Traffic Impact Study

(includes Responses to Traffic Comments)

851 NE 167th Street

North Miami Beach, Florida

May 14th, 2019

November 19th, 2021 (Update)

February 9th, 2022 (Update2)

Richard Garcia & Associates, Inc.

Engineer's Certification

I, Carlos X. Valentin, P.E. # 78422, certify that I currently hold an active Professional Engineers License in the State of Florida and am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. In addition, the firm Richard Garcia & Associates, Inc. holds a Certificate of Authorization # 9592 in the State of Florida. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

PROJECT DESCRIPTION: 851 NE 167th Street - Traffic Impact Study

PROJECT LOCATION: 851 NE 167th Street
North Miami Beach, Florida

2/9/2022

Florida Registration No. 78422 Date

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Review Comments & Responses

This section is being provided to provide a response to the traffic comments from The Corradino Group dated January 24th, 2022. Please note, comments 1-21 have already been addressed and will be omitted for brevity. However, comment 20 will be further addressed by comment 26 D, as it covers the same issue. We hereby offer the following responses in an effort to address the comments made.

Comment 22.

Please update figures 3,4,6,7, 8 and 9 as they are blurry and are not readable.

Response:

We are unsure what version of our study was reviewed as the original (hard copy and PDF) is readable. There may have been an electronic compression as this report was originally too large to email (~129MB, 236 pages). However, as with all our studies, the Appendix does provide for much more detail figures. Attached please find all the figures requested but feel free to contact us if you need a larger format.

Comment 23.

Please include the committed trips from the Jefferson Plaza development project and other nearby approved but unbuilt development projects as requested by the City of North Miami Beach Planning and Zoning Board. The intersection volume worksheets included in Appendix D does not show any committed trips for any projects. Please update the traffic analysis accordingly.

Response:

All the approved land uses for the Jefferson Plaza were built except for the Home Improvement Superstore as confirmed by the City of North Miami Beach. As such, the net new trips for the Home Improvement Superstore were included in the traffic operational analysis for the future conditions. Please note the revised analysis with the committed trips yielded acceptable LOS results and no material change was found when compared with the results previously documented in the traffic study dated November 19th, 2021. See traffic study update dated February 9th, 2022.

Comment 24.

Please provide a feasibility analysis of the turn lane extensions needed for the eastbound left turn lane on NE 167th Street and NE 8th Avenue. The 95th percentile vehicle queue stacking in the future without project scenario is 118 LF. The 95th percentile vehicle queue stacking the future with project scenario is 229 LF. The existing storage length of the eastbound left turn lane is 185 LF.

Response:

The turn bay length is actually 205 feet as shown in our report. Please note, the 95th percentile queue is a calculated value and not a field measurement. It is our experience that FDOT turn lanes are not modified without first evaluating signal timing options or TSM (Transportation System Management). Therefore, we have adjusted the signal timing by 2 seconds and found the queue to be 202 feet, which is within the available capacity. Additionally, the Average Queue (50th Percentile) is 93 feet, which is more than adequate to accommodate the proposed left turns under average conditions. Appendix E contains the supporting documentation. As such, we do not find it feasible to extend a turn lane by one (1) car length (224 ft. - 205 ft. = 19 ft. or 1 car). Lastly, 205 LF does not include the 50 ft. taper where a vehicle can also queue during those rare instances that a queue may extend this far.

Comment 25.

Please update the design of the alley typical section on the north side of the development parcel per comments from the City of North Miami Beach's Public Works Department. This should include a minimum pavement width for the two-way traffic and the removal of the on-street parking spaces.

Response:

Please see revised plans.

Comment 26.

Conditions of approval that are still outstanding include the following items:

a. A condition of approval will be required to ensure that a feasibility study and concept drawing is provided for a traffic circle or mini roundabout at the intersection of NE 170th Street and NE 7th Court as a traffic-calming feature.

b. A condition of approval will be required to ensure that the applicant completes the necessary traffic engineering warrant study and the related permitting with Miami Dade County DTPW for the proposed midblock crosswalk on NE 8th Avenue just north of SR 826/NE 167th Street.

c. A condition of approval will be required that "No Left-Turn" signs should be proposed for southbound traffic on NE 8th Avenue at the access driveways. The existing median at the proposed alley should be modified geometrically to ensure that southbound left turns into the alley and primary driveway can not be made.

d. A condition of approval will be required to ensure the installation of the DO No Block Intersection signs sufficiently addresses any vehicle queuing or stacking issues once the future development is fully built out. Please update the design of

the alley typical section on the north side of the development parcel per comments from the City of North Miami Beach's Public Works Department. This should include a minimum pavement width for the two-way traffic and the removal of the on-street parking spaces.

Response:

The Client will agree to all the conditions of approval listed above.

Executive Summary

This study was prepared to evaluate the traffic impacts associated with the proposed redevelopment. The subject site is located on the northeast corner of NE 167th Street (SR 826 / North Miami Beach Boulevard) and NE 8th Avenue in the City of North Miami Beach, Florida. This site has an existing office building with 42,400 square feet that will be demolished as part of this project. The proposed mixed-use project consists of a *hotel with 223 rooms*, *office with 77,856 square feet*, *retail with 12,258 square feet* and *restaurant with 3,866 square feet*. This project build-out year is slated for 2023.

Moreover, the subject project will provide vehicle access points on NE 8th Avenue and the existing alley, north of the subject site. The main driveway on NE 8th Avenue will provide full access to the parking areas and drop-off area in front of the proposed north building. The existing alley currently operates as one-way in the westbound direction. The subject project has proposed to use the existing alley as a two-way road and will provide vehicle access to the ground parking, loading bays and the entrance of the parking garage.

The trip generation analysis was performed consistent with the methodology described in the *Institute of Transportation Engineers (ITE) Trip Generation Handbook, 3rd Edition* while the trip generation characteristics were obtained from *ITE's Trip Generation Manual, 11th Edition*. This analysis was performed for a typical weekday's AM and PM peak hour. The following land uses, as identified by the Institute of Transportation Engineers (ITE), most closely resemble the proposed redevelopment. These land uses (LU) are as follows:

Existing Use:	LU 710: General Office Building - 42,400 Square Feet (SF)
Proposed Uses:	LU 310: Hotel - 223 Rooms LU 710:General Office Building - 77,856 SF LU 822: Retail (Strip Retail Plaza <40k) - 12,258 SF LU 931: Fine Dining Restaurant - 3,866 SF

Moreover, the trip generation analysis includes trip reduction factors such as internal capture, pass-by trips and mode split. The internal capture was estimated consistent with the ITE Multi-Use Project Internal Capture methodology while the pass-by trip percentage for the retail and restaurant was obtained from the *ITE Trip Generation Handbook*. The trip reduction percentages for mode split (i.e. transit, walking and bicycle) were obtained from published census data for the location of the subject project (US Census Bureau, Miami-Dade County tract 2.13).

As a result, the trip generation calculations yielded 142 net external trips (90 trips-in & 52 trips-out) during the AM peak hour and 195 net external trips (91 trips-in & 104 trips-out) during the PM peak hour**.** The net peak hour trips were distributed to the studied intersections and assigned to the site's access points consistent with the traffic distribution percentages for the project's Traffic Analysis Zone (TAZ) 111 as assigned by the Transportation Planning Organization (TPO) on the Miami-Dade Long Range Transportation Plan (2045 LRTP) Directional Trip Distribution Report, September 2019. As such, the trip distribution was performed consistent with the trip distribution percentages of TAZ 111 and by interpolating between the 2015 and 2045 TAZ data for the design year of 2023.

Manual Turning Movement Counts (TMC's) were collected at the six (6) intersections identified in Table 1. These counts were performed on Tuesday, November 2nd, 2021 during the AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM). The traffic volumes for the AM and PM peak hour were determined, adjusted for peak seasonal variations by utilizing the Florida Department of Transportation Seasonal Factor (SF) and utilized in the intersection capacity/level of service analysis for the existing condition. As a result, the studied intersections yielded LOS D or better during the AM and PM peak hour.

Based on historical traffic data and growth trends and using historical traffic data from the Florida Department of Transportation (FDOT Count Stations 0168, 0366 & 5229), a regression analysis was performed to estimate any potential background traffic. The highest growth rate calculation resulted in 0.37 percent. However, a conservative 1.0 percent annual growth rate was compounded and applied to the existing traffic volumes in order to calculate the background traffic for the year 2023.

In addition to background traffic, the analysis for the future conditions includes the committed trips for the approved Home Improvement Superstore at Jefferson Plaza as requested by the City of North Miami Beach. The remainder of the Jefferson Plaza was already developed at the time data collection took place and the existing site traffic (trips) are included in the new traffic counts documented in this report.

The future intersection traffic volumes without project include the existing traffic volumes, background traffic and committed trips. Similarly, the traffic volumes for the future condition with project include the existing traffic, background traffic, committed trips and the project net trips. The resulting future traffic volumes were evaluated for Level of Service. As a result, the analysis revealed that all the studied intersections will maintain the existing LOS D or better for the AM and PM peak hour. In addition, the project's driveways were evaluated and resulted in overall LOS A. Table 1 summarizes the LOS results.

In conclusion, the subject project will generate 142 net external trips during the AM peak hour and 195 net external trips during the PM peak hour. The studied intersections will maintain the existing LOS D better for the proposed future conditions. Therefore, the project trips will not have an adverse impact on traffic operations within the study. As such, no off-site improvements are required or recommended at this time.

Table 1: Intersection Level of Service Summary

Existing Condition			AM Peak Hour					PM Peak Hour				
	Location	Intersection Control	Overall		Critical Approach TWSC			Overall		Critical Approach TWSC		
			LOS	Delay (sec)	Approach	LOS	Delay (sec)	LOS	Delay (sec)	Approach	LOS	Delay (sec)
1	NE 167 Street (SR 826) & NE 6 Avenue (SR 915)	Traffic Signal	D	49.7	-	-	-	D	49.8	-	-	-
2	NE 167 Street (SR 826) & NE 8 Avenue	Traffic Signal	C	23.8	-	-	-	C	29.2	-	-	-
3	NE 167 Street (SR 826) & NE 800 Block	Traffic Signal	A	9.0	-	-	-	B	10.3	-	-	-
4	NE 167 Street/NE 163 Street (SR 826) & NE 10 Avenue	Traffic Signal	C	23.5	-	-	-	C	21.8	-	-	-
5	NE 6 Avenue (SR 915) & NE 170 Street	Two-Way Stop	A	4.6	EB	E	37.7	A	3.8	EB	D	30.2
6	NE 6 Avenue (SR 915) & NE 172 Street	Two-Way Stop	A	0.1	EB	B	13.5	A	0.0	EB	B	12.4
Future Condition without Project			**AM Peak Hour**					**PM Peak Hour**				
	Location	Intersection Control	Overall		Critical Approach TWSC			Overall		Critical Approach TWSC		
			LOS	Delay (sec)	Approach	LOS	Delay (sec)	LOS	Delay (sec)	Approach	LOS	Delay (sec)
1	NE 167 Street (SR 826) & NE 6 Avenue (SR 915)	Traffic Signal	D	51.4	-	-	-	D	51.8	-	-	-
2	NE 167 Street (SR 826) & NE 8 Avenue	Traffic Signal	C	25.4	-	-	-	C	31.7	-	-	-
3	NE 167 Street (SR 826) & NE 800 Block	Traffic Signal	A	9.6	-	-	-	B	10.8	-	-	-
4	NE 167 Street/NE 163 Street (SR 826) & NE 10 Avenue	Traffic Signal	C	23.6	-	-	-	C	23.3	-	-	-
5	NE 6 Avenue (SR 915) & NE 170 Street	Two-Way Stop	A	4.8	EB	E	40.0	A	4.0	EB	D	31.9
6	NE 6 Avenue (SR 915) & NE 172 Street	Two-Way Stop	A	0.1	EB	B	13.7	A	0.0	EB	B	12.5
Future Condition with Project			**AM Peak Hour**					**PM Peak Hour**				
	Location	Intersection Control	Overall		Critical Approach TWSC			Overall		Critical Approach TWSC		
			LOS	Delay (sec)	Approach	LOS	Delay (sec)	LOS	Delay (sec)	Approach	LOS	Delay (sec)
1	NE 167 Street (SR 826) & NE 6 Avenue (SR 915)	Traffic Signal	D	52.7	-	-	-	D	53.3	-	-	-
2	NE 167 Street (SR 826) & NE 8 Avenue	Traffic Signal	C	29.7	-	-	-	D	38.1	-	-	-
3	NE 167 Street (SR 826) & NE 800 Block	Traffic Signal	B	10.0	-	-	-	B	10.8	-	-	-
4	NE 167 Street/NE 163 Street (SR 826) & NE 10 Avenue	Traffic Signal	C	24.0	-	-	-	C	25.6	-	-	-
5	NE 6 Avenue (SR 915) & NE 170 Street	Two-Way Stop	A	4.8	EB	E	40.3	A	4.0	EB	D	32.5
6	NE 6 Avenue (SR 915) & NE 172 Street	Two-Way Stop	A	0.1	EB	B	13.8	A	0.0	EB	B	12.6
7	NE 8 Avenue & Main Driveway (DW1)	Two-Way Stop	A	0.5	WB	B	12.0	A	1.6	WB	C	15.0
8	NE 8 Avenue & Alley (Access to Driveways)	Two-Way Stop	A	0.7	WB	B	11.0	A	2.0	WB	B	13.3
9	Alley & Parking Garage Entrance (DW2)	Two-Way Stop	A	2.1	NB	A	8.9	A	4.8	NB	A	9.2
10	Alley & Additional Driveway (DW3)	Two-Way Stop	A	7.1	NB	A	8.5	A	5.4	NB	A	8.6

