park and 72)

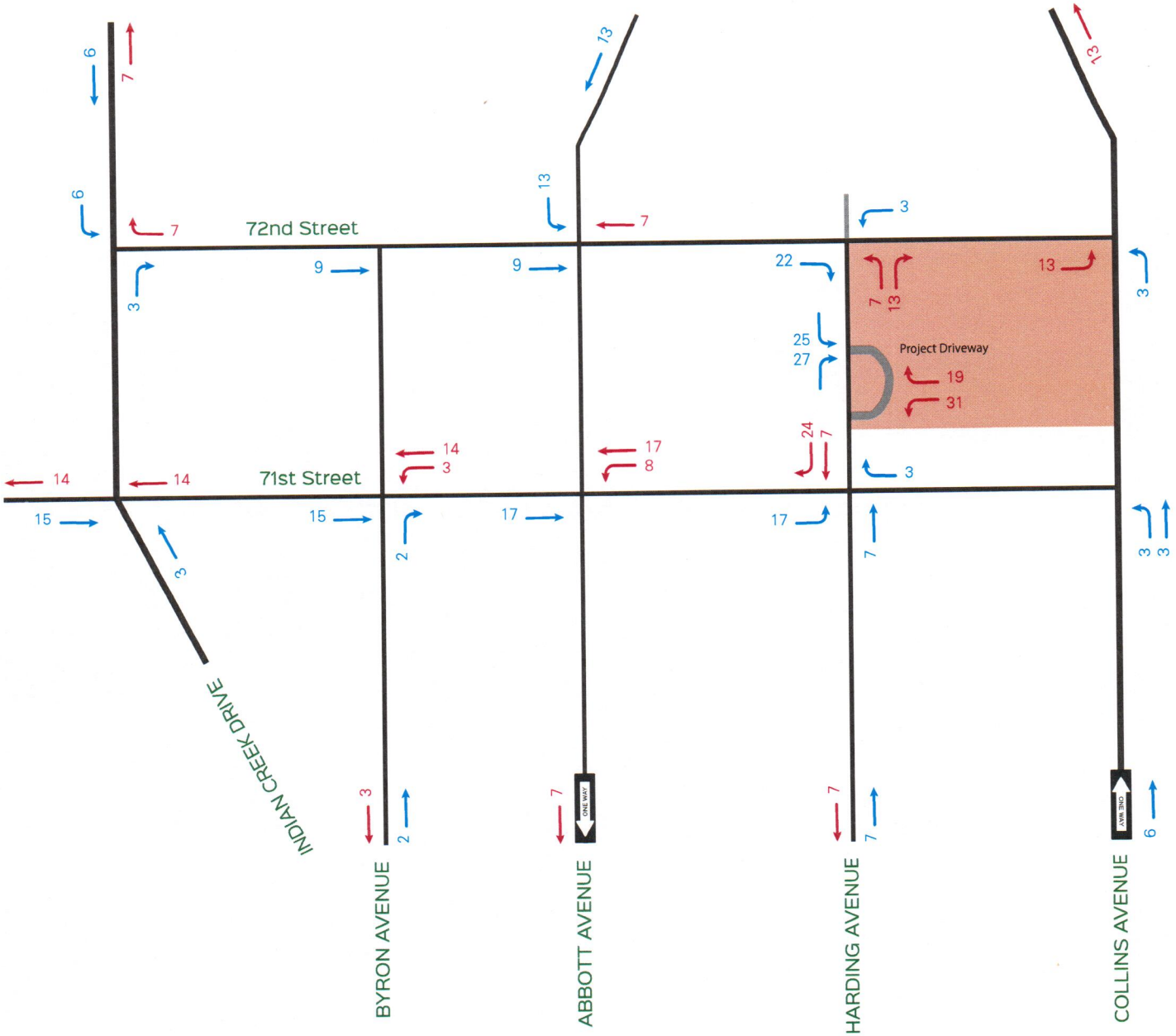
FIGURE 2
Park and 72
Miami Beach, Florida



7140 COLLINS HOTEL

Traffic Study

David Plummer & Associates



IN

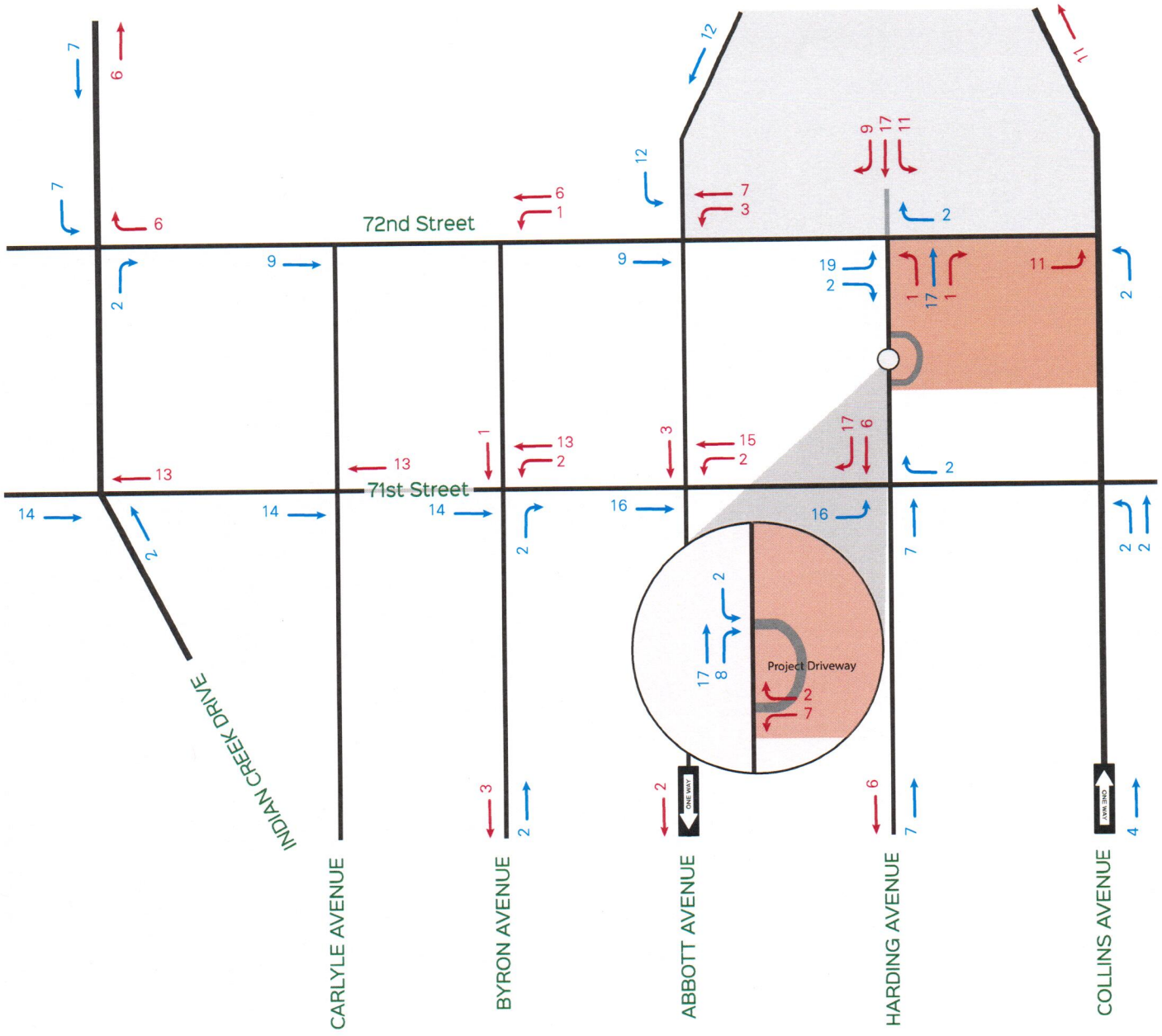
OUT

Project Location

Exhibit 12 (Hotel & Residential)

Project Trip Assignment

NORTH
MAP NOT TO SCALE



IN

OUT

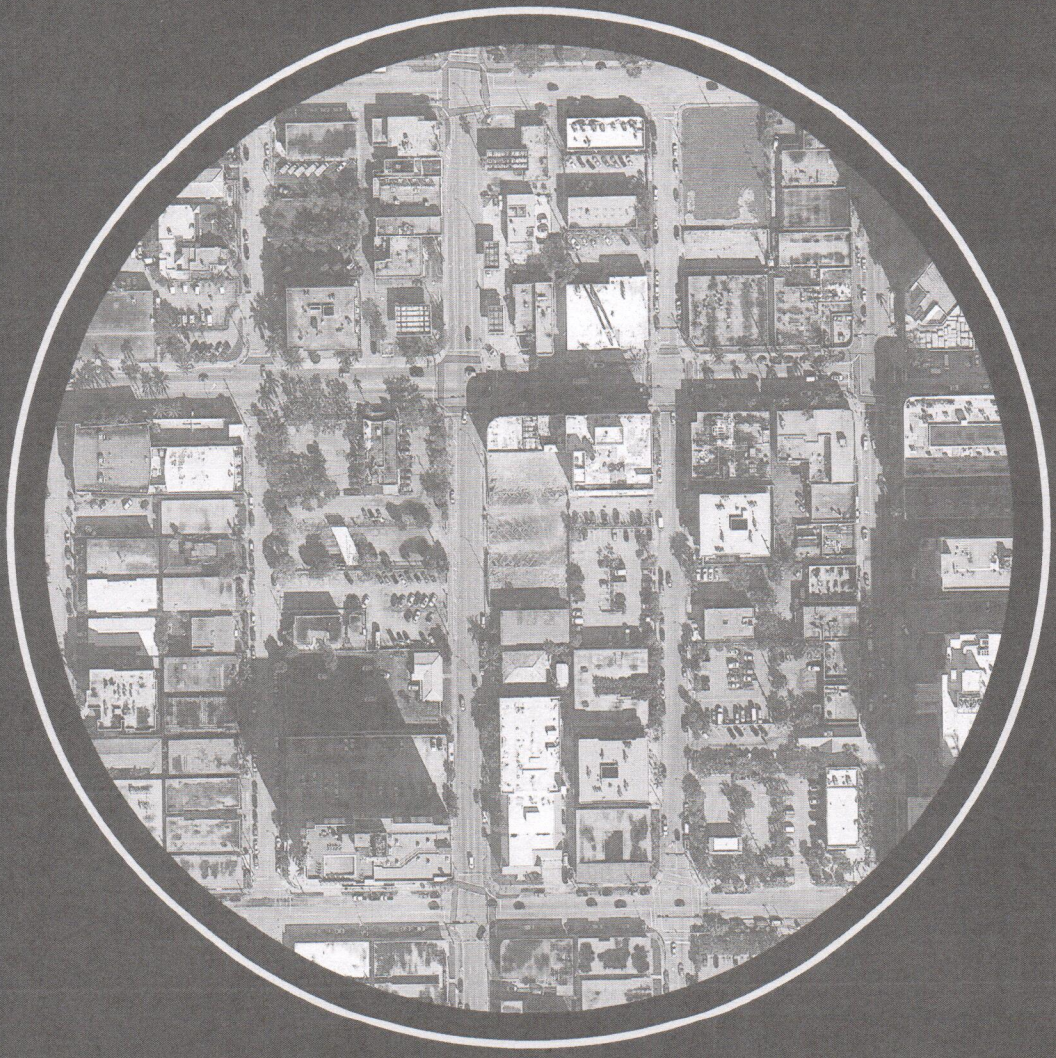
Off-Site Parking Lot

Project Location

Exhibit 13 (Commercial)

Project Trip Assignment

NORTH
MAP NOT TO SCALE



71 NOBE
TRAFFIC STUDY

dpa
Since 1978

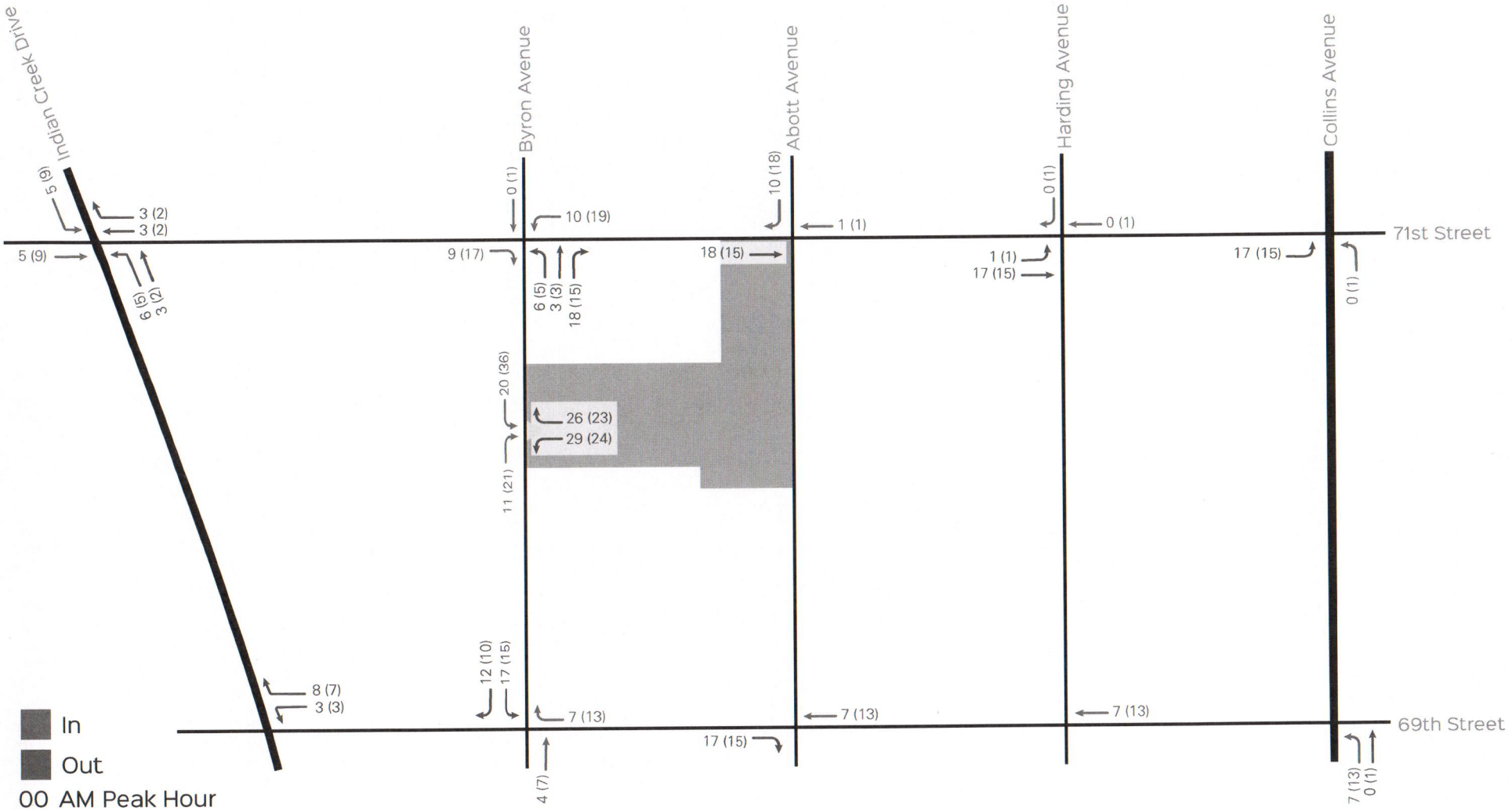


Exhibit 11

Project Trip Assignment

NORTH
MAP NOT TO SCALE

APPENDIX E

Future Turning Movement Volumes

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Indian Creek Drive and 71st Street
AM Peak Hour Analysis

Description	Indian Creek Drive Northbound			Dikens Avenue Southbound			71st Street Eastbound			71st Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2020 Existing Traffic (1/28/2020)	373	171	4	8	312	478	314	618	641		427	7
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Peak Season Traffic	384	176	4	8	321	492	323	637	660	0	440	7
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	0.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
Park & 72								1			8	
7140 Collins Hotel		5						29			27	
Nobe	6	3		5				5			3	3
2023 Background Traffic	**402**	**189**	**4**	**13**	**331**	**507**	**333**	**691**	**680**	**0**	**491**	**10**
Project Trips												
Trips	5							5			5	
Pass-ByTrips												
2023 Total Traffic	**407**	**189**	**4**	**13**	**331**	**507**	**333**	**696**	**680**	**0**	**496**	**10**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Indian Creek Drive and 71st Street
PM Peak Hour Analysis

Description	Indian Creek Drive Northbound			Dikens Avenue Southbound			71st Street Eastbound			71st Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2020 Existing Traffic (1/28/2020)	725	168	3	5	142	425	268	543	372		755	19
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Peak Season Traffic	747	173	3	5	146	438	276	559	383	0	778	20
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	0.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
Park & 72								14			8	
7140 Collins Hotel		5						29			27	
Nobe	5	2						9			2	2
2023 Background Traffic	**774**	**185**	**3**	**5**	**151**	**451**	**284**	**628**	**395**	**0**	**838**	**22**
Project Trips												
Trips	7							15			7	
Pass-ByTrips		-13										12
2023 Total Traffic	**781**	**172**	**3**	**5**	**151**	**451**	**284**	**643**	**395**	**0**	**845**	**34**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Carlyle Avenue and Indian Creek Drive
AM Peak Hour Analysis

Description	Indian Creek Drive Northbound			Indian Creek Drive Southbound			Carlyle Avenue Eastbound			Carlyle Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2020 Existing Traffic (1/28/2020)		571	16		1,357							4
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Peak Season Traffic	0	588	16	0	1,398	0	0	0	0	0	0	4
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	0.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
Park & 72												
7140 Collins Hotel		5										
Nobe		9										
2023 Background Traffic	**0**	**620**	**17**	**0**	**1,440**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
Project Trips												
Trips			7									5
Pass-ByTrips												
2023 Total Traffic	**0**	**620**	**24**	**0**	**1,440**	**0**	**0**	**0**	**0**	**0**	**0**	**9**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Carlyle Avenue and Indian Creek Drive
PM Peak Hour Analysis

Description	Indian Creek Drive Northbound			Indian Creek Drive Southbound			Carlyle Avenue Eastbound			Carlyle Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2020 Existing Traffic (1/28/2020)		986	12		681							6
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Peak Season Traffic	0	1,016	12	0	701	0	0	0	0	0	0	6
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	0.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
Park & 72												
7140 Collins Hotel		5										
Nobe		7										
2023 Background Traffic	**0**	**1,058**	**13**	**0**	**723**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
Project Trips												
Trips			20									7
Pass-ByTrips		-13	13									
2023 Total Traffic	**0**	**1,045**	**46**	**0**	**723**	**0**	**0**	**0**	**0**	**0**	**0**	**13**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Carlyle Avenue and 71st Street
AM Peak Hour Analysis

Description	Carlyle Avenue Northbound			Carlyle Avenue Southbound			71st Street Eastbound			71st Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2020 Existing Traffic (1/28/2020)	1	4	7	33	3	42	23	585	2	2	356	8
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Peak Season Traffic	1	4	7	34	3	43	24	603	2	2	367	8
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	0.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
Park & 72						8	1					
7140 Collins Hotel								29			27	
Nobe								10			6	
2023 Background Traffic	**1**	**4**	**7**	**35**	**3**	**53**	**25**	**660**	**2**	**2**	**411**	**8**
Project Trips												
Trips	5	0	14						5			
Pass-ByTrips												
2023 Total Traffic	**6**	**4**	**21**	**35**	**3**	**53**	**25**	**660**	**7**	**2**	**411**	**8**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Carlyle Avenue and 71st Street
PM Peak Hour Analysis

Description	Carlyle Avenue Northbound			Carlyle Avenue Southbound			71st Street Eastbound			71st Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2020 Existing Traffic (1/28/2020)	15	3	26	0	6	136	28	519	11	1	689	9
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Peak Season Traffic	15	3	27	0	6	140	29	535	11	1	710	9
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	0.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
Park & 72						8	14					
7140 Collins Hotel								29			27	
Nobe								18			4	
2023 Background Traffic	**16**	**3**	**28**	**0**	**6**	**152**	**44**	**598**	**12**	**1**	**762**	**10**
Project Trips												
Trips	7	1	17		1				15			
Pass-ByTrips	12											
2023 Total Traffic	**35**	**4**	**45**	**0**	**7**	**152**	**44**	**598**	**27**	**1**	**762**	**10**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Abbott Avenue and 71st Street
AM Peak Hour Analysis

Description	Abbott Avenue Northbound			Abbott Avenue Southbound			71st Street Eastbound			71st Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2020 Existing Traffic (1/28/2020)				25	1,970	204		279	110	38	122	
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Peak Season Traffic	0	0	0	26	2,029	210	0	287	113	39	126	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	0.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
Park & 72					9							
7140 Collins Hotel					3			33		10	32	
Nobe						10		18			1	
2023 Background Traffic	**0**	**0**	**0**	**27**	**2,103**	**226**	**0**	**347**	**117**	**50**	**162**	**0**
Project Trips												
Trips					4			7	7			
Pass-ByTrips												
2023 Total Traffic	**0**	**0**	**0**	**27**	**2,107**	**226**	**0**	**354**	**124**	**50**	**162**	**0**

Traf Tech
ENGINEERING, INC.

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Abbott Avenue and 71st Street
PM Peak Hour Analysis

Description	Abbott Avenue Northbound			Abbott Avenue Southbound			71st Street Eastbound			71st Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2020 Existing Traffic (1/28/2020)				46	1,269	288		323	56	30	191	
Season Adjustment Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2019 Peak Season Traffic	0	0	0	47	1,307	297	0	333	58	31	197	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	0.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments												
Park & 72		0			9							
7140 Collins Hotel					3			33		10	32	
Nobe						18		15			1	
2023 Background Traffic	**0**	**0**	**0**	**49**	**1,359**	**324**	**0**	**391**	**59**	**42**	**236**	**0**
Project Trips												
Trips					10			9	8			
Pass-ByTrips												
2023 Total Traffic	**0**	**0**	**0**	**49**	**1,369**	**324**	**0**	**400**	**67**	**42**	**236**	**0**

Traf Tech
ENGINEERING, INC.

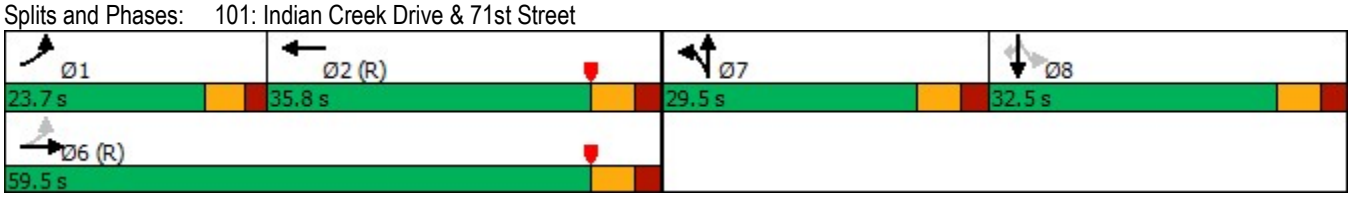
APPENDIX F

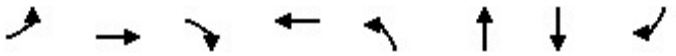
SYNCHRO Analyses

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	323	637	660	440	384	176	8	321	492
Future Volume (vph)	323	637	660	440	384	176	8	321	492
Turn Type	pm+pt	NA	Free	NA	Split	NA	Perm	NA	Perm
Protected Phases	1	6		2	7	7		8	
Permitted Phases	6		Free				8		8
Detector Phase	1	6		2	7	7	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	4.0		4.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.7	33.5		33.5	13.5	13.5	28.5	28.5	28.5
Total Split (s)	23.7	59.5		35.8	29.5	29.5	32.5	32.5	32.5
Total Split (%)	19.5%	49.0%		29.5%	24.3%	24.3%	26.7%	26.7%	26.7%
Yellow Time (s)	3.7	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.7	6.5		6.5	6.5	6.5		6.5	6.5
Lead/Lag	Lead			Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max		C-Max	None	None	Max	Max	Max
Act Effct Green (s)	53.8	53.0	121.5	29.9	19.3	19.3		29.7	29.7
Actuated g/C Ratio	0.44	0.44	1.00	0.25	0.16	0.16		0.24	0.24
v/c Ratio	0.83	0.83	0.46	0.55	0.75	0.65		0.78	0.94
Control Delay	42.7	41.1	1.0	42.8	57.6	57.7		56.8	50.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	42.7	41.1	1.0	42.8	57.6	57.7		56.8	50.6
LOS	D	D	A	D	E	E		E	D
Approach Delay		25.1		42.8		57.6		53.1	
Approach LOS		C		D		E		D	

Intersection Summary	
Cycle Length: 121.5	
Actuated Cycle Length: 121.5	
Offset: 93 (77%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 39.4	Intersection LOS: D
Intersection Capacity Utilization 90.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Indian Creek Drive & 71st Street

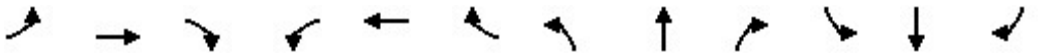




Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	344	678	702	475	409	191	350	523
v/c Ratio	0.83	0.83	0.46	0.55	0.75	0.65	0.78	0.94
Control Delay	42.7	41.1	1.0	42.8	57.6	57.7	56.8	50.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	41.1	1.0	42.8	57.6	57.7	56.8	50.6
Queue Length 50th (ft)	183	463	0	172	158	140	260	244
Queue Length 95th (ft)	#275	#647	0	228	208	215	#439	#492
Internal Link Dist (ft)		307		516		405	305	
Turn Bay Length (ft)	180		100		380			80
Base Capacity (vph)	419	812	1537	869	649	351	450	559
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.83	0.46	0.55	0.63	0.54	0.78	0.94

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	323	637	660	0	440	7	384	176	4	8	321	492
Future Volume (vph)	323	637	660	0	440	7	384	176	4	8	321	492
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	6.5	4.0		6.5		6.5	6.5			6.5	6.5
Lane Util. Factor	1.00	1.00	1.00		0.95		0.97	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97		1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		1.00		1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1761	1863	1537		3527		3433	1854			1859	1557
Flt Permitted	0.29	1.00	1.00		1.00		0.95	1.00			0.99	1.00
Satd. Flow (perm)	541	1863	1537		3527		3433	1854			1843	1557
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	344	678	702	0	468	7	409	187	4	9	341	523
RTOR Reduction (vph)	0	0	0	0	1	0	0	1	0	0	0	179
Lane Group Flow (vph)	344	678	702	0	474	0	409	190	0	0	350	344
Confl. Peds. (#/hr)	22		17	17		22	3		18	18		3
Confl. Bikes (#/hr)			3			8			3			
Turn Type	pm+pt	NA	Free		NA		Split	NA		Perm	NA	Perm
Protected Phases	1	6			2		7	7			8	
Permitted Phases	6		Free							8		8
Actuated Green, G (s)	53.0	53.0	121.5		29.9		19.3	19.3			29.7	29.7
Effective Green, g (s)	53.0	53.0	121.5		29.9		19.3	19.3			29.7	29.7
Actuated g/C Ratio	0.44	0.44	1.00		0.25		0.16	0.16			0.24	0.24
Clearance Time (s)	5.7	6.5			6.5		6.5	6.5			6.5	6.5
Vehicle Extension (s)	2.0	1.0			1.0		2.5	2.5			4.0	4.0
Lane Grp Cap (vph)	410	812	1537		867		545	294			450	380
v/s Ratio Prot	0.12	c0.36			0.13		c0.12	0.10				
v/s Ratio Perm	c0.25		0.46								0.19	c0.22
v/c Ratio	0.84	0.83	0.46		0.55		0.75	0.65			0.78	0.91
Uniform Delay, d1	25.3	30.4	0.0		39.9		48.8	47.9			42.8	44.5
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	13.4	9.9	1.0		2.5		5.5	4.3			12.4	27.5
Delay (s)	38.7	40.3	1.0		42.4		54.3	52.2			55.3	72.0
Level of Service	D	D	A		D		D	D			E	E
Approach Delay (s)		24.0			42.4			53.6			65.3	
Approach LOS		C			D			D			E	

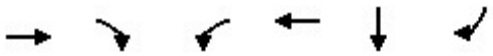
Intersection Summary			
HCM 2000 Control Delay	41.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	121.5	Sum of lost time (s)	25.2
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	287	113	39	126	2029	210
Future Volume (vph)	287	113	39	126	2029	210
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	8			4	2	
Permitted Phases		8	4			2
Detector Phase	8	8	4	4	2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.3	31.3	24.3	24.3	31.3	31.3
Total Split (s)	37.0	37.0	37.0	37.0	53.0	53.0
Total Split (%)	41.1%	41.1%	41.1%	41.1%	58.9%	58.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	20.0	20.0	20.0	20.0	57.4	57.4
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.64	0.64
v/c Ratio	0.74	0.32	0.29	0.33	0.67	0.21
Control Delay	43.1	20.5	32.5	30.0	12.6	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.1	20.5	32.5	30.0	12.6	2.6
LOS	D	C	C	C	B	A
Approach Delay	36.7			30.6	11.7	
Approach LOS	D			C	B	

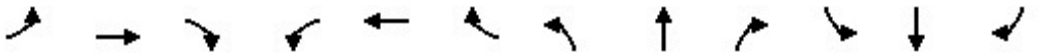
Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 47 (52%), Referenced to phase 2:SBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 80.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 102: 71st Street & Abbott Avenue



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	305	120	41	134	2187	223
v/c Ratio	0.74	0.32	0.29	0.33	0.67	0.21
Control Delay	43.1	20.5	32.5	30.0	12.6	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.1	20.5	32.5	30.0	12.6	2.6
Queue Length 50th (ft)	163	38	20	64	257	6
Queue Length 95th (ft)	226	76	45	103	392	39
Internal Link Dist (ft)	264			395	264	
Turn Bay Length (ft)		100	70			180
Base Capacity (vph)	635	551	217	635	3242	1042
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.22	0.19	0.21	0.67	0.21