Introduction

The purpose of this study is to evaluate the trip generation associated with the subject project. This report is an update to the traffic study dated May 14th, 2021. The analysis documented herewith evaluates the existing traffic condition and future condition with and without project traffic during the adjacent roadway's AM and PM peak hour.

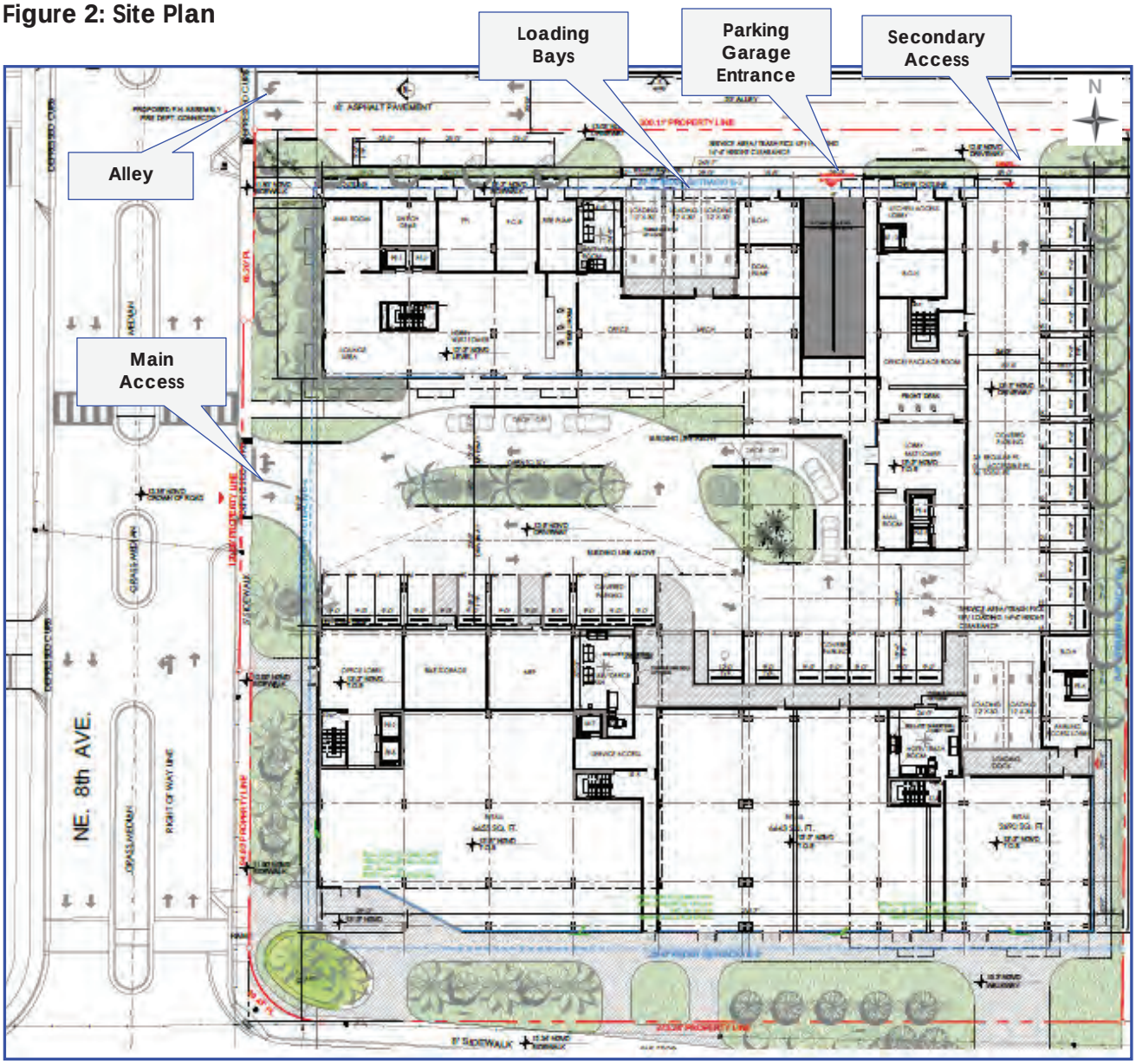
Project's Location / Description

The subject site is located on the northeast corner of NE 167th Street (SR 826 / North Miami Beach Boulevard) and NE 8th Avenue in the City of North Miami Beach, Florida. This site has an existing office building with 42,400 square feet that will be demolished as part of this project. The proposed mixed-use project consists of a *hotel with 223 rooms*, *office with 77,856 square feet*, *retail with 12,258 square feet* and *restaurant with 3,866 square feet*. This project build-out year is slated for 2023.

Moreover, the subject project will provide vehicle access points on NE 8th Avenue and the existing alley, north of the subject site. The main driveway on NE 8th Avenue will provide full access to the parking areas and drop-off area in front of the proposed north building. The existing alley currently operates as one-way in the westbound direction. The subject project has proposed to use the existing alley as a two-way road and will provide vehicle access to the ground parking, loading bays and the entrance of the parking garage. Figure 1 depicts the site's location map while Figure 2 is the site plan included for illustrative purpose only.

Figure 1: Location Map

Figure 2: Site Plan



Existing Condition

This section summarizes the current operational and geometric characteristics at the intersections within the study area in order to provide a comparison to future conditions.

Turning Movement Counts (TMC's)

Manual Turning Movement Counts (TMC's) were collected at the intersections identified below as requested by the City's traffic consultant during the scoping phase. These counts were performed on Tuesday, November 2nd, 2021 during the AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM). The traffic volumes for the AM and PM peak hour were determined, adjusted for peak seasonal variations by utilizing the Florida Department of Transportation Seasonal Factor (SF) and utilized in the intersection capacity/level of service analysis for the existing condition. Traffic counts and operational characteristics were gathered at the following intersections:

1. NE 167th Street (SR 826 / North Miami Beach Boulevard) & NE 6th Avenue (SR 915)
2. NE 167th Street (SR 826 / North Miami Beach Boulevard) & NE 8th Avenue
3. SR 826 / North Miami Beach Boulevard & NE 167th Street (NE 800 Block)
4. NE 163rd Street /SR 826 / North Miami Beach Boulevard & NE 10th Avenue
5. NE 6th Avenue (SR 915) NE 170th Street
6. NE 6th Avenue (SR 915) NE 172nd Street

Figures 3 and 4 depict the existing seasonally adjusted AM and PM peak hour TMC's, respectively. Appendix D contains the raw data and the tables utilized to develop the seasonally adjusted turning movement counts.

Existing Intersection Capacity / Level of Service (LOS) Analysis

The existing traffic volumes shown in Figures 3 and 4 were utilized to perform the intersection capacity and LOS analysis for the existing AM and PM peak hour condition. This analysis follows the latest Highway Capacity Manual (HCM) methodology and was performed consistent with the existing traffic operational characteristics (i.e. lane geometry, traffic control, etc). As a result, the studied intersections yielded LOS D or better for the AM and PM peak hour. Table 2 summarizes the LOS results and vehicle delay. Appendix E contains other outputs such as volume to capacity ratio (V/C) and 95th Percentile Queue.

Table 2: Existing Condition LOS & Delay - AM & PM Peak Hour

Existing Condition			AM Peak Hour					PM Peak Hour				
	Location	Intersection Control	Overall		Critical Approach TWSC			Overall		Critical Approach TWSC		
			LOS	Delay (sec)	Approach	LOS	Delay (sec)	LOS	Delay (sec)	Approach	LOS	Delay (sec)
1	NE 167 Street (SR 826) & NE 6 Avenue (SR 915)	Traffic Signal	D	49.7	-	-	-	D	49.8	-	-	-
2	NE 167 Street (SR 826) & NE 8 Avenue	Traffic Signal	C	23.8	-	-	-	C	29.2	-	-	-
3	NE 167 Street (SR 826) & NE 800 Block	Traffic Signal	A	9.0	-	-	-	B	10.3	-	-	-
4	NE 167 Street/NE 163 Street (SR 826) & NE 10 Avenue	Traffic Signal	C	23.5	-	-	-	C	21.8	-	-	-
5	NE 6 Avenue (SR 915) & NE 170 Street	Two-Way Stop	A	4.6	EB	E	37.7	A	3.8	EB	D	30.2
6	NE 6 Avenue (SR 915) & NE 172 Street	Two-Way Stop	A	0.1	EB	B	13.5	A	0.0	EB	B	12.4