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	287	113	39	126	0	0	0	0	26	2029	210
Future Volume (vph)	0	287	113	39	126	0	0	0	0	26	2029	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	6.3	6.3	6.3						6.3	6.3
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00						1.00	0.96
Flpb, ped/bikes		1.00	1.00	0.99	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1863	1536	1756	1863						5082	1526
Flt Permitted		1.00	1.00	0.35	1.00						1.00	1.00
Satd. Flow (perm)		1863	1536	638	1863						5082	1526
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	305	120	41	134	0	0	0	0	28	2159	223
RTOR Reduction (vph)	0	0	31	0	0	0	0	0	0	0	0	69
Lane Group Flow (vph)	0	305	89	41	134	0	0	0	0	0	2187	154
Confl. Peds. (#/hr)	14		13	13		14	8		4	4		8
Confl. Bikes (#/hr)			4			3			3			4
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		8			4						2	
Permitted Phases			8	4						2		2
Actuated Green, G (s)		20.0	20.0	20.0	20.0						57.4	57.4
Effective Green, g (s)		20.0	20.0	20.0	20.0						57.4	57.4
Actuated g/C Ratio		0.22	0.22	0.22	0.22						0.64	0.64
Clearance Time (s)		6.3	6.3	6.3	6.3						6.3	6.3
Vehicle Extension (s)		2.5	2.5	2.5	2.5						1.0	1.0
Lane Grp Cap (vph)		414	341	141	414						3241	973
v/s Ratio Prot		c0.16			0.07							
v/s Ratio Perm			0.06	0.06							0.43	0.10
v/c Ratio		0.74	0.26	0.29	0.32						0.67	0.16
Uniform Delay, d1		32.6	28.9	29.1	29.3						10.4	6.6
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		6.3	0.3	0.8	0.3						1.1	0.3
Delay (s)		38.9	29.2	29.9	29.7						11.5	6.9
Level of Service		D	C	C	C						B	A
Approach Delay (s)		36.1			29.7			0.0			11.1	
Approach LOS		D			C			A			B	

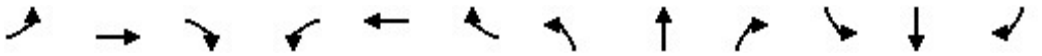
Intersection Summary			
HCM 2000 Control Delay	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	4	588	16	0	1398
Future Volume (Veh/h)	0	4	588	16	0	1398
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	4	646	18	0	1536
Pedestrians	27					1
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	3					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1450	360			691	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1450	360			691	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	119	620			877	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	4	431	233	768	768
Volume Left	0	0	0	0	0
Volume Right	4	0	18	0	0
cSH	620	1700	1700	1700	1700
Volume to Capacity	0.01	0.25	0.14	0.45	0.45
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	10.8	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	10.8	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	603	2	2	367	8	1	4	7	34	3	43
Future Volume (Veh/h)	24	603	2	2	367	8	1	4	7	34	3	43
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	655	2	2	399	9	1	4	8	37	3	47
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	408			657			960	1120	656	1126	1116	204
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	408			657			960	1120	656	1126	1116	204
tC, single (s)	4.1			4.1			*5.5	6.5	*4.5	*5.5	6.5	*4.5
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			100	98	99	87	99	95
cM capacity (veh/h)	1147			926			335	200	637	288	201	922

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	683	202	208	13	87
Volume Left	26	2	0	1	37
Volume Right	2	0	9	8	47
cSH	1147	926	1700	366	448
Volume to Capacity	0.02	0.00	0.12	0.04	0.19
Queue Length 95th (ft)	2	0	0	3	18
Control Delay (s)	0.6	0.1	0.0	15.2	15.0
Lane LOS	A	A		C	B
Approach Delay (s)	0.6	0.1		15.2	15.0
Approach LOS				C	B

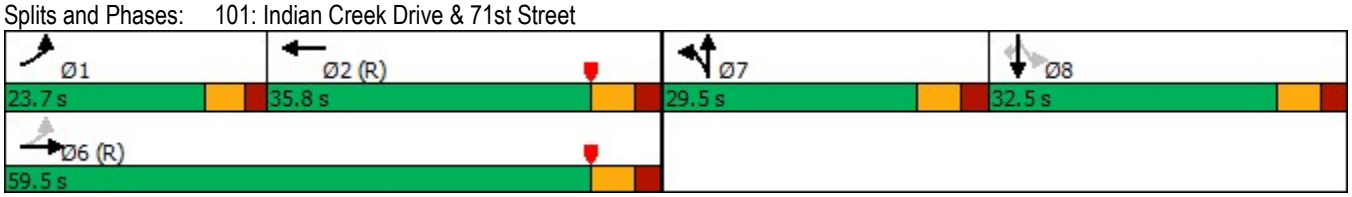
Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	65.0%	ICU Level of Service		C
Analysis Period (min)	15			

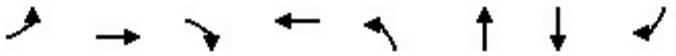
* User Entered Value

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	333	691	680	491	402	189	13	331	507
Future Volume (vph)	333	691	680	491	402	189	13	331	507
Turn Type	pm+pt	NA	Free	NA	Split	NA	Perm	NA	Perm
Protected Phases	1	6		2	7	7		8	
Permitted Phases	6		Free				8		8
Detector Phase	1	6		2	7	7	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	4.0		4.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.7	33.5		33.5	13.5	13.5	28.5	28.5	28.5
Total Split (s)	23.7	59.5		35.8	29.5	29.5	32.5	32.5	32.5
Total Split (%)	19.5%	49.0%		29.5%	24.3%	24.3%	26.7%	26.7%	26.7%
Yellow Time (s)	3.7	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.7	6.5		6.5	6.5	6.5		6.5	6.5
Lead/Lag	Lead			Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max		C-Max	None	None	Max	Max	Max
Act Effct Green (s)	53.8	53.0	121.5	29.5	20.1	20.1		28.9	28.9
Actuated g/C Ratio	0.44	0.44	1.00	0.24	0.17	0.17		0.24	0.24
v/c Ratio	0.90	0.91	0.47	0.62	0.76	0.67		0.84	0.98
Control Delay	52.6	48.2	1.0	44.7	57.2	58.2		63.1	61.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	52.6	48.2	1.0	44.7	57.2	58.2		63.1	61.6
LOS	D	D	A	D	E	E		E	E
Approach Delay		30.3		44.7		57.5		62.2	
Approach LOS		C		D		E		E	

Intersection Summary	
Cycle Length: 121.5	
Actuated Cycle Length: 121.5	
Offset: 93 (77%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 44.1	Intersection LOS: D
Intersection Capacity Utilization 91.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Indian Creek Drive & 71st Street

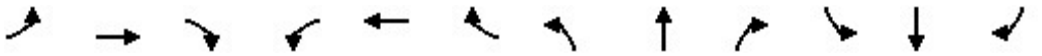




Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	354	735	723	533	428	205	366	539
v/c Ratio	0.90	0.91	0.47	0.62	0.76	0.67	0.84	0.98
Control Delay	52.6	48.2	1.0	44.7	57.2	58.2	63.1	61.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	48.2	1.0	44.7	57.2	58.2	63.1	61.6
Queue Length 50th (ft)	190	527	0	196	165	151	277	269
Queue Length 95th (ft)	#336	#773	0	257	218	229	#469	#525
Internal Link Dist (ft)		307		516		405	305	
Turn Bay Length (ft)	180		100		380			80
Base Capacity (vph)	394	812	1537	857	649	351	435	548
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.91	0.47	0.62	0.66	0.58	0.84	0.98

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	333	691	680	0	491	10	402	189	4	13	331	507
Future Volume (vph)	333	691	680	0	491	10	402	189	4	13	331	507
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	6.5	4.0		6.5		6.5	6.5			6.5	6.5
Lane Util. Factor	1.00	1.00	1.00		0.95		0.97	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97		1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		1.00		1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1764	1863	1537		3522		3433	1854			1857	1557
Flt Permitted	0.25	1.00	1.00		1.00		0.95	1.00			0.98	1.00
Satd. Flow (perm)	455	1863	1537		3522		3433	1854			1829	1557
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	354	735	723	0	522	11	428	201	4	14	352	539
RTOR Reduction (vph)	0	0	0	0	2	0	0	1	0	0	0	178
Lane Group Flow (vph)	354	735	723	0	531	0	428	204	0	0	366	361
Confl. Peds. (#/hr)	22		17	17		22	3		18	18		3
Confl. Bikes (#/hr)			3			8			3			
Turn Type	pm+pt	NA	Free		NA		Split	NA		Perm	NA	Perm
Protected Phases	1	6			2		7	7			8	
Permitted Phases	6		Free							8		8
Actuated Green, G (s)	53.0	53.0	121.5		29.5		20.1	20.1			28.9	28.9
Effective Green, g (s)	53.0	53.0	121.5		29.5		20.1	20.1			28.9	28.9
Actuated g/C Ratio	0.44	0.44	1.00		0.24		0.17	0.17			0.24	0.24
Clearance Time (s)	5.7	6.5			6.5		6.5	6.5			6.5	6.5
Vehicle Extension (s)	2.0	1.0			1.0		2.5	2.5			4.0	4.0
Lane Grp Cap (vph)	390	812	1537		855		567	306			435	370
v/s Ratio Prot	0.13	c0.39			0.15		c0.12	0.11				
v/s Ratio Perm	c0.26		0.47								0.20	c0.23
v/c Ratio	0.91	0.91	0.47		0.62		0.75	0.67			0.84	0.98
Uniform Delay, d1	26.0	31.9	0.0		41.0		48.4	47.6			44.1	46.0
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	23.7	15.5	1.0		3.4		5.4	4.9			17.6	41.3
Delay (s)	49.7	47.4	1.0		44.4		53.8	52.5			61.7	87.3
Level of Service	D	D	A		D		D	D			E	F
Approach Delay (s)		29.4			44.4			53.3			76.9	
Approach LOS		C			D			D			E	

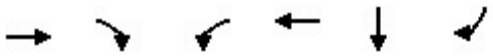
Intersection Summary			
HCM 2000 Control Delay	46.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	121.5	Sum of lost time (s)	25.2
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	347	117	50	162	2103	226
Future Volume (vph)	347	117	50	162	2103	226
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	8			4	2	
Permitted Phases		8	4			2
Detector Phase	8	8	4	4	2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.3	31.3	24.3	24.3	31.3	31.3
Total Split (s)	37.0	37.0	37.0	37.0	53.0	53.0
Total Split (%)	41.1%	41.1%	41.1%	41.1%	58.9%	58.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	23.0	23.0	23.0	23.0	54.4	54.4
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.60	0.60
v/c Ratio	0.78	0.29	0.40	0.36	0.74	0.24
Control Delay	42.1	18.5	34.9	28.3	15.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	18.5	34.9	28.3	15.7	3.2
LOS	D	B	C	C	B	A
Approach Delay	36.2			29.9	14.5	
Approach LOS	D			C	B	

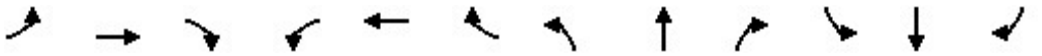
Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 47 (52%), Referenced to phase 2:SBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 18.9	Intersection LOS: B
Intersection Capacity Utilization 84.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 102: 71st Street & Abbott Avenue



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	369	124	53	172	2266	240
v/c Ratio	0.78	0.29	0.40	0.36	0.74	0.24
Control Delay	42.1	18.5	34.9	28.3	15.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	18.5	34.9	28.3	15.7	3.2
Queue Length 50th (ft)	195	38	25	81	306	9
Queue Length 95th (ft)	262	74	55	121	461	48
Internal Link Dist (ft)	264			395	264	
Turn Bay Length (ft)		100	70			180
Base Capacity (vph)	635	551	178	635	3071	1000
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.23	0.30	0.27	0.74	0.24

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	347	117	50	162	0	0	0	0	27	2103	226
Future Volume (vph)	0	347	117	50	162	0	0	0	0	27	2103	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	6.3	6.3	6.3						6.3	6.3
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00						1.00	0.96
Flpb, ped/bikes		1.00	1.00	0.99	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1863	1537	1758	1863						5082	1525
Flt Permitted		1.00	1.00	0.28	1.00						1.00	1.00
Satd. Flow (perm)		1863	1537	524	1863						5082	1525
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	369	124	53	172	0	0	0	0	29	2237	240
RTOR Reduction (vph)	0	0	30	0	0	0	0	0	0	0	0	78
Lane Group Flow (vph)	0	369	94	53	172	0	0	0	0	0	2266	162
Confl. Peds. (#/hr)	14		13	13		14	8		4	4		8
Confl. Bikes (#/hr)			4			3			3			4
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		8			4						2	
Permitted Phases			8	4						2		2
Actuated Green, G (s)		23.0	23.0	23.0	23.0						54.4	54.4
Effective Green, g (s)		23.0	23.0	23.0	23.0						54.4	54.4
Actuated g/C Ratio		0.26	0.26	0.26	0.26						0.60	0.60
Clearance Time (s)		6.3	6.3	6.3	6.3						6.3	6.3
Vehicle Extension (s)		2.5	2.5	2.5	2.5						1.0	1.0
Lane Grp Cap (vph)		476	392	133	476						3071	921
v/s Ratio Prot		c0.20			0.09							
v/s Ratio Perm			0.06	0.10							0.45	0.11
v/c Ratio		0.78	0.24	0.40	0.36						0.74	0.18
Uniform Delay, d1		31.1	26.6	27.8	27.5						12.7	7.9
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		7.4	0.2	1.4	0.3						1.6	0.4
Delay (s)		38.5	26.8	29.2	27.8						14.3	8.3
Level of Service		D	C	C	C						B	A
Approach Delay (s)		35.6			28.1			0.0			13.8	
Approach LOS		D			C			A			B	

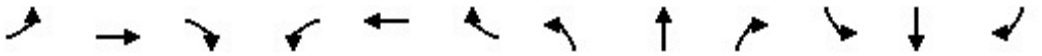
Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	4	620	17	0	1440
Future Volume (Veh/h)	0	4	620	17	0	1440
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	4	681	19	0	1582
Pedestrians	27					1
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	3					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1508	378			727	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1508	378			727	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	108	603			850	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	4	454	246	791	791
Volume Left	0	0	0	0	0
Volume Right	4	0	19	0	0
cSH	603	1700	1700	1700	1700
Volume to Capacity	0.01	0.27	0.14	0.47	0.47
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	11.0	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	11.0	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	660	2	2	411	8	1	4	7	35	3	53
Future Volume (Veh/h)	25	660	2	2	411	8	1	4	7	35	3	53
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	717	2	2	447	9	1	4	8	38	3	58
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	456			719			1059	1232	718	1238	1228	228
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	456			719			1059	1232	718	1238	1228	228
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			99	98	98	69	98	93
cM capacity (veh/h)	1101			878			160	171	371	124	172	775

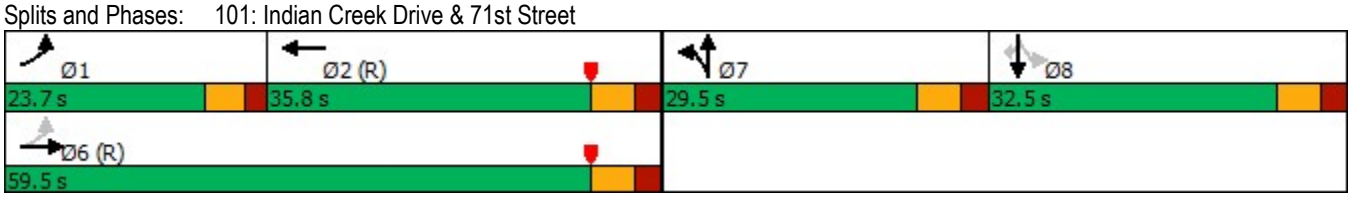
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	746	226	232	13	99
Volume Left	27	2	0	1	38
Volume Right	2	0	9	8	58
cSH	1101	878	1700	254	249
Volume to Capacity	0.02	0.00	0.14	0.05	0.40
Queue Length 95th (ft)	2	0	0	4	45
Control Delay (s)	0.6	0.1	0.0	19.9	28.7
Lane LOS	A	A		C	D
Approach Delay (s)	0.6	0.1		19.9	28.7
Approach LOS				C	D

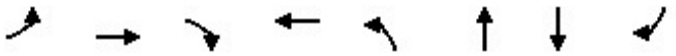
Intersection Summary				
Average Delay	2.7			
Intersection Capacity Utilization	69.9%	ICU Level of Service	C	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	333	696	680	496	407	189	13	331	507
Future Volume (vph)	333	696	680	496	407	189	13	331	507
Turn Type	pm+pt	NA	Free	NA	Split	NA	Perm	NA	Perm
Protected Phases	1	6		2	7	7		8	
Permitted Phases	6		Free				8		8
Detector Phase	1	6		2	7	7	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	4.0		4.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.7	33.5		33.5	13.5	13.5	28.5	28.5	28.5
Total Split (s)	23.7	59.5		35.8	29.5	29.5	32.5	32.5	32.5
Total Split (%)	19.5%	49.0%		29.5%	24.3%	24.3%	26.7%	26.7%	26.7%
Yellow Time (s)	3.7	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.7	6.5		6.5	6.5	6.5		6.5	6.5
Lead/Lag	Lead			Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max		C-Max	None	None	Max	Max	Max
Act Effct Green (s)	53.8	53.0	121.5	29.5	20.2	20.2		28.8	28.8
Actuated g/C Ratio	0.44	0.44	1.00	0.24	0.17	0.17		0.24	0.24
v/c Ratio	0.91	0.91	0.47	0.63	0.76	0.67		0.85	0.99
Control Delay	53.3	49.1	1.0	44.9	57.4	57.9		63.5	62.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	53.3	49.1	1.0	44.9	57.4	57.9		63.5	62.1
LOS	D	D	A	D	E	E		E	E
Approach Delay		30.8		44.9		57.5		62.7	
Approach LOS		C		D		E		E	

Intersection Summary	
Cycle Length: 121.5	
Actuated Cycle Length: 121.5	
Offset: 93 (77%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 44.5	Intersection LOS: D
Intersection Capacity Utilization 91.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Indian Creek Drive & 71st Street

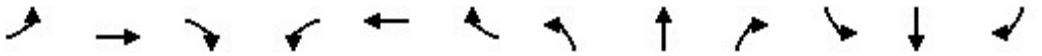




Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	354	740	723	539	433	205	366	539
v/c Ratio	0.91	0.91	0.47	0.63	0.76	0.67	0.85	0.99
Control Delay	53.3	49.1	1.0	44.9	57.4	57.9	63.5	62.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	49.1	1.0	44.9	57.4	57.9	63.5	62.1
Queue Length 50th (ft)	190	533	0	199	168	151	278	269
Queue Length 95th (ft)	#339	#783	0	261	220	229	#469	#525
Internal Link Dist (ft)		307		516		405	305	
Turn Bay Length (ft)	180		100		380			80
Base Capacity (vph)	392	812	1537	856	649	351	433	547
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.91	0.47	0.63	0.67	0.58	0.85	0.99

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	333	696	680	0	496	10	407	189	4	13	331	507
Future Volume (vph)	333	696	680	0	496	10	407	189	4	13	331	507
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	6.5	4.0		6.5		6.5	6.5			6.5	6.5
Lane Util. Factor	1.00	1.00	1.00		0.95		0.97	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97		1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		1.00		1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1764	1863	1537		3523		3433	1854			1857	1557
Flt Permitted	0.24	1.00	1.00		1.00		0.95	1.00			0.98	1.00
Satd. Flow (perm)	447	1863	1537		3523		3433	1854			1829	1557
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	354	740	723	0	528	11	433	201	4	14	352	539
RTOR Reduction (vph)	0	0	0	0	2	0	0	1	0	0	0	178
Lane Group Flow (vph)	354	740	723	0	537	0	433	204	0	0	366	361
Confl. Peds. (#/hr)	22		17	17		22	3		18	18		3
Confl. Bikes (#/hr)			3			8			3			
Turn Type	pm+pt	NA	Free		NA		Split	NA		Perm	NA	Perm
Protected Phases	1	6			2		7	7			8	
Permitted Phases	6		Free							8		8
Actuated Green, G (s)	53.0	53.0	121.5		29.5		20.2	20.2			28.8	28.8
Effective Green, g (s)	53.0	53.0	121.5		29.5		20.2	20.2			28.8	28.8
Actuated g/C Ratio	0.44	0.44	1.00		0.24		0.17	0.17			0.24	0.24
Clearance Time (s)	5.7	6.5			6.5		6.5	6.5			6.5	6.5
Vehicle Extension (s)	2.0	1.0			1.0		2.5	2.5			4.0	4.0
Lane Grp Cap (vph)	387	812	1537		855		570	308			433	369
v/s Ratio Prot	0.13	c0.40			0.15		c0.13	0.11				
v/s Ratio Perm	c0.26		0.47								0.20	c0.23
v/c Ratio	0.91	0.91	0.47		0.63		0.76	0.66			0.85	0.98
Uniform Delay, d1	26.1	32.1	0.0		41.1		48.3	47.5			44.2	46.0
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	25.2	16.2	1.0		3.5		5.5	4.8			18.0	41.9
Delay (s)	51.3	48.3	1.0		44.6		53.8	52.2			62.3	87.9
Level of Service	D	D	A		D		D	D			E	F
Approach Delay (s)		30.1			44.6			53.3			77.5	
Approach LOS		C			D			D			E	

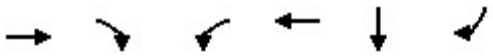
Intersection Summary			
HCM 2000 Control Delay	46.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	121.5	Sum of lost time (s)	25.2
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	354	124	50	162	2107	226
Future Volume (vph)	354	124	50	162	2107	226
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	8			4	2	
Permitted Phases		8	4			2
Detector Phase	8	8	4	4	2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.3	31.3	24.3	24.3	31.3	31.3
Total Split (s)	37.0	37.0	37.0	37.0	53.0	53.0
Total Split (%)	41.1%	41.1%	41.1%	41.1%	58.9%	58.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	23.3	23.3	23.3	23.3	54.1	54.1
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.60	0.60
v/c Ratio	0.78	0.31	0.40	0.36	0.74	0.24
Control Delay	42.2	18.9	35.2	28.0	16.0	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.2	18.9	35.2	28.0	16.0	3.2
LOS	D	B	D	C	B	A
Approach Delay	36.1			29.7	14.8	
Approach LOS	D			C	B	

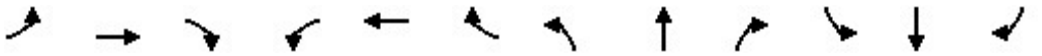
Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 47 (52%), Referenced to phase 2:SBTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 84.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 102: 71st Street & Abbott Avenue



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	377	132	53	172	2270	240
v/c Ratio	0.78	0.31	0.40	0.36	0.74	0.24
Control Delay	42.2	18.9	35.2	28.0	16.0	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.2	18.9	35.2	28.0	16.0	3.2
Queue Length 50th (ft)	200	41	25	80	311	9
Queue Length 95th (ft)	268	79	56	121	463	48
Internal Link Dist (ft)	264			395	264	
Turn Bay Length (ft)		100	70			180
Base Capacity (vph)	635	551	173	635	3053	995
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.24	0.31	0.27	0.74	0.24

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	354	124	50	162	0	0	0	0	27	2107	226
Future Volume (vph)	0	354	124	50	162	0	0	0	0	27	2107	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	6.3	6.3	6.3						6.3	6.3
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00						1.00	0.96
Flpb, ped/bikes		1.00	1.00	0.99	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1863	1537	1758	1863						5082	1525
Flt Permitted		1.00	1.00	0.28	1.00						1.00	1.00
Satd. Flow (perm)		1863	1537	510	1863						5082	1525
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	377	132	53	172	0	0	0	0	29	2241	240
RTOR Reduction (vph)	0	0	30	0	0	0	0	0	0	0	0	79
Lane Group Flow (vph)	0	377	102	53	172	0	0	0	0	0	2270	161
Confl. Peds. (#/hr)	14		13	13		14	8		4	4		8
Confl. Bikes (#/hr)			4			3			3			4
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		8			4						2	
Permitted Phases			8	4						2		2
Actuated Green, G (s)		23.3	23.3	23.3	23.3						54.1	54.1
Effective Green, g (s)		23.3	23.3	23.3	23.3						54.1	54.1
Actuated g/C Ratio		0.26	0.26	0.26	0.26						0.60	0.60
Clearance Time (s)		6.3	6.3	6.3	6.3						6.3	6.3
Vehicle Extension (s)		2.5	2.5	2.5	2.5						1.0	1.0
Lane Grp Cap (vph)		482	397	132	482						3054	916
v/s Ratio Prot		c0.20			0.09							
v/s Ratio Perm			0.07	0.10							0.45	0.11
v/c Ratio		0.78	0.26	0.40	0.36						0.74	0.18
Uniform Delay, d1		31.0	26.5	27.6	27.2						12.9	8.0
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		7.8	0.3	1.5	0.3						1.7	0.4
Delay (s)		38.8	26.7	29.0	27.6						14.6	8.4
Level of Service		D	C	C	C						B	A
Approach Delay (s)		35.7			27.9			0.0			14.0	
Approach LOS		D			C			A			B	

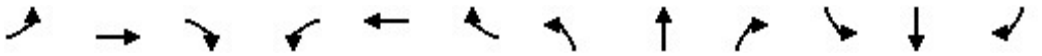
Intersection Summary			
HCM 2000 Control Delay	18.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	9	620	24	0	1440
Future Volume (Veh/h)	0	9	620	24	0	1440
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	10	681	26	0	1582
Pedestrians	27					1
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	3					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1512	382			734	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1512	382			734	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	108	600			845	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	10	454	253	791	791
Volume Left	0	0	0	0	0
Volume Right	10	0	26	0	0
cSH	600	1700	1700	1700	1700
Volume to Capacity	0.02	0.27	0.15	0.47	0.47
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	11.1	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	11.1	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	660	7	2	411	8	6	4	21	35	3	53
Future Volume (Veh/h)	25	660	7	2	411	8	6	4	21	35	3	53
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	717	8	2	447	9	7	4	23	38	3	58
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	456			725			1062	1235	721	1256	1234	228
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	456			725			1062	1235	721	1256	1234	228
tC, single (s)	4.1			4.1			*5.5	6.5	*4.5	*5.5	6.5	*4.5
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			98	98	96	84	98	94
cM capacity (veh/h)	1101			874			294	170	603	241	171	904

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	752	226	232	34	99
Volume Left	27	2	0	7	38
Volume Right	8	0	9	23	58
cSH	1101	874	1700	398	414
Volume to Capacity	0.02	0.00	0.14	0.09	0.24
Queue Length 95th (ft)	2	0	0	7	23
Control Delay (s)	0.6	0.1	0.0	14.9	16.4
Lane LOS	A	A		B	C
Approach Delay (s)	0.6	0.1		14.9	16.4
Approach LOS				B	C

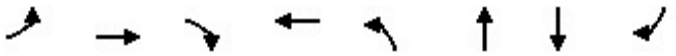
Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	68.1%	ICU Level of Service		C
Analysis Period (min)	15			

* User Entered Value

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	333	696	680	496	407	189	13	331	507
Future Volume (vph)	333	696	680	496	407	189	13	331	507
Turn Type	pm+pt	NA	pm+ov	NA	Split	NA	Perm	NA	Perm
Protected Phases	1	6	7	2	7	7		8	
Permitted Phases	6		6				8		8
Detector Phase	1	6	7	2	7	7	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	4.0	7.0	4.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.7	33.5	13.5	33.5	13.5	13.5	28.5	28.5	28.5
Total Split (s)	25.8	61.7	28.0	35.9	28.0	28.0	31.8	31.8	31.8
Total Split (%)	21.2%	50.8%	23.0%	29.5%	23.0%	23.0%	26.2%	26.2%	26.2%
Yellow Time (s)	3.7	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.7	6.5	6.5	6.5	6.5	6.5		6.5	6.5
Lead/Lag	Lead		Lead	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	Max	Max	Max
Act Effct Green (s)	56.0	55.2	75.9	30.6	20.7	20.7		26.1	26.1
Actuated g/C Ratio	0.46	0.45	0.62	0.25	0.17	0.17		0.21	0.21
v/c Ratio	0.85	0.87	0.72	0.61	0.74	0.65		0.85	0.54
Control Delay	42.8	43.1	14.4	43.8	56.1	56.9		50.5	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	42.8	43.1	14.4	43.8	56.1	56.9		50.5	8.8
LOS	D	D	B	D	E	E		D	A
Approach Delay		31.6		43.8		56.4		37.3	
Approach LOS		C		D		E		D	

Intersection Summary	
Cycle Length: 121.5	
Actuated Cycle Length: 121.5	
Offset: 93 (77%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 38.7	Intersection LOS: D
Intersection Capacity Utilization 91.9%	ICU Level of Service F
Analysis Period (min) 15	

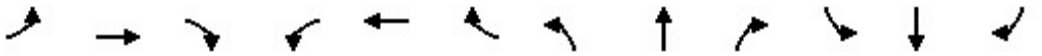
Splits and Phases: 101: Indian Creek Drive & 71st Street



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	354	740	723	539	433	205	619	286
v/c Ratio	0.85	0.87	0.72	0.61	0.74	0.65	0.85	0.54
Control Delay	42.8	43.1	14.4	43.8	56.1	56.9	50.5	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	43.1	14.4	43.8	56.1	56.9	50.5	8.8
Queue Length 50th (ft)	183	514	244	199	166	150	218	0
Queue Length 95th (ft)	#305	#756	365	260	223	233	#323	83
Internal Link Dist (ft)		307		516		405	305	
Turn Bay Length (ft)	180		100		380			80
Base Capacity (vph)	428	846	1015	887	607	328	725	528
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.87	0.71	0.61	0.71	0.63	0.85	0.54