Figure 3: Existing Seasonally Adjusted TMC's - AM Peak Hour

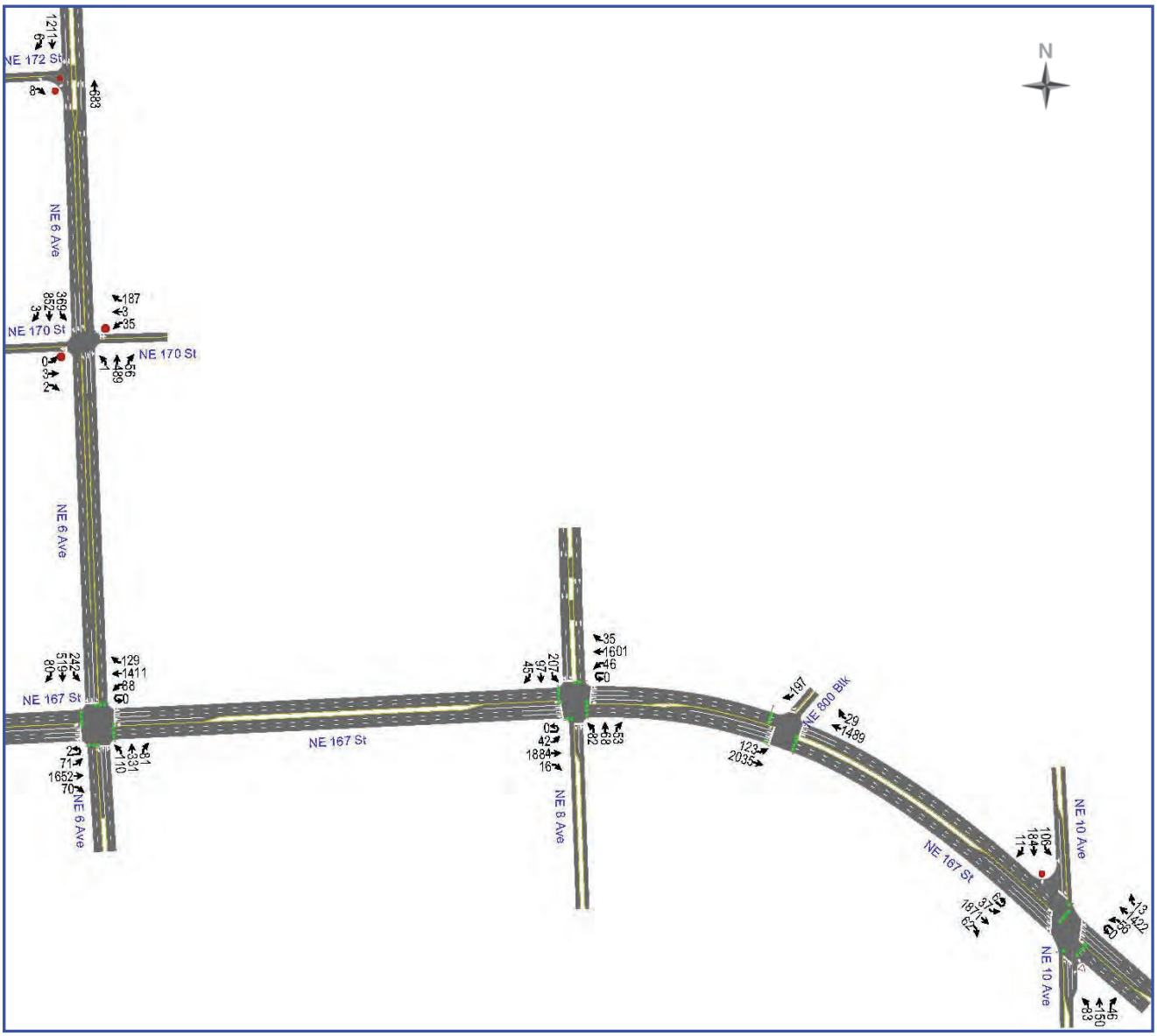
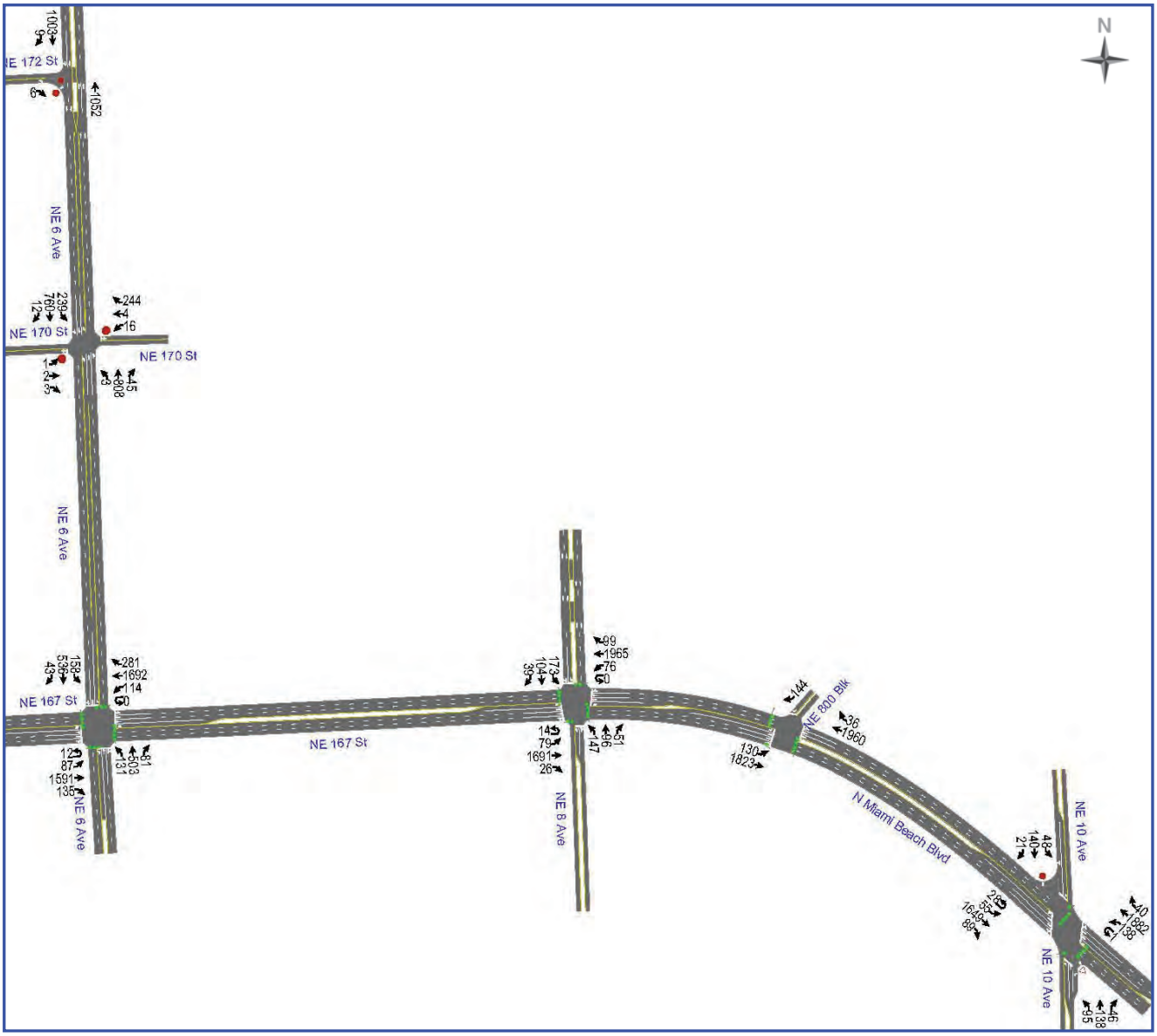


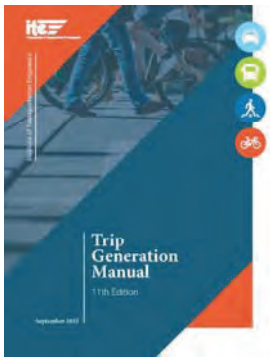
Figure 4: Existing Seasonally Adjusted TMC's - PM Peak Hour



Project Traffic

This section of the report describes the analysis for estimating the trip generation and trip distribution associated with the subject project.

Trip Generation



The trip generation analysis was performed consistent with the methodology described in the *Institute of Transportation Engineers (ITE) Trip Generation Handbook, 3rd Edition* while the trip generation characteristics were obtained from *ITE's Trip Generation Manual, 11th Edition*. This analysis was performed for a typical weekday's AM and PM peak hour. The following land uses, as identified by the Institute of Transportation Engineers (ITE), most closely resemble the proposed redevelopment. These land uses (LU) are as follows:

Existing Use: LU 710: General Office Building - 42,400 Square Feet (SF)

Proposed Uses: LU 310: Hotel - 223 Rooms
LU 710:General Office Building - 77,856 SF
LU 822: Retail (Strip Retail Plaza <40k) - 12,258 SF
LU 931: Fine Dining Restaurant - 3,866 SF

Moreover, the trip generation analysis includes trip reduction factors such as internal capture, pass-by trips and mode split. The internal capture was estimated consistent with the ITE Multi-Use Project Internal Capture methodology while the pass-by trip percentage for the retail and restaurant was obtained from the *ITE Trip Generation Handbook*. The trip reduction percentages for mode split (i.e. transit, walking and bicycle) were obtained from published census data for the location of the subject project (US Census Bureau, Miami-Dade County tract 2.13).

As a result, the trip generation calculations yielded 142 net external trips (90 trips-in & 52 trips-out) during the AM peak hour and 195 net external trips (91 trips-in & 104 trips-out) during the PM peak hour**.** The ITE rates and percentages for the AM and PM peak hour are included in Appendix A. Tables 3 and 4 summarize the trip generation calculations and results for the AM and PM peak hour, respectively.

Table 3: Trip Generation - AM Peak Hour

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP RATE / EQUATION	AM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
Existing						
General Office Building	42.400 Th.SF.	710	1.52	56	8	64
			Ln(T)=0.86Ln(X)+1.16	70	10	80
Proposed						
Hotel	223 Rooms	310	0.46	58	45	103
			T=0.50(X)-7.45	58	46	104
General Office Building	77.856 Th.SF.	710	1.52	104	14	118
			Ln(T)=0.86Ln(X)+1.16	119	16	135
Retail (Strip Retail Plaza <40k)	12.258 Th.SF.	822	2.36	17	12	29
	Not Used. R^2<0.75 →		~~Ln(T)=0.66Ln(X)+1.84~~	~~20~~	~~13~~	~~33~~
Fine Dining Restaurant	3.866 Th.SF.	931	0.73	1	2	3
			Eqn Not Given			
Proposed Site Gross Trips				**195**	**76**	**271**
[1] *Multi-Use Development Internal Capture* *10.0%*				*19*	*8*	*27*
External Trips (Proposed Site Gross Trips - Internal Capture Trips)				**176**	**68**	**244**
[1] *Mode Split Trip Reductions*	*Transit (Public Transportation)* 6.7% of External Trips			*12*	*4*	*16*
	Bicycle 0.0% of External Trips			*0*	*0*	*0*
	Walking 2.6% of External Trips			*4*	*2*	*6*
Total Mode Split Reduction Trips				*16*	*6*	*22*
Existing Trips				70	10	80
Net External Trips (External Trips - Mode Split Trips - Existing Trips)				**90**	**52**	**142**

Notes:
Sources: *ITE Trip Generation, 11th Edition & ITE Trip Generation Handbook, 3rd Edition.*
Th.SF.= 1,000 Square Feet
Trips utilized in the analysis.
Internal Capture was calculated consistent with the ITE methodology.
[1] Mode split is the anticipated reduction of trips attributed to alternative transportation modes other than automobiles. Census data was used to determine the mode split reductions.

Table 4: Trip Generation - PM Peak Hour

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP RATE / EQUATION	PM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
Existing						
General Office Building	42.400 Th.SF.	710	1.44	10	51	61
			Ln(T)=0.83Ln(X)+1.29	14	67	81
Proposed						
Hotel	223 Rooms	310	0.59	67	65	132
			T=0.74(X)-27.89	70	67	137
General Office Building	77.856 Th.SF.	710	1.44	19	93	112
			Ln(T)=0.83Ln(X)+1.29	23	112	135
Retail (Strip Retail Plaza <40k)	12.258 Th.SF.	822	6.59	41	40	81
	Not Used. R^2<0.75 →		~~Ln(T)=0.71Ln(X)+2.72~~	~~45~~	~~45~~	~~90~~
Fine Dining Restaurant	3.866 Th.SF.	931	7.80	20	10	30
			Eqn Not Given			
Proposed Site Gross Trips				**154**	**229**	**383**
[1] *Multi-Use Development Internal Capture* *10.0%*				*15*	*23*	*38*
External Trips (Proposed Site Gross Trips - Internal Capture Trips)				**139**	**206**	**345**
[1] *Mode Split Trip Reductions*	*Transit (Public Transportation)* 6.7% of External Trips			*9*	*14*	*23*
	Bicycle 0.0% of External Trips			*0*	*0*	*0*
	Walking 2.6% of External Trips			*4*	*5*	*9*
Total Mode Split Reduction Trips				*13*	*19*	*32*
[2] *Pass-By Trips (Retail)* *34.0%*				*13*	*12*	*25*
[2] *Pass-By Trips (Restaurant)* *44.0%*				*8*	*4*	*12*
Existing Trips				14	67	81
Net External Trips (External Trips - Mode Split Trips)				**91**	**104**	**195**

Notes:
Sources: *ITE Trip Generation, 11th Edition & ITE Trip Generation Handbook, 3rd Edition.*
Th.SF.= 1,000 Square Feet
Trips utilized in the analysis.
Internal Capture was calculated consistent with the ITE methodology.
[1] Mode split is the anticipated reduction of trips attributed to alternative transportation modes other than automobiles. Census data was used to determine the mode split reductions.
[2] Pass-by percentage was obtained from the ITE Trip Generation Handbook 3rd Edition.