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	333	696	680	0	496	10	407	189	4	13	331	507
Future Volume (vph)	333	696	680	0	496	10	407	189	4	13	331	507
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	6.5	6.5		6.5		6.5	6.5			6.5	6.5
Lane Util. Factor	1.00	1.00	1.00		0.95		0.97	1.00			0.91	0.91
Frpb, ped/bikes	1.00	1.00	0.97		1.00		1.00	1.00			0.99	0.98
Flpb, ped/bikes	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		1.00		1.00	1.00			0.94	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1764	1863	1542		3523		3433	1854			3154	1417
Flt Permitted	0.25	1.00	1.00		1.00		0.95	1.00			0.94	1.00
Satd. Flow (perm)	464	1863	1542		3523		3433	1854			2982	1417
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	354	740	723	0	528	11	433	201	4	14	352	539
RTOR Reduction (vph)	0	0	42	0	1	0	0	1	0	0	86	225
Lane Group Flow (vph)	354	740	681	0	538	0	433	204	0	0	533	61
Confl. Peds. (#/hr)	22		17	17		22	3		18	18		3
Confl. Bikes (#/hr)			3			8			3			
Turn Type	pm+pt	NA	pm+ov		NA		Split	NA		Perm	NA	Perm
Protected Phases	1	6	7		2		7	7			8	
Permitted Phases	6		6							8		8
Actuated Green, G (s)	55.2	55.2	75.9		30.6		20.7	20.7			26.1	26.1
Effective Green, g (s)	55.2	55.2	75.9		30.6		20.7	20.7			26.1	26.1
Actuated g/C Ratio	0.45	0.45	0.62		0.25		0.17	0.17			0.21	0.21
Clearance Time (s)	5.7	6.5	6.5		6.5		6.5	6.5			6.5	6.5
Vehicle Extension (s)	2.0	1.0	2.5		1.0		2.5	2.5			4.0	4.0
Lane Grp Cap (vph)	413	846	1045		887		584	315			640	304
v/s Ratio Prot	0.13	c0.40	0.11		0.15		c0.13	0.11				
v/s Ratio Perm	0.26		0.33								c0.18	0.04
v/c Ratio	0.86	0.87	0.65		0.61		0.74	0.65			0.83	0.20
Uniform Delay, d1	24.5	30.0	14.4		40.1		47.9	47.0			45.6	39.2
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	15.4	12.2	1.3		3.1		4.8	4.0			12.1	1.5
Delay (s)	39.9	42.2	15.7		43.2		52.6	51.0			57.7	40.6
Level of Service	D	D	B		D		D	D			E	D
Approach Delay (s)		31.2			43.2			52.1			52.3	
Approach LOS		C			D			D			D	

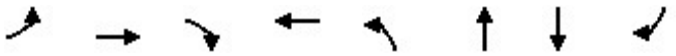
Intersection Summary			
HCM 2000 Control Delay	41.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	121.5	Sum of lost time (s)	25.2
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR	Ø10
Lane Configurations										
Traffic Volume (vph)	333	696	680	496	407	189	13	331	507	
Future Volume (vph)	333	696	680	496	407	189	13	331	507	
Turn Type	pm+pt	NA	Perm	NA	Split	NA	Perm	NA	Perm	
Protected Phases	1	6		2	7	7		8		10
Permitted Phases	6		6				8		8	
Detector Phase	1	6	6	2	7	7	8	8	8	
Switch Phase										
Minimum Initial (s)	5.0	4.0	4.0	4.0	7.0	7.0	7.0	7.0	7.0	5.0
Minimum Split (s)	10.7	33.5	33.5	33.5	13.5	13.5	28.5	28.5	28.5	27.0
Total Split (s)	28.9	64.5	64.5	35.6	25.0	25.0	32.0	32.0	32.0	27.0
Total Split (%)	19.5%	43.4%	43.4%	24.0%	16.8%	16.8%	21.5%	21.5%	21.5%	18%
Yellow Time (s)	3.7	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.7	6.5	6.5	6.5	6.5	6.5		6.5	6.5	
Lead/Lag	Lead			Lag	Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	C-Max	C-Max	None	None	Max	Max	Max	None
Act Effct Green (s)	85.8	85.0	85.0	50.5	18.5	18.5		25.5	25.5	
Actuated g/C Ratio	0.58	0.57	0.57	0.34	0.12	0.12		0.17	0.17	
v/c Ratio	0.63	0.69	0.76	0.45	1.01	0.89		1.07	0.60	
Control Delay	22.1	26.9	23.2	40.1	110.2	99.1		105.2	11.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	22.1	26.9	23.2	40.1	110.2	99.1		105.2	11.2	
LOS	C	C	C	D	F	F		F	B	
Approach Delay		24.5		40.1		106.6		75.5		
Approach LOS		C		D		F		E		

Intersection Summary	
Cycle Length: 148.5	
Actuated Cycle Length: 148.5	
Offset: 93 (63%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 51.9	Intersection LOS: D
Intersection Capacity Utilization 91.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Indian Creek Drive & 71st Street

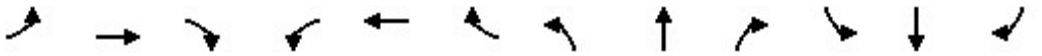


Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	354	740	723	539	433	205	619	286
v/c Ratio	0.63	0.69	0.76	0.45	1.01	0.89	1.07	0.60
Control Delay	22.1	26.9	23.2	40.1	110.2	99.1	105.2	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.1	26.9	23.2	40.1	110.2	99.1	105.2	11.2
Queue Length 50th (ft)	174	491	388	211	~223	198	~322	0
Queue Length 95th (ft)	241	644	572	283	#339	#348	#457	98
Internal Link Dist (ft)		307		516		405	305	
Turn Bay Length (ft)	180		100		380			80
Base Capacity (vph)	561	1066	951	1198	427	231	581	479
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.69	0.76	0.45	1.01	0.89	1.07	0.60

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	333	696	680	0	496	10	407	189	4	13	331	507
Future Volume (vph)	333	696	680	0	496	10	407	189	4	13	331	507
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	6.5	6.5		6.5		6.5	6.5			6.5	6.5
Lane Util. Factor	1.00	1.00	1.00		0.95		0.97	1.00			0.91	0.91
Frpb, ped/bikes	1.00	1.00	0.96		1.00		1.00	1.00			0.99	0.98
Flpb, ped/bikes	0.99	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		1.00		1.00	1.00			0.94	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1760	1863	1519		3522		3433	1854			3152	1415
Flt Permitted	0.31	1.00	1.00		1.00		0.95	1.00			0.94	1.00
Satd. Flow (perm)	575	1863	1519		3522		3433	1854			2977	1415
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	354	740	723	0	528	11	433	201	4	14	352	539
RTOR Reduction (vph)	0	0	83	0	1	0	0	1	0	0	70	237
Lane Group Flow (vph)	354	740	640	0	538	0	433	204	0	0	549	49
Confl. Peds. (#/hr)	22		17	17		22	3		18	18		3
Confl. Bikes (#/hr)			3			8			3			
Turn Type	pm+pt	NA	Perm		NA		Split	NA		Perm	NA	Perm
Protected Phases	1	6			2		7	7			8	
Permitted Phases	6		6							8		8
Actuated Green, G (s)	85.0	85.0	85.0		50.5		18.5	18.5			25.5	25.5
Effective Green, g (s)	85.0	85.0	85.0		50.5		18.5	18.5			25.5	25.5
Actuated g/C Ratio	0.57	0.57	0.57		0.34		0.12	0.12			0.17	0.17
Clearance Time (s)	5.7	6.5	6.5		6.5		6.5	6.5			6.5	6.5
Vehicle Extension (s)	2.0	1.0	1.0		1.0		2.5	2.5			4.0	4.0
Lane Grp Cap (vph)	558	1066	869		1197		427	230			511	242
v/s Ratio Prot	0.12	0.40			0.15		c0.13	0.11				
v/s Ratio Perm	0.24		c0.42								c0.18	0.03
v/c Ratio	0.63	0.69	0.74		0.45		1.01	0.89			1.07	0.20
Uniform Delay, d1	18.8	22.5	23.5		38.2		65.0	64.0			61.5	52.8
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	1.7	3.7	5.5		1.2		47.1	30.8			61.0	1.9
Delay (s)	20.5	26.3	29.0		39.4		112.1	94.8			122.5	54.7
Level of Service	C	C	C		D		F	F			F	D
Approach Delay (s)		26.2			39.4			106.6			101.1	
Approach LOS		C			D			F			F	

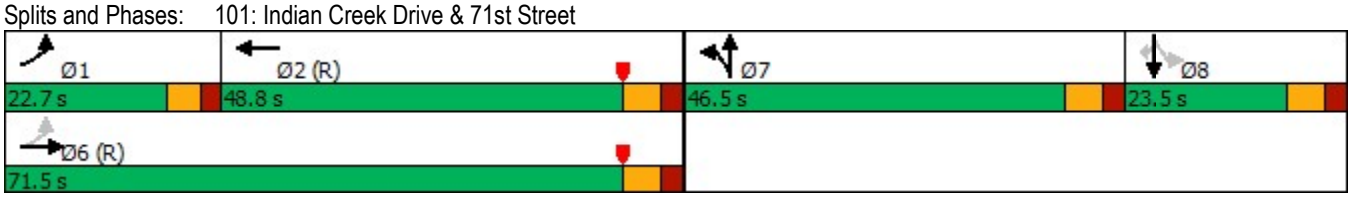
Intersection Summary			
HCM 2000 Control Delay	58.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	148.5	Sum of lost time (s)	31.2
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

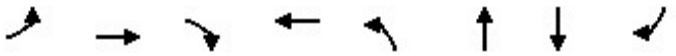
Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	276	559	383	778	747	173	5	146	438
Future Volume (vph)	276	559	383	778	747	173	5	146	438
Turn Type	pm+pt	NA	Free	NA	Split	NA	Perm	NA	Perm
Protected Phases	1	6		2	7	7		8	
Permitted Phases	6		Free				8		8
Detector Phase	1	6		2	7	7	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	4.0		4.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.7	33.5		33.5	13.5	13.5	23.5	23.5	23.5
Total Split (s)	22.7	71.5		48.8	46.5	46.5	23.5	23.5	23.5
Total Split (%)	16.0%	50.5%		34.5%	32.9%	32.9%	16.6%	16.6%	16.6%
Yellow Time (s)	3.7	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.7	6.5		6.5	6.5	6.5		6.5	6.5
Lead/Lag	Lead			Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max		C-Max	None	None	Max	Max	Max
Act Effct Green (s)	65.8	65.0	141.5	42.3	36.8	36.8		20.2	20.2
Actuated g/C Ratio	0.47	0.46	1.00	0.30	0.26	0.26		0.14	0.14
v/c Ratio	0.98	0.67	0.26	0.78	0.86	0.38		0.60	1.14
Control Delay	79.5	34.8	0.4	51.6	60.6	44.5		68.3	119.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	79.5	34.8	0.4	51.6	60.6	44.5		68.3	119.8
LOS	E	C	A	D	E	D		E	F
Approach Delay		34.1		51.6		57.6		106.6	
Approach LOS		C		D		E		F	

Intersection Summary	
Cycle Length: 141.5	
Actuated Cycle Length: 141.5	
Offset: 7 (5%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 56.3	Intersection LOS: E
Intersection Capacity Utilization 94.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Indian Creek Drive & 71st Street



Queues
101: Indian Creek Drive & 71st Street

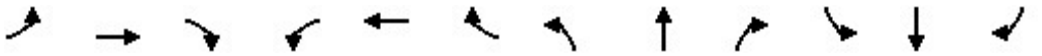


Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	285	576	395	823	770	181	156	452
v/c Ratio	0.98	0.67	0.26	0.78	0.86	0.38	0.60	1.14
Control Delay	79.5	34.8	0.4	51.6	60.6	44.5	68.3	119.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.5	34.8	0.4	51.6	60.6	44.5	68.3	119.8
Queue Length 50th (ft)	186	408	0	365	344	134	139	~329
Queue Length 95th (ft)	#377	547	0	445	417	203	#237	#559
Internal Link Dist (ft)		307		516		405	305	
Turn Bay Length (ft)	180		100		380			80
Base Capacity (vph)	292	855	1527	1050	970	525	261	395
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.67	0.26	0.78	0.79	0.34	0.60	1.14

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	276	559	383	0	778	20	747	173	3	5	146	438
Future Volume (vph)	276	559	383	0	778	20	747	173	3	5	146	438
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	6.5	4.0		6.5		6.5	6.5			6.5	6.5
Lane Util. Factor	1.00	1.00	1.00		0.95		0.97	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.96		1.00		1.00	1.00			1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00		1.00	1.00			0.99	1.00
Frt	1.00	1.00	0.85		1.00		1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1527		3512		3433	1854			1847	1538
Flt Permitted	0.12	1.00	1.00		1.00		0.95	1.00			0.99	1.00
Satd. Flow (perm)	230	1863	1527		3512		3433	1854			1827	1538
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	285	576	395	0	802	21	770	178	3	5	151	452
RTOR Reduction (vph)	0	0	0	0	1	0	0	1	0	0	0	176
Lane Group Flow (vph)	285	576	395	0	822	0	770	180	0	0	156	276
Confl. Peds. (#/hr)	51		31	31		51	5		66	66		5
Confl. Bikes (#/hr)			1			4			3			3
Turn Type	pm+pt	NA	Free		NA		Split	NA		Perm	NA	Perm
Protected Phases	1	6			2		7	7			8	
Permitted Phases	6		Free							8		8
Actuated Green, G (s)	65.0	65.0	141.5		42.3		36.8	36.8			20.2	20.2
Effective Green, g (s)	65.0	65.0	141.5		42.3		36.8	36.8			20.2	20.2
Actuated g/C Ratio	0.46	0.46	1.00		0.30		0.26	0.26			0.14	0.14
Clearance Time (s)	5.7	6.5			6.5		6.5	6.5			6.5	6.5
Vehicle Extension (s)	2.0	1.0			1.0		2.5	2.5			4.0	4.0
Lane Grp Cap (vph)	290	855	1527		1049		892	482			260	219
v/s Ratio Prot	c0.12	0.31			0.23		c0.22	0.10				
v/s Ratio Perm	c0.33		0.26								0.09	c0.18
v/c Ratio	0.98	0.67	0.26		0.78		0.86	0.37			0.60	1.26
Uniform Delay, d1	36.4	29.9	0.0		45.4		49.9	42.9			56.9	60.6
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	47.7	4.2	0.4		5.8		8.6	0.4			9.8	149.0
Delay (s)	84.1	34.2	0.4		51.3		58.5	43.3			66.7	209.6
Level of Service	F	C	A		D		E	D			E	F
Approach Delay (s)		34.9			51.3			55.6			173.0	
Approach LOS		C			D			E			F	

Intersection Summary			
HCM 2000 Control Delay	67.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	141.5	Sum of lost time (s)	25.2
Intersection Capacity Utilization	94.3%	ICU Level of Service	F
Analysis Period (min)	15		