Trip Distribution

The subject project is located within the Traffic Analysis Zone (TAZ) 111 as assigned by the Transportation Planning Organization (TPO) on the Miami-Dade Long Range Transportation Plan (2045 LRTP) Directional Trip Distribution Report, September 2019. As such, the trip distribution was performed consistent with the trip distribution percentages of TAZ 111 and by interpolating between the 2015 and 2045 TAZ data for the design year of 2023. Figure 5 depicts the TAZ map while the directional trip distribution percentages are outlined in Table 5. Appendix B contains the supporting documentation.

Figure 5: Traffic Analysis Zone (TAZ) Map

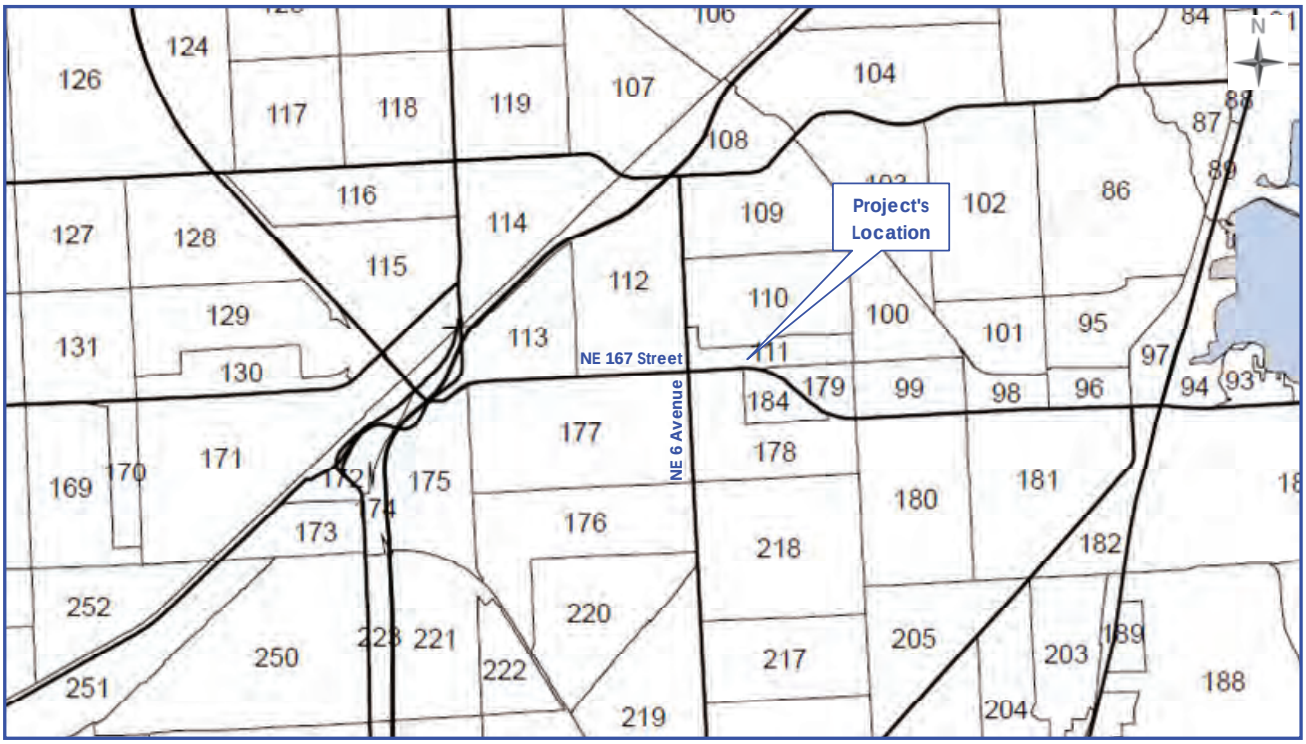


Table 5: Trip Distribution Percentages

DIRECTION	DISTRIBUTION PERCENTAGES (%)		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR
	2015	2045	2023
NNE	13.10	11.00	12.54
ENE	10.70	12.20	11.10
ESE	6.70	7.20	6.83
SSE	9.30	8.60	9.11
SSW	20.20	22.90	20.92
WSW	14.20	13.30	13.96
WNW	12.30	12.50	12.35
NNW	13.50	12.20	13.15
TOTAL	**100.00**	**100.00**	**100.00**

Trip Assignment

The net external trips have been distributed into the four quadrants: North, South, East and West. Table 6 includes the trip distribution percentages and the corresponding trip assignments for the AM and PM peak hour. Lastly, Figures 6 and 7 depict the net vehicle trips assigned to the studied intersections and project's driveways for the AM and PM peak hour, respectively.

Table 6: Directional Trip Assignment

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	DIRECTION	DISTRIBUTION	AM PEAK HOUR TRIPS			PM PEAK HOUR TRIPS		
				IN	OUT	TOTAL	IN	OUT	TOTAL
NNE	12.54	NORTH	25.69%	23	13	36	24	27	51
ENE	11.10								
ESE	6.83	EAST	17.93%	16	10	26	16	19	35
SSE	9.11								
SSW	20.92	SOUTH	30.03%	27	16	43	27	31	58
WSW	13.96								
WNW	12.35	WEST	26.31%	24	13	37	24	27	51
NNW	13.15								
TOTAL	100.00		100.00%	90	52	142	91	104	195

Figure 6: Site Traffic (Project Net Trips) - AM Peak Hour

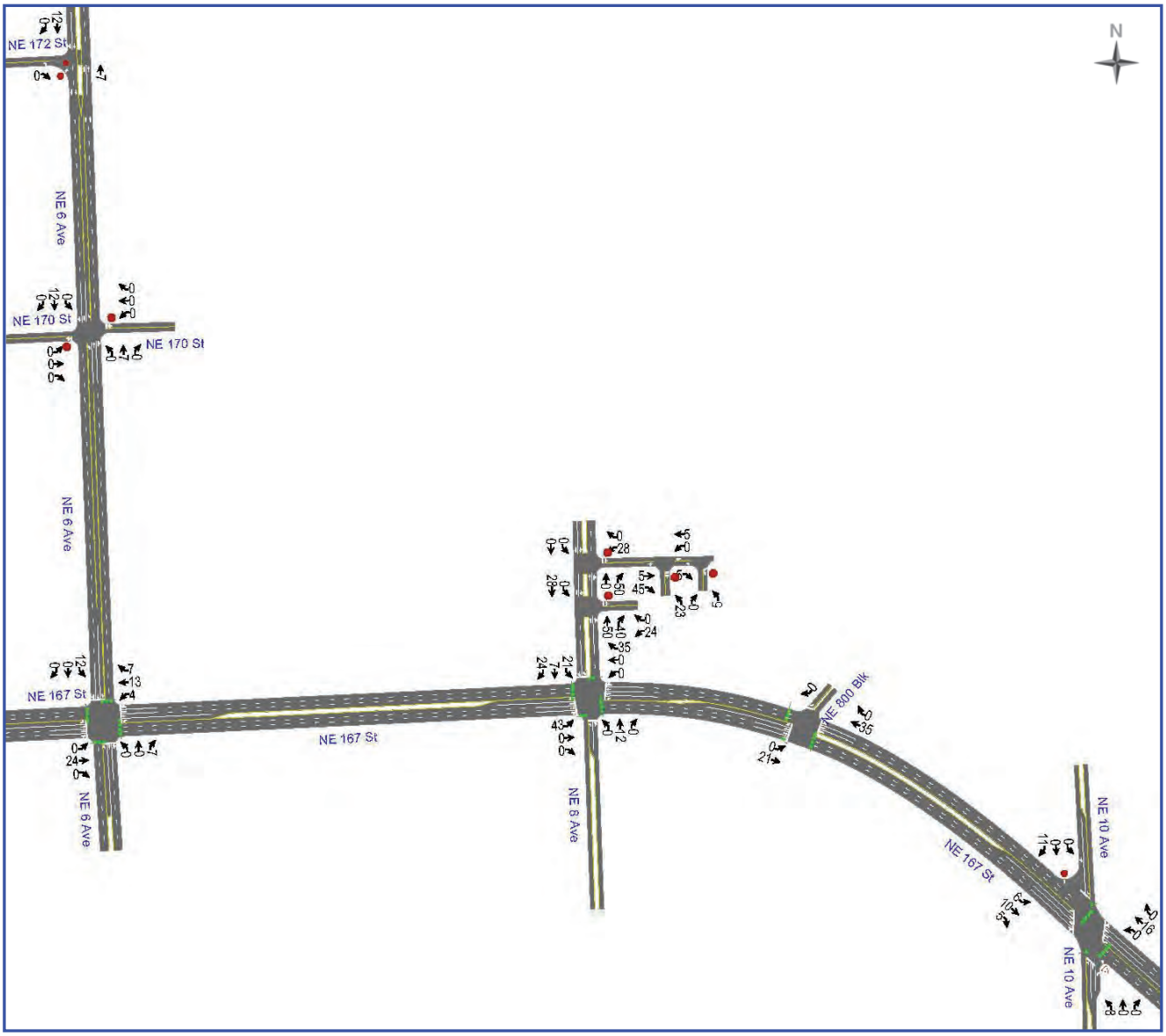
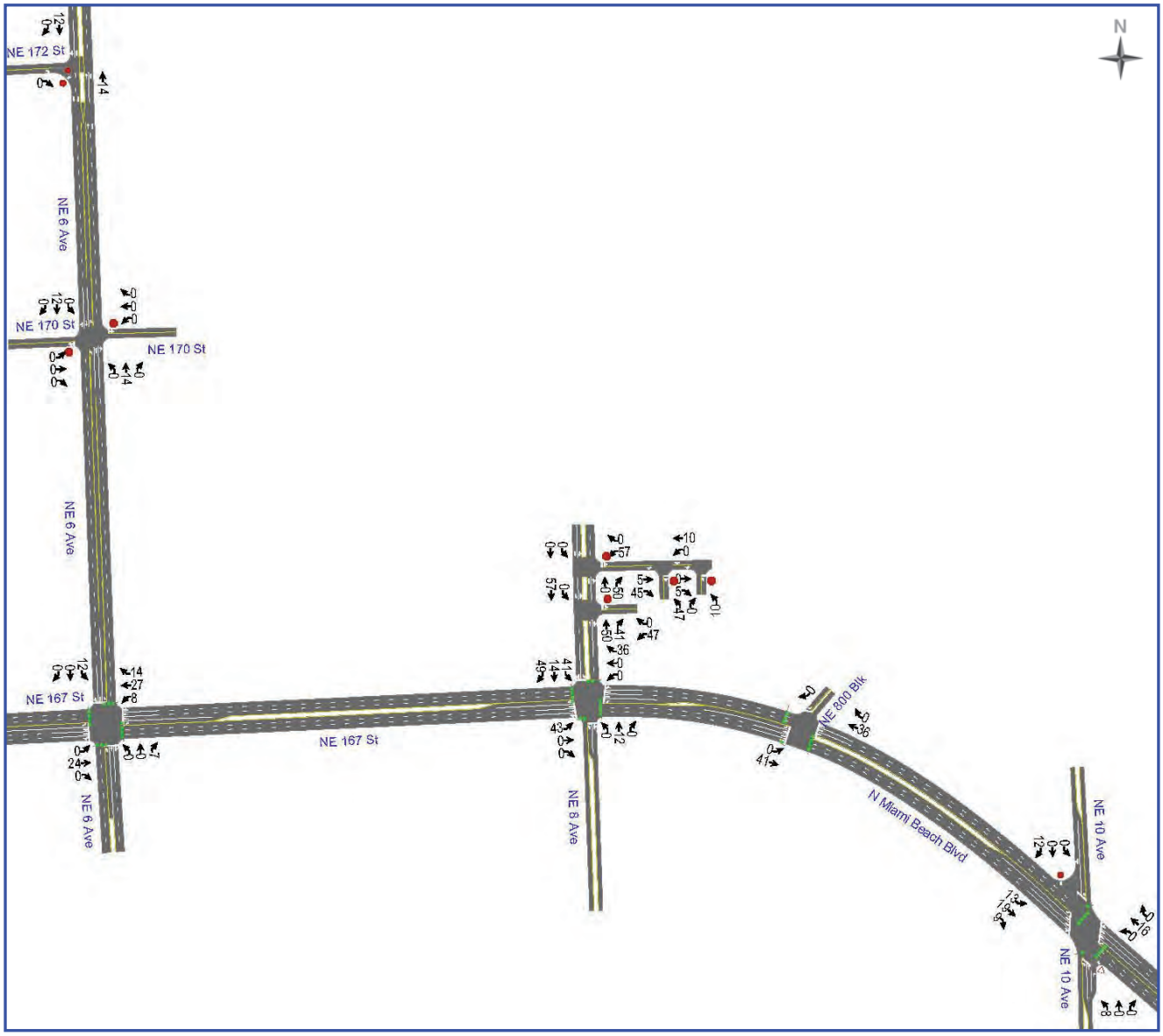