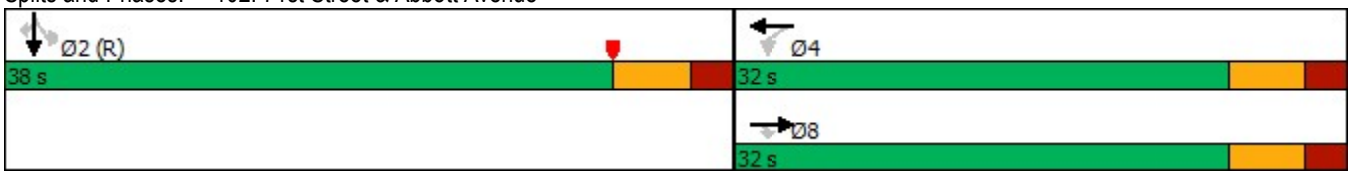
c Critical Lane Group

Timings
102: 71st Street & Abbott Avenue

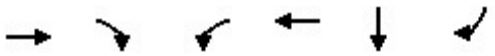
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	333	58	31	197	1307	297
Future Volume (vph)	333	58	31	197	1307	297
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	8			4	2	
Permitted Phases		8	4			2
Detector Phase	8	8	4	4	2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.3	31.3	24.3	24.3	31.3	31.3
Total Split (s)	32.0	32.0	32.0	32.0	38.0	38.0
Total Split (%)	45.7%	45.7%	45.7%	45.7%	54.3%	54.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	18.2	18.2	18.2	18.2	39.2	39.2
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.56	0.56
v/c Ratio	0.73	0.15	0.20	0.43	0.51	0.32
Control Delay	32.2	7.7	20.8	23.3	11.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	7.7	20.8	23.3	11.1	2.4
LOS	C	A	C	C	B	A
Approach Delay	28.5			22.9	9.6	
Approach LOS	C			C	A	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 68 (97%), Referenced to phase 2:SBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 14.2	Intersection LOS: B
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 102: 71st Street & Abbott Avenue

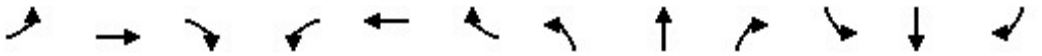


Queues
102: 71st Street & Abbott Avenue



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	354	62	33	210	1440	316
v/c Ratio	0.73	0.15	0.20	0.43	0.51	0.32
Control Delay	32.2	7.7	20.8	23.3	11.1	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	7.7	20.8	23.3	11.1	2.4
Queue Length 50th (ft)	139	4	11	75	127	0
Queue Length 95th (ft)	195	26	29	114	204	38
Internal Link Dist (ft)	264			395	264	
Turn Bay Length (ft)		100	70			180
Base Capacity (vph)	683	580	238	683	2837	997
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.11	0.14	0.31	0.51	0.32

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	333	58	31	197	0	0	0	0	47	1307	297
Future Volume (vph)	0	333	58	31	197	0	0	0	0	47	1307	297
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	6.3	6.3	6.3						6.3	6.3
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.94	1.00	1.00						1.00	0.97
Flpb, ped/bikes		1.00	1.00	0.98	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1863	1492	1730	1863						5074	1534
Flt Permitted		1.00	1.00	0.36	1.00						1.00	1.00
Satd. Flow (perm)		1863	1492	649	1863						5074	1534
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	354	62	33	210	0	0	0	0	50	1390	316
RTOR Reduction (vph)	0	0	38	0	0	0	0	0	0	0	0	139
Lane Group Flow (vph)	0	354	24	33	210	0	0	0	0	0	1440	177
Confl. Peds. (#/hr)	50		50	50		50	7		11	11		7
Confl. Bikes (#/hr)			6			12			4			2
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		8			4						2	
Permitted Phases			8	4						2		2
Actuated Green, G (s)		18.2	18.2	18.2	18.2						39.2	39.2
Effective Green, g (s)		18.2	18.2	18.2	18.2						39.2	39.2
Actuated g/C Ratio		0.26	0.26	0.26	0.26						0.56	0.56
Clearance Time (s)		6.3	6.3	6.3	6.3						6.3	6.3
Vehicle Extension (s)		2.5	2.5	2.5	2.5						1.0	1.0
Lane Grp Cap (vph)		484	387	168	484						2841	859
v/s Ratio Prot		c0.19			0.11							
v/s Ratio Perm			0.02	0.05							0.28	0.12
v/c Ratio		0.73	0.06	0.20	0.43						0.51	0.21
Uniform Delay, d1		23.7	19.5	20.2	21.6						9.5	7.7
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		5.3	0.0	0.4	0.5						0.6	0.5
Delay (s)		29.0	19.5	20.6	22.1						10.1	8.2
Level of Service		C	B	C	C						B	A
Approach Delay (s)		27.6			21.9			0.0			9.8	
Approach LOS		C			C			A			A	

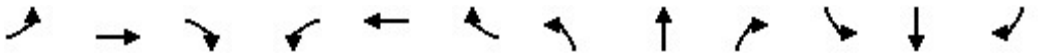
Intersection Summary			
HCM 2000 Control Delay	14.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	6	1016	12	0	701
Future Volume (Veh/h)	0	6	1016	12	0	701
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	7	1104	13	0	762
Pedestrians	15					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1506	574			1132	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1506	574			1132	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	110	456			604	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	7	736	381	381	381
Volume Left	0	0	0	0	0
Volume Right	7	0	13	0	0
cSH	456	1700	1700	1700	1700
Volume to Capacity	0.02	0.43	0.22	0.22	0.22
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	13.0	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	13.0	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	38.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	535	11	1	710	9	15	3	27	0	6	140
Future Volume (Veh/h)	29	535	11	1	710	9	15	3	27	0	6	140
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	31	563	12	1	747	9	16	3	28	0	6	147
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	756			575			1156	1389	569	1414	1390	378
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	756			575			1156	1389	569	1414	1390	378
tC, single (s)	4.1			4.1			*5.5	6.5	*4.5	7.5	6.5	*4.5
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			93	98	96	100	96	82
cM capacity (veh/h)	851			994			224	136	684	89	136	801

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	606	374	382	47	153
Volume Left	31	1	0	16	0
Volume Right	12	0	9	28	147
cSH	851	994	1700	349	672
Volume to Capacity	0.04	0.00	0.23	0.13	0.23
Queue Length 95th (ft)	3	0	0	12	22
Control Delay (s)	1.0	0.0	0.0	16.9	11.9
Lane LOS	A	A		C	B
Approach Delay (s)	1.0	0.0		16.9	11.9
Approach LOS				C	B

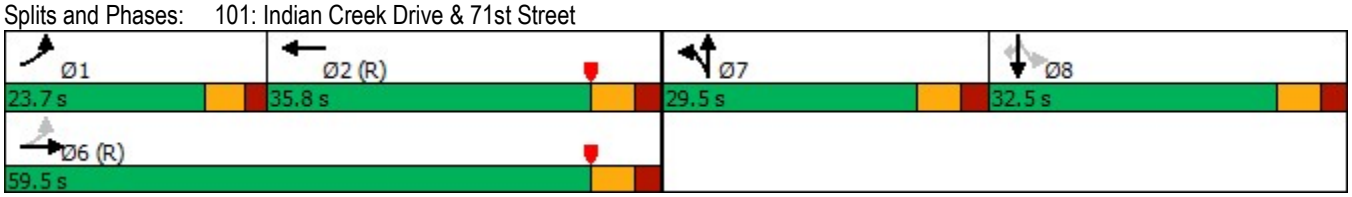
Intersection Summary				
Average Delay	2.1			
Intersection Capacity Utilization	74.8%	ICU Level of Service		D
Analysis Period (min)	15			

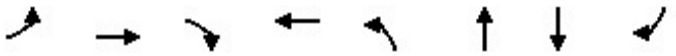
* User Entered Value

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	333	691	680	491	402	189	13	331	507
Future Volume (vph)	333	691	680	491	402	189	13	331	507
Turn Type	pm+pt	NA	Free	NA	Split	NA	Perm	NA	Perm
Protected Phases	1	6		2	7	7		8	
Permitted Phases	6		Free				8		8
Detector Phase	1	6		2	7	7	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	4.0		4.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.7	33.5		33.5	13.5	13.5	28.5	28.5	28.5
Total Split (s)	23.7	59.5		35.8	29.5	29.5	32.5	32.5	32.5
Total Split (%)	19.5%	49.0%		29.5%	24.3%	24.3%	26.7%	26.7%	26.7%
Yellow Time (s)	3.7	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.7	6.5		6.5	6.5	6.5		6.5	6.5
Lead/Lag	Lead			Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max		C-Max	None	None	Max	Max	Max
Act Effct Green (s)	53.8	53.0	121.5	29.5	20.1	20.1		28.9	28.9
Actuated g/C Ratio	0.44	0.44	1.00	0.24	0.17	0.17		0.24	0.24
v/c Ratio	0.90	0.91	0.47	0.62	0.76	0.67		0.84	0.98
Control Delay	52.6	48.2	1.0	44.7	57.2	58.2		63.1	61.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	52.6	48.2	1.0	44.7	57.2	58.2		63.1	61.6
LOS	D	D	A	D	E	E		E	E
Approach Delay		30.3		44.7		57.5		62.2	
Approach LOS		C		D		E		E	

Intersection Summary	
Cycle Length: 121.5	
Actuated Cycle Length: 121.5	
Offset: 93 (77%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 44.1	Intersection LOS: D
Intersection Capacity Utilization 91.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Indian Creek Drive & 71st Street

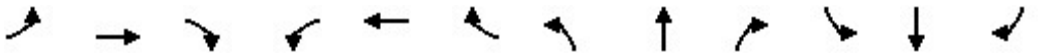




Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	354	735	723	533	428	205	366	539
v/c Ratio	0.90	0.91	0.47	0.62	0.76	0.67	0.84	0.98
Control Delay	52.6	48.2	1.0	44.7	57.2	58.2	63.1	61.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	48.2	1.0	44.7	57.2	58.2	63.1	61.6
Queue Length 50th (ft)	190	527	0	196	165	151	277	269
Queue Length 95th (ft)	#336	#773	0	257	218	229	#469	#525
Internal Link Dist (ft)		307		516		405	305	
Turn Bay Length (ft)	180		100		380			80
Base Capacity (vph)	394	812	1537	857	649	351	435	548
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.91	0.47	0.62	0.66	0.58	0.84	0.98

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	333	691	680	0	491	10	402	189	4	13	331	507
Future Volume (vph)	333	691	680	0	491	10	402	189	4	13	331	507
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	6.5	4.0		6.5		6.5	6.5			6.5	6.5
Lane Util. Factor	1.00	1.00	1.00		0.95		0.97	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97		1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		1.00		1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1764	1863	1537		3522		3433	1854			1857	1557
Flt Permitted	0.25	1.00	1.00		1.00		0.95	1.00			0.98	1.00
Satd. Flow (perm)	455	1863	1537		3522		3433	1854			1829	1557
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	354	735	723	0	522	11	428	201	4	14	352	539
RTOR Reduction (vph)	0	0	0	0	2	0	0	1	0	0	0	178
Lane Group Flow (vph)	354	735	723	0	531	0	428	204	0	0	366	361
Confl. Peds. (#/hr)	22		17	17		22	3		18	18		3
Confl. Bikes (#/hr)			3			8			3			
Turn Type	pm+pt	NA	Free		NA		Split	NA		Perm	NA	Perm
Protected Phases	1	6			2		7	7			8	
Permitted Phases	6		Free							8		8
Actuated Green, G (s)	53.0	53.0	121.5		29.5		20.1	20.1			28.9	28.9
Effective Green, g (s)	53.0	53.0	121.5		29.5		20.1	20.1			28.9	28.9
Actuated g/C Ratio	0.44	0.44	1.00		0.24		0.17	0.17			0.24	0.24
Clearance Time (s)	5.7	6.5			6.5		6.5	6.5			6.5	6.5
Vehicle Extension (s)	2.0	1.0			1.0		2.5	2.5			4.0	4.0
Lane Grp Cap (vph)	390	812	1537		855		567	306			435	370
v/s Ratio Prot	0.13	c0.39			0.15		c0.12	0.11				
v/s Ratio Perm	c0.26		0.47								0.20	c0.23
v/c Ratio	0.91	0.91	0.47		0.62		0.75	0.67			0.84	0.98
Uniform Delay, d1	26.0	31.9	0.0		41.0		48.4	47.6			44.1	46.0
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	23.7	15.5	1.0		3.4		5.4	4.9			17.6	41.3
Delay (s)	49.7	47.4	1.0		44.4		53.8	52.5			61.7	87.3
Level of Service	D	D	A		D		D	D			E	F
Approach Delay (s)		29.4			44.4			53.3			76.9	
Approach LOS		C			D			D			E	

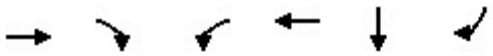
Intersection Summary			
HCM 2000 Control Delay	46.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	121.5	Sum of lost time (s)	25.2
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	347	117	50	162	2103	226
Future Volume (vph)	347	117	50	162	2103	226
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	8			4	2	
Permitted Phases		8	4			2
Detector Phase	8	8	4	4	2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.3	31.3	24.3	24.3	31.3	31.3
Total Split (s)	37.0	37.0	37.0	37.0	53.0	53.0
Total Split (%)	41.1%	41.1%	41.1%	41.1%	58.9%	58.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	23.0	23.0	23.0	23.0	54.4	54.4
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.60	0.60
v/c Ratio	0.78	0.29	0.40	0.36	0.74	0.24
Control Delay	42.1	18.5	34.9	28.3	15.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	18.5	34.9	28.3	15.7	3.2
LOS	D	B	C	C	B	A
Approach Delay	36.2			29.9	14.5	
Approach LOS	D			C	B	

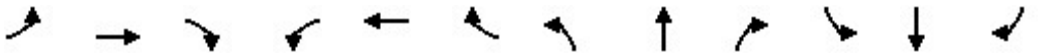
Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 47 (52%), Referenced to phase 2:SBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 18.9	Intersection LOS: B
Intersection Capacity Utilization 84.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 102: 71st Street & Abbott Avenue



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	369	124	53	172	2266	240
v/c Ratio	0.78	0.29	0.40	0.36	0.74	0.24
Control Delay	42.1	18.5	34.9	28.3	15.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	18.5	34.9	28.3	15.7	3.2
Queue Length 50th (ft)	195	38	25	81	306	9
Queue Length 95th (ft)	262	74	55	121	461	48
Internal Link Dist (ft)	264			395	264	
Turn Bay Length (ft)		100	70			180
Base Capacity (vph)	635	551	178	635	3071	1000
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.23	0.30	0.27	0.74	0.24