Figure 7: Site Traffic (Project Net Trips) - PM Peak Hour



Proposed Future Condition

This section of the report describes the traffic parameters utilized to develop the future peak hour volumes and to evaluate the future condition with and without the project trips.

Background Traffic Growth

Using historical traffic data from the Florida Department of Transportation (FDOT Count Stations 0168, 0366 & 5229), a regression analysis was performed to estimate any potential background traffic. The highest growth rate calculation resulted in 0.37 percent. However, a conservative 1.0 percent annual growth rate was compounded and applied to the existing traffic volumes in order to calculate the background traffic for the year 2023. Appendix C contains the supporting documentation.

Committed Development

In addition to background traffic, the analysis for the future conditions includes the committed trips for the approved Home Improvement Superstore at Jefferson Plaza as requested by the City of North Miami Beach. The remainder of the Jefferson Plaza was already developed at the time data collection took place and the existing site traffic (trips) are included in the new traffic counts documented in this report. Appendix D contains the supporting documentation.

Future Intersection Traffic Volumes - AM & PM Peak Hour

The future intersection traffic volumes without project include the existing traffic volumes, background traffic and committed trips. Similarly, the traffic volumes for the future condition with project include the existing traffic, background traffic, committed trips and the project net trips. The resulting future traffic volumes were evaluated for Level of Service. Figures 8 and 9 depict the future traffic volumes with project trips for the AM and PM peak hour, respectively. Appendix D contains the calculations for the specific movements while Appendix E includes the figures for the proposed future condition without project.

Future Intersection Capacity / LOS Analysis

As previously mentioned, the future traffic volumes with and without project trips were evaluated to determine the level of service at the studied intersections. As a result, the analysis revealed that all the studied intersections will maintain the existing LOS D or better for the AM and PM peak hour. In addition, the project's driveways were evaluated and resulted in overall LOS A. Table 7 summarizes the LOS results while

Appendix E includes the Synchro software sheets with other outputs such as queue lengths and volume to capacity (v/c) ratio.

Table 7: Future Conditions LOS and Delay - AM & PM Peak Hour

Future Condition without Project			AM Peak Hour					PM Peak Hour				
	Location	Intersection Control	Overall		Critical Approach TWSC			Overall		Critical Approach TWSC		
			LOS	Delay (sec)	Approach	LOS	Delay (sec)	LOS	Delay (sec)	Approach	LOS	Delay (sec)
1	NE 167 Street (SR 826) & NE 6 Avenue (SR 915)	Traffic Signal	D	51.4	-	-	-	D	51.8	-	-	-
2	NE 167 Street (SR 826) & NE 8 Avenue	Traffic Signal	C	25.4	-	-	-	C	31.7	-	-	-
3	NE 167 Street (SR 826) & NE 800 Block	Traffic Signal	A	9.6	-	-	-	B	10.8	-	-	-
4	NE 167 Street/NE 163 Street (SR 826) & NE 10 Avenue	Traffic Signal	C	23.6	-	-	-	C	23.3	-	-	-
5	NE 6 Avenue (SR 915) & NE 170 Street	Two-Way Stop	A	4.8	EB	E	40.0	A	4.0	EB	D	31.9
6	NE 6 Avenue (SR 915) & NE 172 Street	Two-Way Stop	A	0.1	EB	B	13.7	A	0.0	EB	B	12.5
Future Condition with Project			**AM Peak Hour**					**PM Peak Hour**				
	Location	Intersection Control	Overall		Critical Approach TWSC			Overall		Critical Approach TWSC		
			LOS	Delay (sec)	Approach	LOS	Delay (sec)	LOS	Delay (sec)	Approach	LOS	Delay (sec)
1	NE 167 Street (SR 826) & NE 6 Avenue (SR 915)	Traffic Signal	D	52.7	-	-	-	D	53.3	-	-	-
2	NE 167 Street (SR 826) & NE 8 Avenue	Traffic Signal	C	29.7	-	-	-	D	38.1	-	-	-
3	NE 167 Street (SR 826) & NE 800 Block	Traffic Signal	B	10.0	-	-	-	B	10.8	-	-	-
4	NE 167 Street/NE 163 Street (SR 826) & NE 10 Avenue	Traffic Signal	C	24.0	-	-	-	C	25.6	-	-	-
5	NE 6 Avenue (SR 915) & NE 170 Street	Two-Way Stop	A	4.8	EB	E	40.3	A	4.0	EB	D	32.5
6	NE 6 Avenue (SR 915) & NE 172 Street	Two-Way Stop	A	0.1	EB	B	13.8	A	0.0	EB	B	12.6
7	NE 8 Avenue & Main Driveway (DW1)	Two-Way Stop	A	0.5	WB	B	12.0	A	1.6	WB	C	15.0
8	NE 8 Avenue & Alley (Access to Driveways)	Two-Way Stop	A	0.7	WB	B	11.0	A	2.0	WB	B	13.3
9	Alley & Parking Garage Entrance (DW2)	Two-Way Stop	A	2.1	NB	A	8.9	A	4.8	NB	A	9.2
10	Alley & Additional Driveway (DW3)	Two-Way Stop	A	7.1	NB	A	8.5	A	5.4	NB	A	8.6

Figure 8: Future Condition with Project Trips - AM Peak Hour

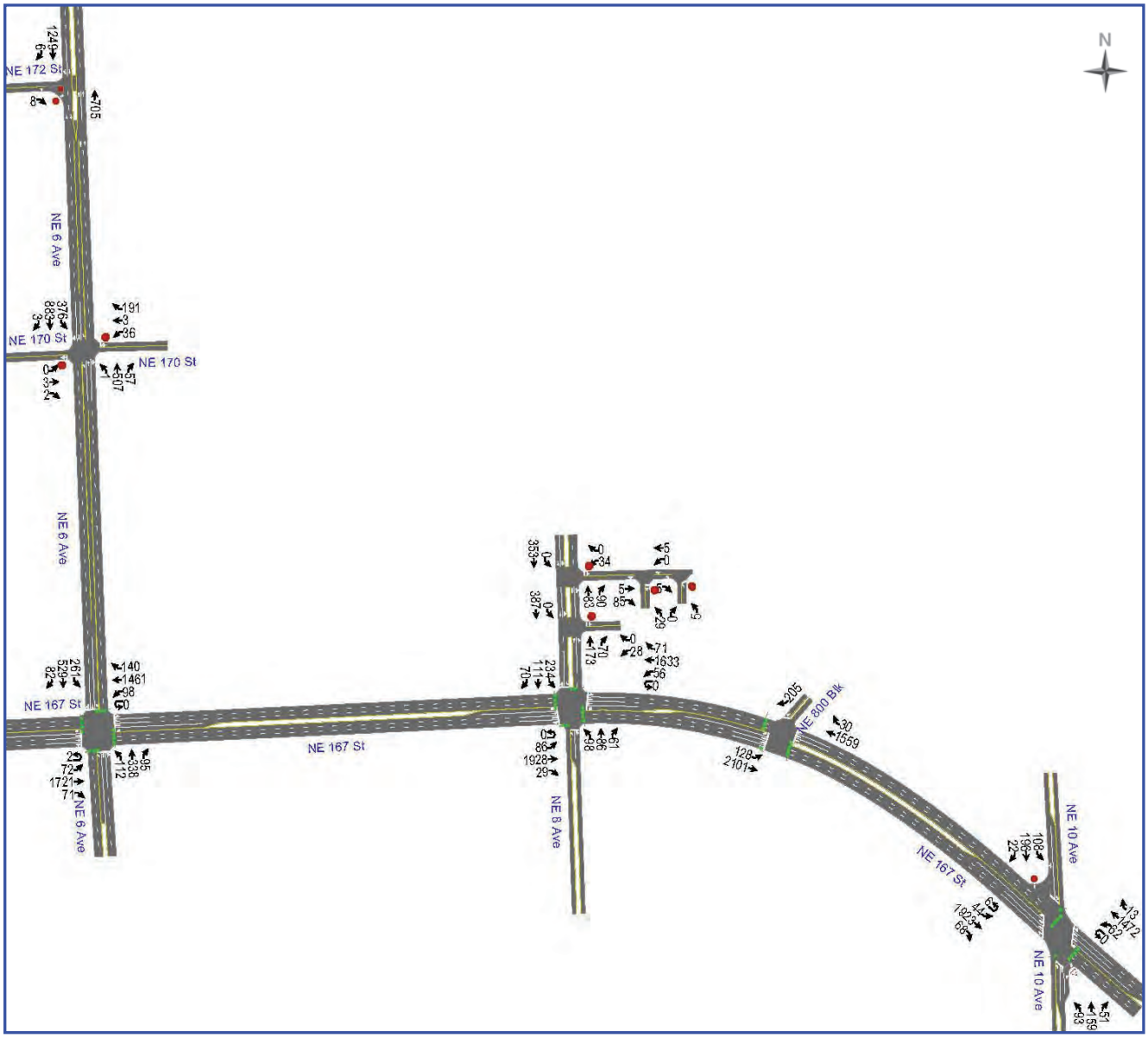
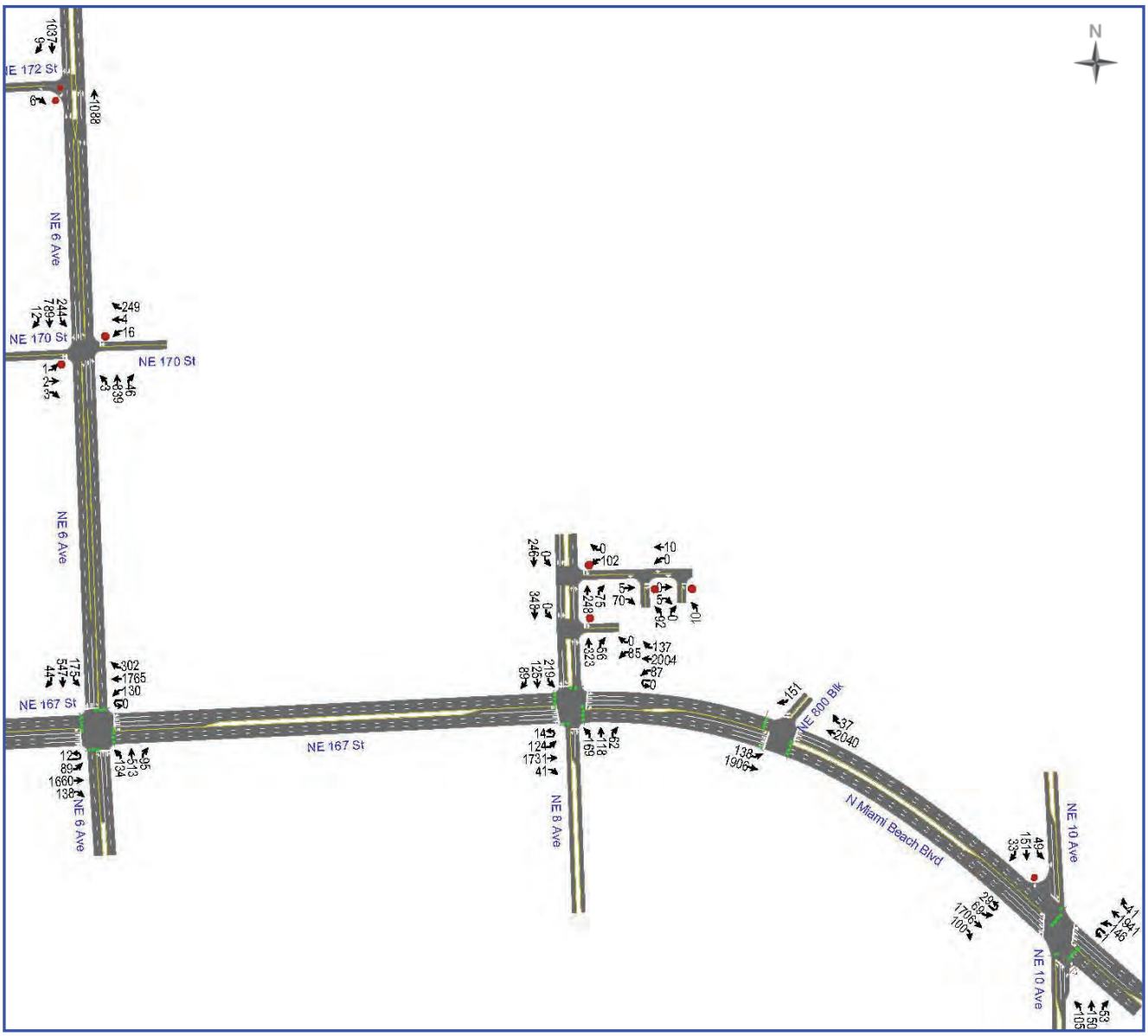