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	347	117	50	162	0	0	0	0	27	2103	226
Future Volume (vph)	0	347	117	50	162	0	0	0	0	27	2103	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	6.3	6.3	6.3						6.3	6.3
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00						1.00	0.96
Flpb, ped/bikes		1.00	1.00	0.99	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1863	1537	1758	1863						5082	1525
Flt Permitted		1.00	1.00	0.28	1.00						1.00	1.00
Satd. Flow (perm)		1863	1537	524	1863						5082	1525
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	369	124	53	172	0	0	0	0	29	2237	240
RTOR Reduction (vph)	0	0	30	0	0	0	0	0	0	0	0	78
Lane Group Flow (vph)	0	369	94	53	172	0	0	0	0	0	2266	162
Confl. Peds. (#/hr)	14		13	13		14	8		4	4		8
Confl. Bikes (#/hr)			4			3			3			4
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		8			4						2	
Permitted Phases			8	4						2		2
Actuated Green, G (s)		23.0	23.0	23.0	23.0						54.4	54.4
Effective Green, g (s)		23.0	23.0	23.0	23.0						54.4	54.4
Actuated g/C Ratio		0.26	0.26	0.26	0.26						0.60	0.60
Clearance Time (s)		6.3	6.3	6.3	6.3						6.3	6.3
Vehicle Extension (s)		2.5	2.5	2.5	2.5						1.0	1.0
Lane Grp Cap (vph)		476	392	133	476						3071	921
v/s Ratio Prot		c0.20			0.09							
v/s Ratio Perm			0.06	0.10							0.45	0.11
v/c Ratio		0.78	0.24	0.40	0.36						0.74	0.18
Uniform Delay, d1		31.1	26.6	27.8	27.5						12.7	7.9
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		7.4	0.2	1.4	0.3						1.6	0.4
Delay (s)		38.5	26.8	29.2	27.8						14.3	8.3
Level of Service		D	C	C	C						B	A
Approach Delay (s)		35.6			28.1			0.0			13.8	
Approach LOS		D			C			A			B	

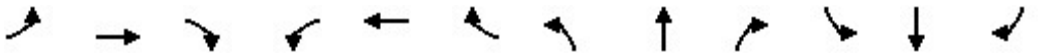
Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	4	620	17	0	1440
Future Volume (Veh/h)	0	4	620	17	0	1440
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	4	681	19	0	1582
Pedestrians	27					1
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	3					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1508	378			727	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1508	378			727	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	108	603			850	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	4	454	246	791	791
Volume Left	0	0	0	0	0
Volume Right	4	0	19	0	0
cSH	603	1700	1700	1700	1700
Volume to Capacity	0.01	0.27	0.14	0.47	0.47
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	11.0	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	11.0	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	660	2	2	411	8	1	4	7	35	3	53
Future Volume (Veh/h)	25	660	2	2	411	8	1	4	7	35	3	53
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	717	2	2	447	9	1	4	8	38	3	58
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	456			719			1059	1232	718	1238	1228	228
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	456			719			1059	1232	718	1238	1228	228
tC, single (s)	4.1			4.1			*5.5	6.5	*4.5	*5.5	6.5	*4.5
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			100	98	99	85	98	94
cM capacity (veh/h)	1101			878			295	171	604	253	172	904

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	746	226	232	13	99
Volume Left	27	2	0	1	38
Volume Right	2	0	9	8	58
cSH	1101	878	1700	325	427
Volume to Capacity	0.02	0.00	0.14	0.04	0.23
Queue Length 95th (ft)	2	0	0	3	22
Control Delay (s)	0.6	0.1	0.0	16.5	16.0
Lane LOS	A	A		C	C
Approach Delay (s)	0.6	0.1		16.5	16.0
Approach LOS				C	C

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	69.9%	ICU Level of Service		C
Analysis Period (min)	15			

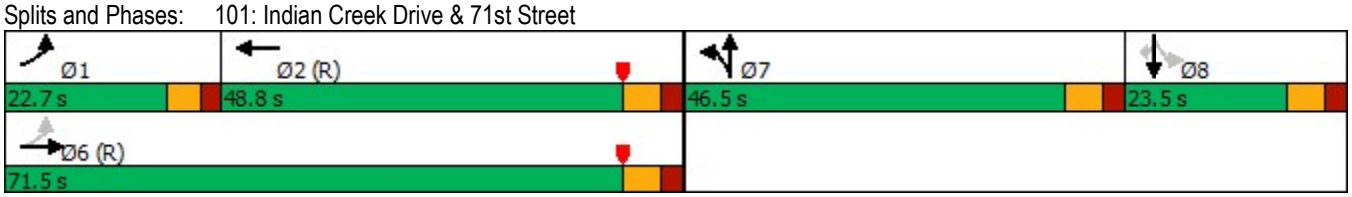
* User Entered Value

Timings
101: Indian Creek Drive & 71st Street

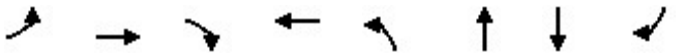
Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	284	643	395	845	781	172	5	151	451
Future Volume (vph)	284	643	395	845	781	172	5	151	451
Turn Type	pm+pt	NA	Free	NA	Split	NA	Perm	NA	Perm
Protected Phases	1	6		2	7	7		8	
Permitted Phases	6		Free				8		8
Detector Phase	1	6		2	7	7	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	4.0		4.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.7	33.5		33.5	13.5	13.5	23.5	23.5	23.5
Total Split (s)	22.7	71.5		48.8	46.5	46.5	23.5	23.5	23.5
Total Split (%)	16.0%	50.5%		34.5%	32.9%	32.9%	16.6%	16.6%	16.6%
Yellow Time (s)	3.7	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.7	6.5		6.5	6.5	6.5		6.5	6.5
Lead/Lag	Lead			Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max		C-Max	None	None	Max	Max	Max
Act Effct Green (s)	65.8	65.0	141.5	42.3	37.9	37.9		19.1	19.1
Actuated g/C Ratio	0.47	0.46	1.00	0.30	0.27	0.27		0.13	0.13
v/c Ratio	1.10	0.78	0.27	0.87	0.88	0.36		0.65	1.22
Control Delay	121.0	39.7	0.4	56.6	60.9	43.6		72.3	149.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	121.0	39.7	0.4	56.6	60.9	43.6		72.3	149.5
LOS	F	D	A	E	E	D		E	F
Approach Delay		45.5		56.6		57.7		129.6	
Approach LOS		D		E		E		F	

Intersection Summary	
Cycle Length: 141.5	
Actuated Cycle Length: 141.5	
Offset: 7 (5%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.22	
Intersection Signal Delay: 64.8	Intersection LOS: E
Intersection Capacity Utilization 97.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Indian Creek Drive & 71st Street



Queues
101: Indian Creek Drive & 71st Street

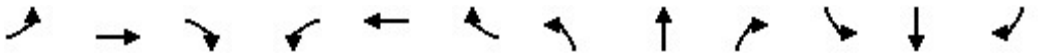


Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	293	663	407	906	805	180	161	465
v/c Ratio	1.10	0.78	0.27	0.87	0.88	0.36	0.65	1.22
Control Delay	121.0	39.7	0.4	56.6	60.9	43.6	72.3	149.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	121.0	39.7	0.4	56.6	60.9	43.6	72.3	149.5
Queue Length 50th (ft)	~250	504	0	414	359	132	145	~372
Queue Length 95th (ft)	#442	670	0	502	440	202	#247	#595
Internal Link Dist (ft)		307		516		405	305	
Turn Bay Length (ft)	180		100		380			80
Base Capacity (vph)	267	855	1527	1047	970	524	246	380
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.78	0.27	0.87	0.83	0.34	0.65	1.22

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	284	643	395	0	845	34	781	172	3	5	151	451
Future Volume (vph)	284	643	395	0	845	34	781	172	3	5	151	451
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	6.5	4.0		6.5		6.5	6.5			6.5	6.5
Lane Util. Factor	1.00	1.00	1.00		0.95		0.97	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.96		0.99		1.00	1.00			1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00		1.00	1.00			0.99	1.00
Frt	1.00	1.00	0.85		0.99		1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1527		3498		3433	1854			1848	1537
Flt Permitted	0.09	1.00	1.00		1.00		0.95	1.00			0.99	1.00
Satd. Flow (perm)	159	1863	1527		3498		3433	1854			1828	1537
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	293	663	407	0	871	35	805	177	3	5	156	465
RTOR Reduction (vph)	0	0	0	0	2	0	0	1	0	0	0	174
Lane Group Flow (vph)	293	663	407	0	904	0	805	179	0	0	161	291
Confl. Peds. (#/hr)	51		31	31		51	5		66	66		5
Confl. Bikes (#/hr)			1			4			3			3
Turn Type	pm+pt	NA	Free		NA		Split	NA		Perm	NA	Perm
Protected Phases	1	6			2		7	7			8	
Permitted Phases	6		Free							8		8
Actuated Green, G (s)	65.0	65.0	141.5		42.3		37.9	37.9			19.1	19.1
Effective Green, g (s)	65.0	65.0	141.5		42.3		37.9	37.9			19.1	19.1
Actuated g/C Ratio	0.46	0.46	1.00		0.30		0.27	0.27			0.13	0.13
Clearance Time (s)	5.7	6.5			6.5		6.5	6.5			6.5	6.5
Vehicle Extension (s)	2.0	1.0			1.0		2.5	2.5			4.0	4.0
Lane Grp Cap (vph)	266	855	1527		1045		919	496			246	207
v/s Ratio Prot	c0.13	0.36			0.26		c0.23	0.10				
v/s Ratio Perm	c0.37		0.27								0.09	c0.19
v/c Ratio	1.10	0.78	0.27		0.86		0.88	0.36			0.65	1.41
Uniform Delay, d1	43.6	32.1	0.0		46.9		49.6	42.0			58.1	61.2
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	85.1	6.8	0.4		9.5		9.3	0.3			12.8	209.2
Delay (s)	128.7	38.9	0.4		56.4		58.9	42.3			70.9	270.4
Level of Service	F	D	A		E		E	D			E	F
Approach Delay (s)		46.7			56.4			55.8			219.1	
Approach LOS		D			E			E			F	

Intersection Summary			
HCM 2000 Control Delay	79.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	141.5	Sum of lost time (s)	25.2
Intersection Capacity Utilization	97.8%	ICU Level of Service	F
Analysis Period (min)	15		

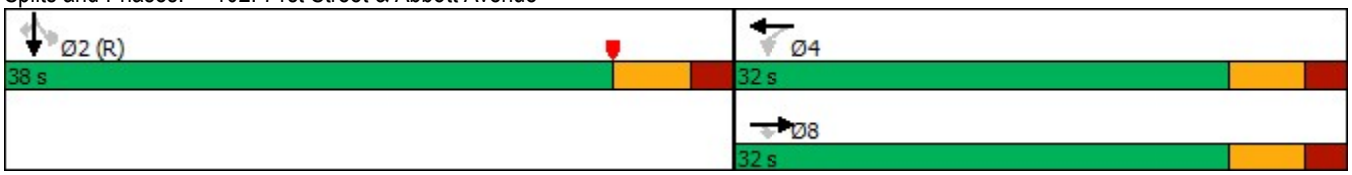
c Critical Lane Group

Timings
102: 71st Street & Abbott Avenue

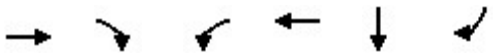
Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	400	67	42	236	1369	324
Future Volume (vph)	400	67	42	236	1369	324
Turn Type	NA	Perm	Perm	NA	NA	Perm
Protected Phases	8			4	2	
Permitted Phases		8	4			2
Detector Phase	8	8	4	4	2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	31.3	31.3	24.3	24.3	31.3	31.3
Total Split (s)	32.0	32.0	32.0	32.0	38.0	38.0
Total Split (%)	45.7%	45.7%	45.7%	45.7%	54.3%	54.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	20.5	20.5	20.5	20.5	36.9	36.9
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.53	0.53
v/c Ratio	0.78	0.15	0.29	0.46	0.56	0.36
Control Delay	32.7	7.9	22.7	22.1	13.0	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.7	7.9	22.7	22.1	13.0	3.3
LOS	C	A	C	C	B	A
Approach Delay	29.2			22.2	11.2	
Approach LOS	C			C	B	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 68 (97%), Referenced to phase 2:SBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 15.8	Intersection LOS: B
Intersection Capacity Utilization 72.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 102: 71st Street & Abbott Avenue

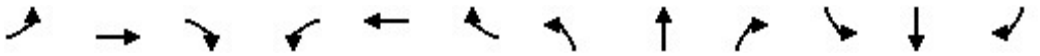


Queues
102: 71st Street & Abbott Avenue



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	426	71	45	251	1508	345
v/c Ratio	0.78	0.15	0.29	0.46	0.56	0.36
Control Delay	32.7	7.9	22.7	22.1	13.0	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.7	7.9	22.7	22.1	13.0	3.3
Queue Length 50th (ft)	165	6	15	87	150	6
Queue Length 95th (ft)	237	29	38	133	223	50
Internal Link Dist (ft)	264			395	264	
Turn Bay Length (ft)		100	70			180
Base Capacity (vph)	683	580	192	683	2672	957
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.12	0.23	0.37	0.56	0.36

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	400	67	42	236	0	0	0	0	49	1369	324
Future Volume (vph)	0	400	67	42	236	0	0	0	0	49	1369	324
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	6.3	6.3	6.3						6.3	6.3
Lane Util. Factor		1.00	1.00	1.00	1.00						0.91	1.00
Frpb, ped/bikes		1.00	0.94	1.00	1.00						1.00	0.97
Flpb, ped/bikes		1.00	1.00	0.98	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1863	1492	1736	1863						5074	1534
Flt Permitted		1.00	1.00	0.29	1.00						1.00	1.00
Satd. Flow (perm)		1863	1492	525	1863						5074	1534
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	426	71	45	251	0	0	0	0	52	1456	345
RTOR Reduction (vph)	0	0	36	0	0	0	0	0	0	0	0	149
Lane Group Flow (vph)	0	426	35	45	251	0	0	0	0	0	1508	196
Confl. Peds. (#/hr)	50		50	50		50	7		11	11		7
Confl. Bikes (#/hr)			6			12			4			2
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		8			4						2	
Permitted Phases			8	4						2		2
Actuated Green, G (s)		20.5	20.5	20.5	20.5						36.9	36.9
Effective Green, g (s)		20.5	20.5	20.5	20.5						36.9	36.9
Actuated g/C Ratio		0.29	0.29	0.29	0.29						0.53	0.53
Clearance Time (s)		6.3	6.3	6.3	6.3						6.3	6.3
Vehicle Extension (s)		2.5	2.5	2.5	2.5						1.0	1.0
Lane Grp Cap (vph)		545	436	153	545						2674	808
v/s Ratio Prot		c0.23			0.13							
v/s Ratio Perm			0.02	0.09							0.30	0.13
v/c Ratio		0.78	0.08	0.29	0.46						0.56	0.24
Uniform Delay, d1		22.7	17.9	19.2	20.2						11.1	9.0
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		6.9	0.1	0.8	0.5						0.9	0.7
Delay (s)		29.6	18.0	19.9	20.7						12.0	9.7
Level of Service		C	B	B	C						B	A
Approach Delay (s)		28.0			20.6			0.0			11.6	
Approach LOS		C			C			A			B	