Figure 9: Future Condition with Project Trips - PM Peak Hour



Conclusion

In conclusion, the subject project will generate 142 net external trips during the AM peak hour and 195 net external trips during the PM peak hour. The studied intersections will maintain the existing LOS D better for the proposed future conditions. Therefore, the project trips will not have an adverse impact on traffic operations within the study. As such, no off-site improvements are required or recommended at this time.

Appendix A: Trip Generation

TABLE: A1

TRIP GENERATION ANALYSIS
AM PEAK HOUR

Project Name: 851 NE 167 Street

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP RATE / EQUATION	AM PEAK HOUR TRIPS				
				%	IN	%	OUT	TOTAL
Existing								
General Office Building	42.400 Th.SF.	710	1.52	88%	56	12%	8	64
			Ln(T)=0.86Ln(X)+1.16	88%	70	12%	10	80
Proposed								
Hotel	223 Rooms	310	0.46	56%	58	44%	45	103
			T=0.50(X)-7.45	56%	58	44%	46	104
General Office Building	77.856 Th.SF.	710	1.52	88%	104	12%	14	118
			Ln(T)=0.86Ln(X)+1.16	88%	119	12%	16	135
Retail (Strip Retail Plaza <40k)	12.258 Th.SF.	822	2.36	60%	17	40%	12	29
	Not Used R^2<0.75 →		~~Ln(T)=0.66Ln(X)+1.84~~	~~60%~~	~~20~~	~~40%~~	~~13~~	~~33~~
Fine Dining Restaurant	3.866 Th.SF.	931	0.73	33%	1	67%	2	3
			Eqn Not Given	33%				
Proposed Site Gross Trips				**72%**	**195**	**28%**	**76**	**271**
[1] *Multi-Use Development Internal Capture* *10.0%*				*70%*	*19*	*30%*	*8*	*27*
External Trips (Proposed Site Gross Trips - Internal Capture Trips)				**72%**	**176**	**28%**	**68**	**244**
[1] *Mode Split Trip Reductions*	*Transit (Public Transportation)* 6.7% of External Trips			*75%*	*12*	*25%*	*4*	*16*
	Bicycle 0.0% of External Trips			-	*0*	-	*0*	*0*
	Walking 2.6% of External Trips			*67%*	*4*	*33%*	*2*	*6*
Total Mode Split Reduction Trips				*73%*	*16*	*27%*	*6*	*22*
Existing Trips				87%	70	13%	10	80
Net External Trips (External Trips - Mode Split Trips - Existing Trips)				**63%**	**90**	**37%**	**52**	**142**

Notes:

Sources: *ITE Trip Generation, 11th Edition & ITE Trip Generation Handbook, 3rd Edition*

Th.SF.= 1,000 Square Feet

Trips utilized in the analysis.

Internal Capture was calculated consistent with the ITE methodology.

[1] Mode split is the anticipated reduction of trips attributed to alternative transportation modes other than automobiles. Census data was used to determine the mode split reductions.

TABLE: A2

TRIP GENERATION ANALYSIS
PM PEAK HOUR

Project Name: 851 NE 167 Street

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP RATE / EQUATION	PM PEAK HOUR TRIPS				
				%	IN	%	OUT	TOTAL
Existing								
General Office Building	42.400 Th.SF.	710	1.44	17%	10	83%	51	61
			Ln(T)=0.83Ln(X)+1.29	17%	14	83%	67	81
Proposed								
Hotel	223 Rooms	310	0.59	51%	67	49%	65	132
			T=0.74(X)-27.89	51%	70	49%	67	137
General Office Building	77.856 Th.SF.	710	1.44	17%	19	83%	93	112
			Ln(T)=0.83Ln(X)+1.29	17%	23	83%	112	135
Retail (Strip Retail Plaza <40k)	12.258 Th.SF.	822	6.59	50%	41	50%	40	81
	Not Used. R^2<0.75	→	~~Ln(T)=0.71Ln(X)+2.72~~	~~50%~~	45	~~50%~~	45	90
Fine Dining Restaurant	3.866 Th.SF.	931	7.80	67%	20	33%	10	30
			Eqn Not Given					
Proposed Site Gross Trips				**40%**	**154**	**60%**	**229**	**383**
[1] *Multi-Use Development Internal Capture* *10.0%*				*39%*	*15*	*61%*	*23*	*38*
External Trips (Proposed Site Gross Trips - Internal Capture Trips)				**40%**	**139**	**60%**	**206**	**345**
[1] *Mode Split Trip Reductions*	*Transit (Public Transportation)* 6.7% of External Trips			*39%*	*9*	*61%*	*14*	*23*
	Bicycle 0.0% of External Trips			-	*0*	-	*0*	*0*
	Walking 2.6% of External Trips			*44%*	*4*	*56%*	*5*	*9*
Total Mode Split Reduction Trips				*41%*	*13*	*59%*	*19*	*32*
[2] *Pass-By Trips (Retail)* *34.0%*				*52%*	*13*	*48%*	*12*	*25*
[2] *Pass-By Trips (Restaurant)* *44.0%*				*67%*	*8*	*33%*	*4*	*12*
Existing Trips				17%	14	83%	67	81
Net External Trips (External Trips - Mode Split Trips)				**47%**	**91**	**53%**	**104**	**195**

Notes:

Sources: *ITE Trip Generation, 11th Edition & ITE Trip Generation Handbook, 3rd Edition.*

Th.SF.= 1,000 Square Feet

Trips utilized in the analysis.

Internal Capture was calculated consistent with the ITE methodology.

[1] Mode split is the anticipated reduction of trips attributed to alternative transportation modes other than automobiles. Census data was used to determine the mode split reductions.

[2] Pass-by percentage was obtained from the ITE Trip Generation Handbook 3rd Edition.

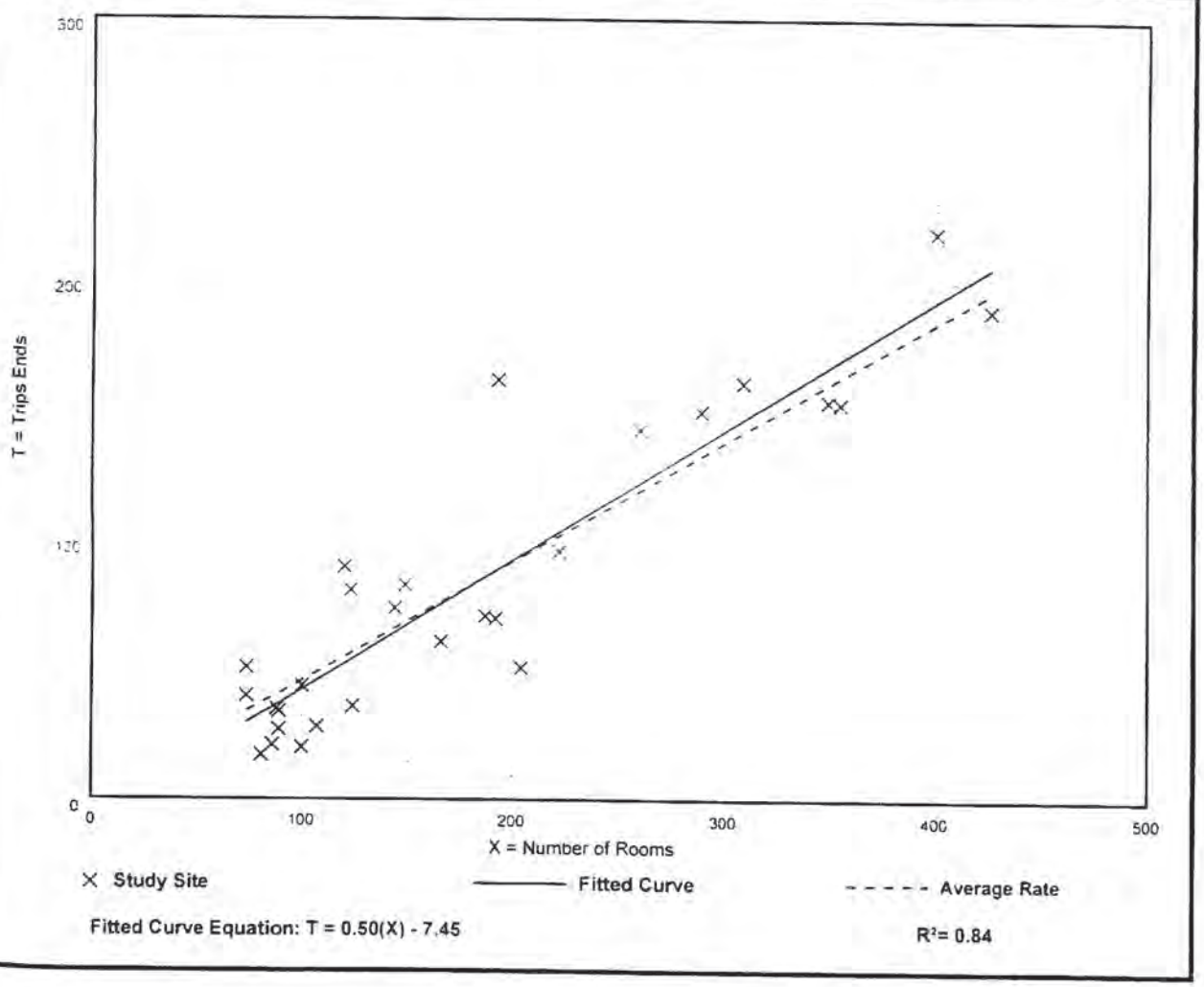
Hotel
(310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 28
Avg. Num. of Rooms: 182
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.46	0.20 - 0.84	0.14