Intersection Summary			
HCM 2000 Control Delay	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		

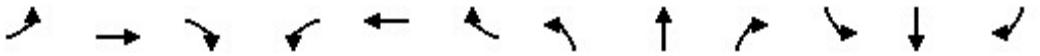
c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	13	1045	46	0	723
Future Volume (Veh/h)	0	13	1045	46	0	723
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	14	1136	50	0	786
Pedestrians	15					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1569	608			1201	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1569	608			1201	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			100	
cM capacity (veh/h)	100	432			569	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	14	757	429	393	393
Volume Left	0	0	0	0	0
Volume Right	14	0	50	0	0
cSH	432	1700	1700	1700	1700
Volume to Capacity	0.03	0.45	0.25	0.23	0.23
Queue Length 95th (ft)	3	0	0	0	0
Control Delay (s)	13.6	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	13.6	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	40.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
202: Carlyle Avenue & 71st Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	598	27	1	762	10	35	4	45	0	7	152
Future Volume (Veh/h)	44	598	27	1	762	10	35	4	45	0	7	152
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	46	629	28	1	802	11	37	4	47	0	7	160
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	813			657			1302	1550	643	1594	1558	406
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	813			657			1302	1550	643	1594	1558	406
tC, single (s)	4.1			4.1			*5.5	6.5	*4.5	7.5	6.5	*4.5
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			100			79	96	93	100	93	80
cM capacity (veh/h)	810			926			179	106	643	62	105	782

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	703	402	412	88	167
Volume Left	46	1	0	37	0
Volume Right	28	0	11	47	160
cSH	810	926	1700	277	616
Volume to Capacity	0.06	0.00	0.24	0.32	0.27
Queue Length 95th (ft)	5	0	0	33	27
Control Delay (s)	1.5	0.0	0.0	23.9	13.0
Lane LOS	A	A		C	B
Approach Delay (s)	1.5	0.0		23.9	13.0
Approach LOS				C	B

Intersection Summary				
Average Delay	3.0			
Intersection Capacity Utilization	85.0%	ICU Level of Service		E
Analysis Period (min)	15			

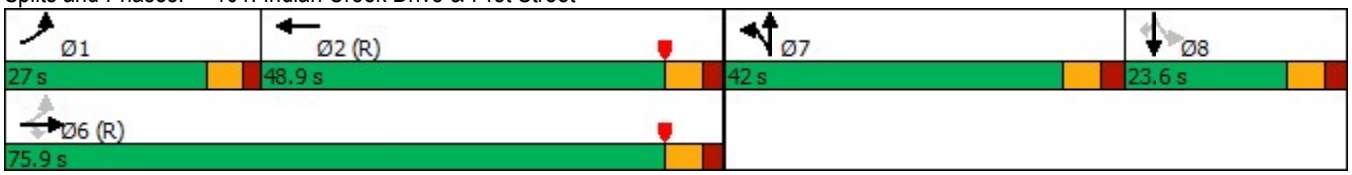
* User Entered Value

Timings
101: Indian Creek Drive & 71st Street

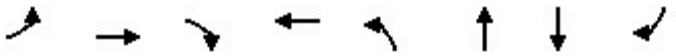
Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	284	643	395	845	781	172	5	151	451
Future Volume (vph)	284	643	395	845	781	172	5	151	451
Turn Type	pm+pt	NA	Perm	NA	Split	NA	Perm	NA	Perm
Protected Phases	1	6		2	7	7		8	
Permitted Phases	6		6				8		8
Detector Phase	1	6	6	2	7	7	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	4.0	4.0	4.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	10.7	33.5	33.5	33.5	13.5	13.5	23.5	23.5	23.5
Total Split (s)	27.0	75.9	75.9	48.9	42.0	42.0	23.6	23.6	23.6
Total Split (%)	19.1%	53.6%	53.6%	34.6%	29.7%	29.7%	16.7%	16.7%	16.7%
Yellow Time (s)	3.7	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.7	6.5	6.5	6.5	6.5	6.5		6.5	6.5
Lead/Lag	Lead			Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	Max	Max	Max
Act Effct Green (s)	70.2	69.4	69.4	43.3	35.2	35.2		17.4	17.4
Actuated g/C Ratio	0.50	0.49	0.49	0.31	0.25	0.25		0.12	0.12
v/c Ratio	0.93	0.73	0.50	0.85	0.94	0.39		0.73	0.62
Control Delay	72.8	34.3	16.9	54.5	71.9	46.9		36.2	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	72.8	34.3	16.9	54.5	71.9	46.9		36.2	14.5
LOS	E	C	B	D	E	D		D	B
Approach Delay		37.4		54.5		67.3		28.2	
Approach LOS		D		D		E		C	

Intersection Summary	
Cycle Length: 141.5	
Actuated Cycle Length: 141.5	
Offset: 7 (5%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 47.5	Intersection LOS: D
Intersection Capacity Utilization 97.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Indian Creek Drive & 71st Street



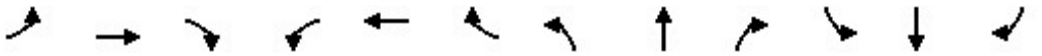
Queues
101: Indian Creek Drive & 71st Street



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	293	663	407	906	805	180	394	232
v/c Ratio	0.93	0.73	0.50	0.85	0.94	0.39	0.73	0.62
Control Delay	72.8	34.3	16.9	54.5	71.9	46.9	36.2	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.8	34.3	16.9	54.5	71.9	46.9	36.2	14.5
Queue Length 50th (ft)	208	473	152	414	376	138	90	0
Queue Length 95th (ft)	#380	629	246	502	#497	211	153	92
Internal Link Dist (ft)		307		516		405	305	
Turn Bay Length (ft)	180		100		380			80
Base Capacity (vph)	326	913	807	1072	861	465	538	375
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.73	0.50	0.85	0.93	0.39	0.73	0.62

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	284	643	395	0	845	34	781	172	3	5	151	451
Future Volume (vph)	284	643	395	0	845	34	781	172	3	5	151	451
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	6.5	6.5		6.5		6.5	6.5			6.5	6.5
Lane Util. Factor	1.00	1.00	1.00		0.95		0.97	1.00			0.91	0.91
Frpb, ped/bikes	1.00	1.00	0.94		0.99		1.00	1.00			0.98	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		0.99		1.00	1.00			0.91	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1488		3498		3433	1853			3025	1398
Flt Permitted	0.09	1.00	1.00		1.00		0.95	1.00			0.95	1.00
Satd. Flow (perm)	172	1863	1488		3498		3433	1853			2876	1398
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	293	663	407	0	871	35	805	177	3	5	156	465
RTOR Reduction (vph)	0	0	78	0	2	0	0	1	0	0	185	203
Lane Group Flow (vph)	293	663	329	0	904	0	805	179	0	0	209	29
Confl. Peds. (#/hr)	51		31	31		51	5		66	66		5
Confl. Bikes (#/hr)			1			4			3			3
Turn Type	pm+pt	NA	Perm		NA		Split	NA		Perm	NA	Perm
Protected Phases	1	6			2		7	7			8	
Permitted Phases	6		6							8		8
Actuated Green, G (s)	69.4	69.4	69.4		43.3		35.2	35.2			17.4	17.4
Effective Green, g (s)	69.4	69.4	69.4		43.3		35.2	35.2			17.4	17.4
Actuated g/C Ratio	0.49	0.49	0.49		0.31		0.25	0.25			0.12	0.12
Clearance Time (s)	5.7	6.5	6.5		6.5		6.5	6.5			6.5	6.5
Vehicle Extension (s)	2.0	1.0	1.0		1.0		2.5	2.5			4.0	4.0
Lane Grp Cap (vph)	314	913	729		1070		854	460			353	171
v/s Ratio Prot	c0.13	0.36			0.26		c0.23	0.10				
v/s Ratio Perm	c0.32		0.22								c0.07	0.02
v/c Ratio	0.93	0.73	0.45		0.84		0.94	0.39			0.59	0.17
Uniform Delay, d1	41.6	28.5	23.6		46.0		52.2	44.2			58.7	55.6
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	33.2	5.0	2.0		8.2		18.3	0.4			7.1	2.1
Delay (s)	74.9	33.6	25.6		54.1		70.5	44.6			65.8	57.7
Level of Service	E	C	C		D		E	D			E	E
Approach Delay (s)		40.1			54.1			65.7			62.8	
Approach LOS		D			D			E			E	

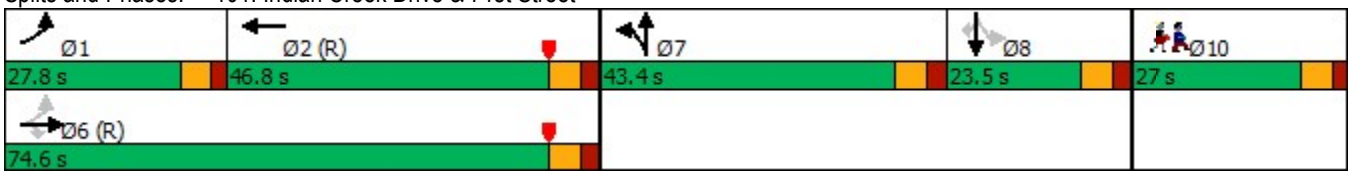
Intersection Summary			
HCM 2000 Control Delay	53.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	141.5	Sum of lost time (s)	25.2
Intersection Capacity Utilization	97.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

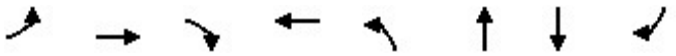
Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR	Ø10
Lane Configurations										
Traffic Volume (vph)	284	643	395	845	781	172	5	151	451	
Future Volume (vph)	284	643	395	845	781	172	5	151	451	
Turn Type	pm+pt	NA	Perm	NA	Split	NA	Perm	NA	Perm	
Protected Phases	1	6		2	7	7		8		10
Permitted Phases	6		6				8		8	
Detector Phase	1	6	6	2	7	7	8	8	8	
Switch Phase										
Minimum Initial (s)	5.0	4.0	4.0	4.0	7.0	7.0	7.0	7.0	7.0	5.0
Minimum Split (s)	10.7	33.5	33.5	33.5	13.5	13.5	23.5	23.5	23.5	27.0
Total Split (s)	27.8	74.6	74.6	46.8	43.4	43.4	23.5	23.5	23.5	27.0
Total Split (%)	16.5%	44.3%	44.3%	27.8%	25.8%	25.8%	13.9%	13.9%	13.9%	16%
Yellow Time (s)	3.7	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.7	6.5	6.5	6.5	6.5	6.5		6.5	6.5	
Lead/Lag	Lead			Lag	Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	C-Max	C-Max	None	None	Max	Max	Max	None
Act Effct Green (s)	95.9	95.1	95.1	57.0	36.9	36.9		17.0	17.0	
Actuated g/C Ratio	0.57	0.56	0.56	0.34	0.22	0.22		0.10	0.10	
v/c Ratio	0.69	0.63	0.46	0.77	1.07	0.44		0.89	0.66	
Control Delay	40.7	28.2	17.1	55.1	114.2	61.0		63.4	17.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	40.7	28.2	17.1	55.1	114.2	61.0		63.4	17.6	
LOS	D	C	B	E	F	E		E	B	
Approach Delay		27.6		55.1		104.5		46.4		
Approach LOS		C		E		F		D		

Intersection Summary	
Cycle Length: 168.5	
Actuated Cycle Length: 168.5	
Offset: 7 (4%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 56.6	Intersection LOS: E
Intersection Capacity Utilization 97.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Indian Creek Drive & 71st Street



Queues
101: Indian Creek Drive & 71st Street

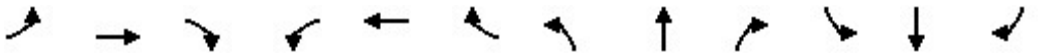


Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	293	663	407	906	805	180	394	232
v/c Ratio	0.69	0.63	0.46	0.77	1.07	0.44	0.89	0.66
Control Delay	40.7	28.2	17.1	55.1	114.2	61.0	63.4	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	28.2	17.1	55.1	114.2	61.0	63.4	17.6
Queue Length 50th (ft)	203	482	186	465	~505	174	137	0
Queue Length 95th (ft)	312	619	273	571	#639	257	#237	102
Internal Link Dist (ft)		307		516		405	305	
Turn Bay Length (ft)	180		100		380			80
Base Capacity (vph)	422	1051	879	1182	751	405	444	349
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.63	0.46	0.77	1.07	0.44	0.89	0.66

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	284	643	395	0	845	34	781	172	3	5	151	451
Future Volume (vph)	284	643	395	0	845	34	781	172	3	5	151	451
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	6.5	6.5		6.5		6.5	6.5			6.5	6.5
Lane Util. Factor	1.00	1.00	1.00		0.95		0.97	1.00			0.91	0.91
Frpb, ped/bikes	1.00	1.00	0.93		0.99		1.00	1.00			0.98	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85		0.99		1.00	1.00			0.91	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1863	1474		3494		3433	1853			3017	1393
Flt Permitted	0.12	1.00	1.00		1.00		0.95	1.00			0.95	1.00
Satd. Flow (perm)	218	1863	1474		3494		3433	1853			2867	1393
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	293	663	407	0	871	35	805	177	3	5	156	465
RTOR Reduction (vph)	0	0	48	0	1	0	0	0	0	0	156	209
Lane Group Flow (vph)	293	663	359	0	905	0	805	180	0	0	238	23
Confl. Peds. (#/hr)	51		31	31		51	5		66	66		5
Confl. Bikes (#/hr)			1			4			3			3
Turn Type	pm+pt	NA	Perm		NA		Split	NA		Perm	NA	Perm
Protected Phases	1	6			2		7	7			8	
Permitted Phases	6		6							8		8
Actuated Green, G (s)	95.1	95.1	95.1		57.0		36.9	36.9			17.0	17.0
Effective Green, g (s)	95.1	95.1	95.1		57.0		36.9	36.9			17.0	17.0
Actuated g/C Ratio	0.56	0.56	0.56		0.34		0.22	0.22			0.10	0.10
Clearance Time (s)	5.7	6.5	6.5		6.5		6.5	6.5			6.5	6.5
Vehicle Extension (s)	2.0	1.0	1.0		1.0		2.5	2.5			4.0	4.0
Lane Grp Cap (vph)	421	1051	831		1181		751	405			289	140
v/s Ratio Prot	c0.13	0.36			c0.26		c0.23	0.10				
v/s Ratio Perm	0.26		0.24								c0.08	0.02
v/c Ratio	0.70	0.63	0.43		0.77		1.07	0.44			0.83	0.17
Uniform Delay, d1	36.1	24.8	21.1		49.8		65.8	56.9			74.3	69.3
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	4.0	2.9	1.6		4.8		53.8	0.6			22.8	2.6
Delay (s)	40.1	27.7	22.8		54.6		119.6	57.5			97.1	71.8
Level of Service	D	C	C		D		F	E			F	E
Approach Delay (s)		28.9			54.6			108.3			87.7	
Approach LOS		C			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	64.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	168.5	Sum of lost time (s)	31.2
Intersection Capacity Utilization	97.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group