Data Plot and Equation



Fitted Curve Equation: T = 0.50(X) - 7.45

R^2= 0.84

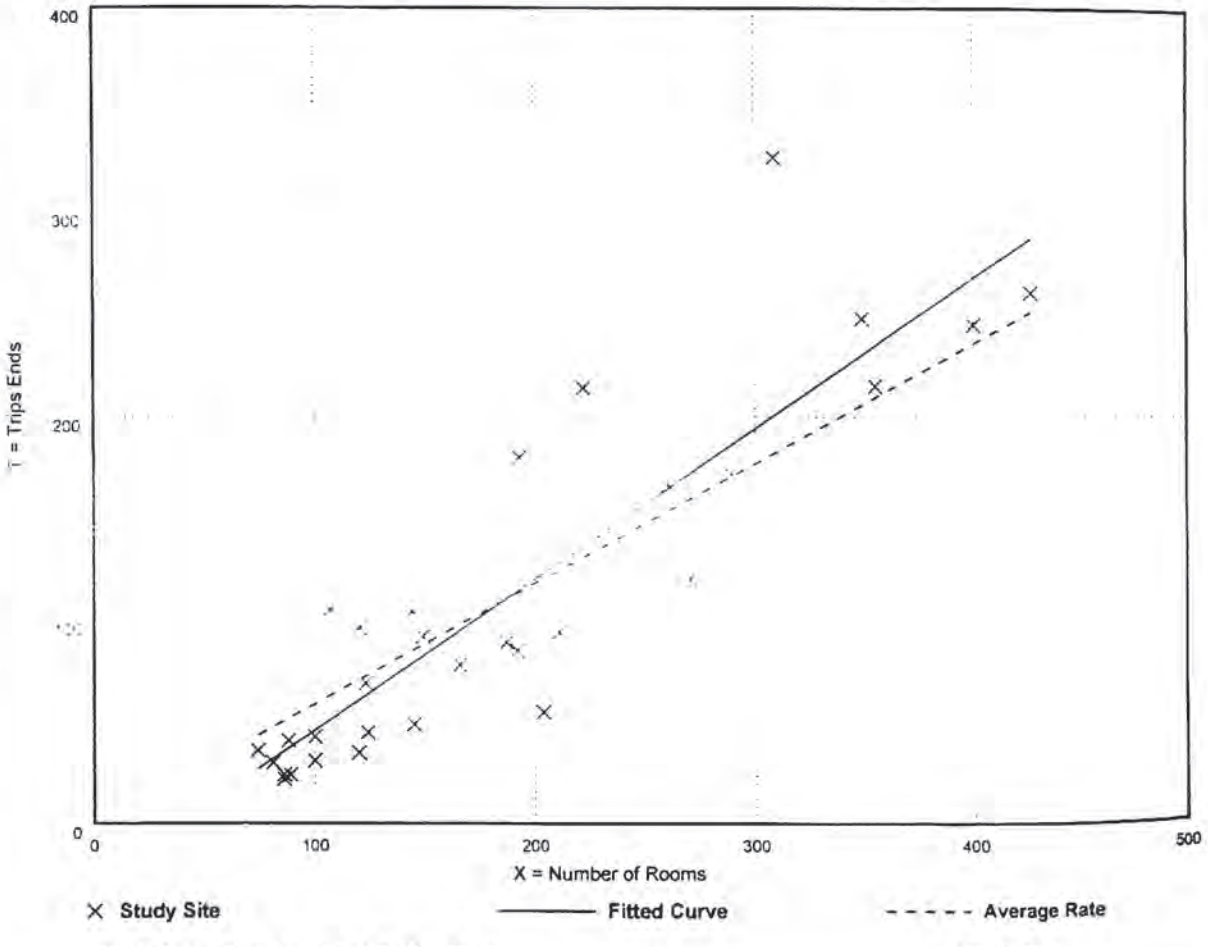
Hotel
(310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Rooms: 186
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.59	0.26 - 1.06	0.22

Data Plot and Equation



Fitted Curve Equation: T = 0.74(X) - 27.89

R^2= 0.78

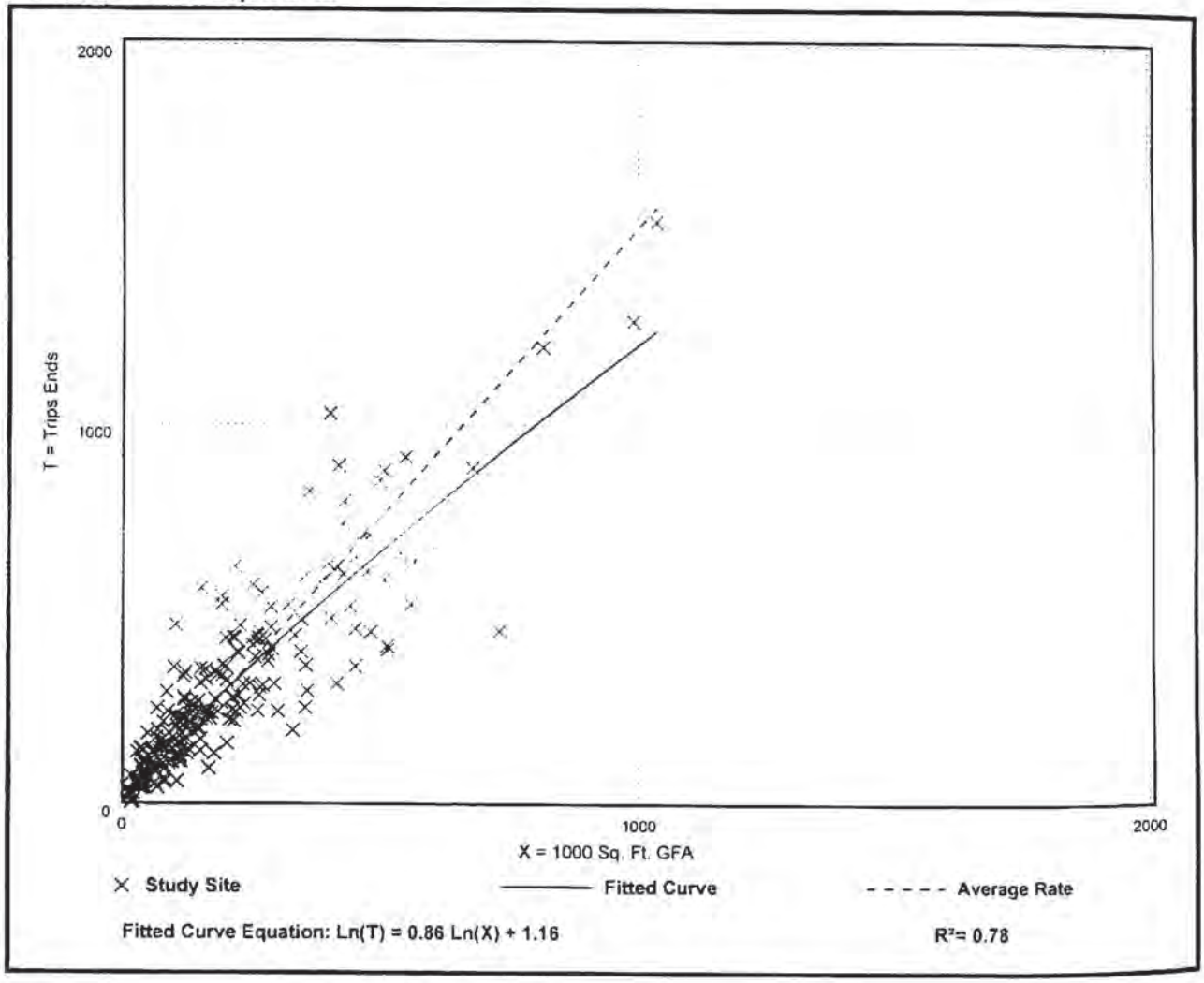
General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.86 Ln(X) + 1.16

R^2= 0.78

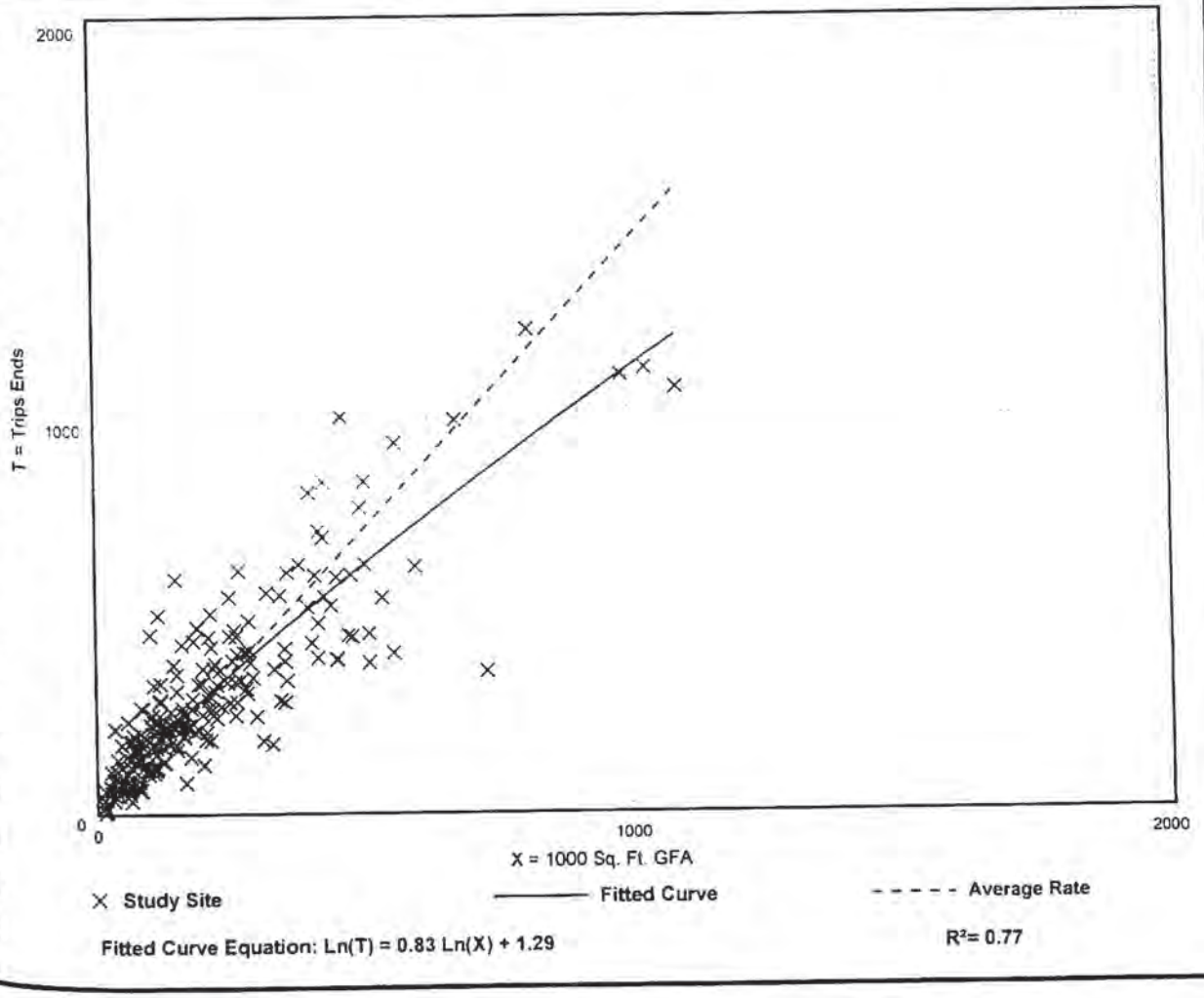
General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

ata Plot and Equation



Fitted Curve Equation: Ln(T) = 0.83 Ln(X) + 1.29

R^2= 0.77

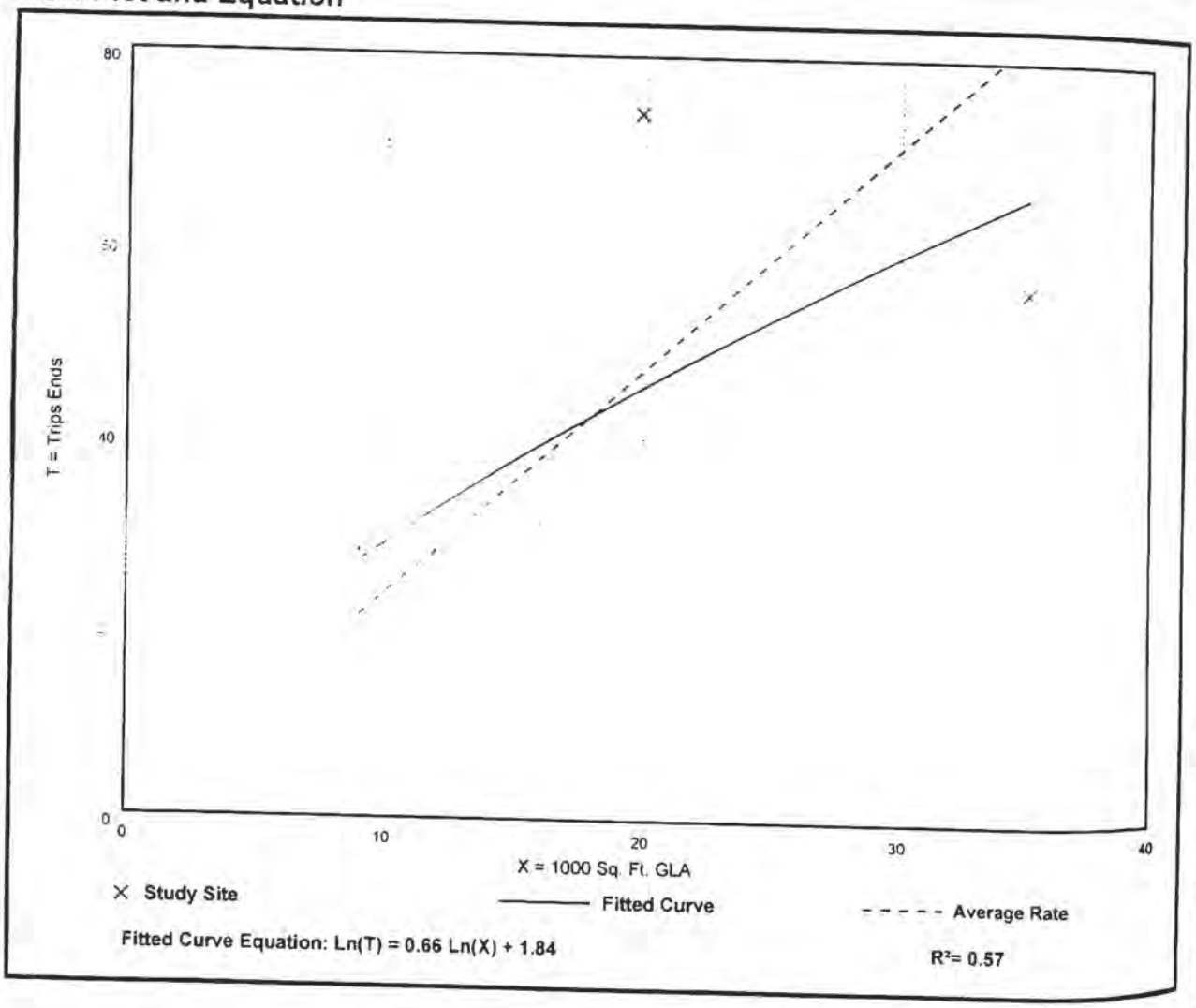
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 1.84

R^2= 0.57

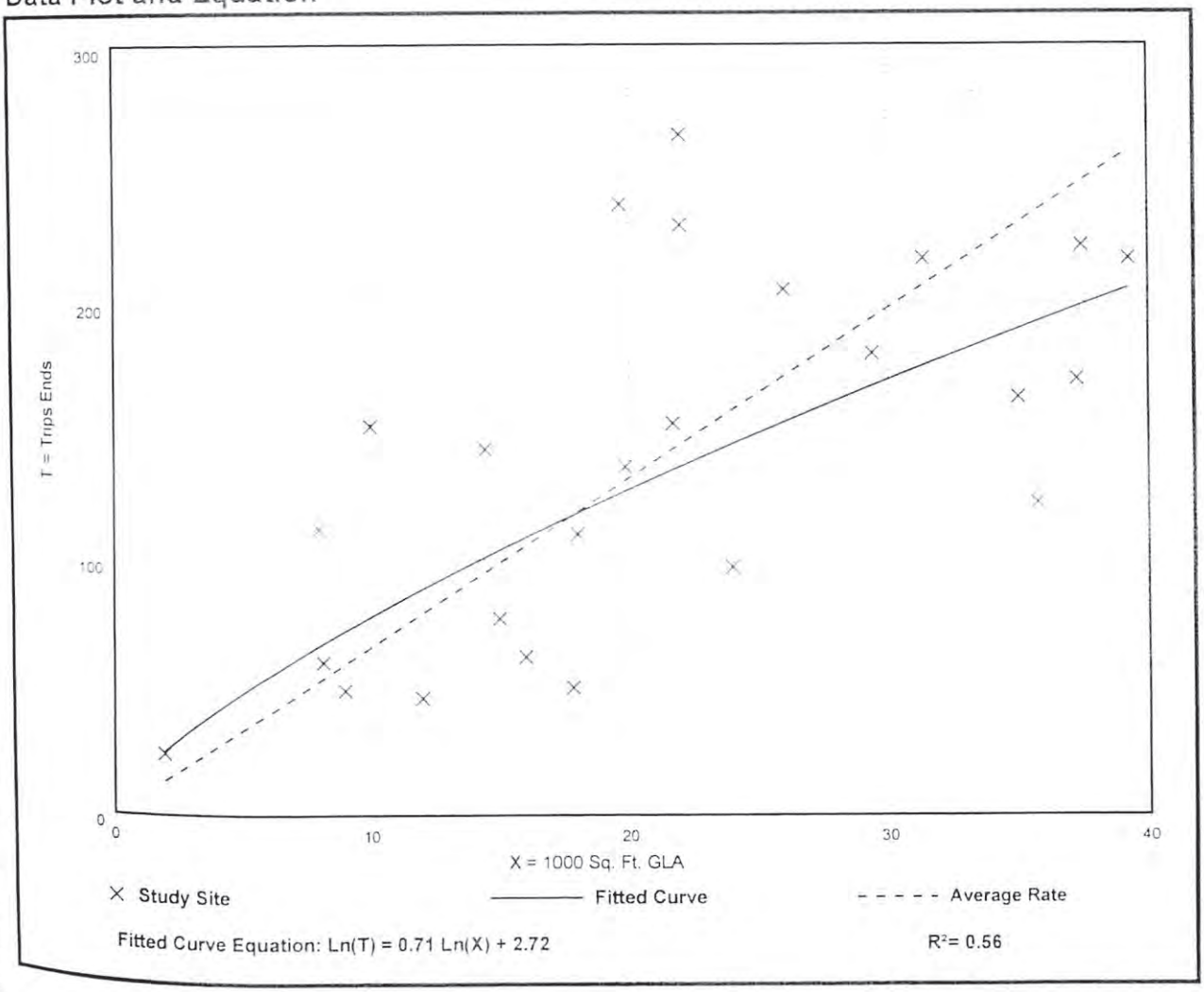
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.72

R^2= 0.56

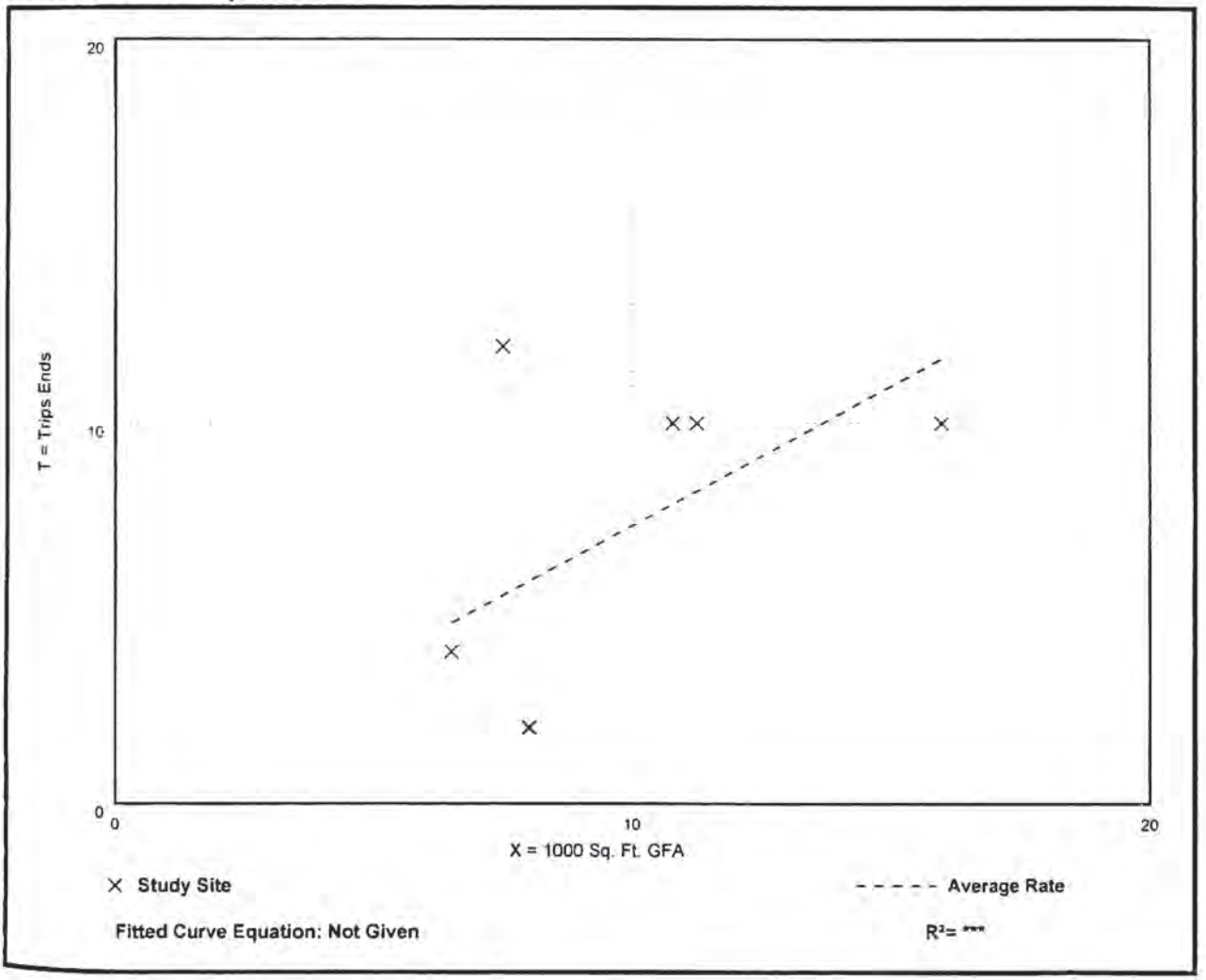
Fine Dining Restaurant
(931)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. 1000 Sq. Ft. GFA: 10
Directional Distribution: Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.73	0.25 - 1.60	0.42

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

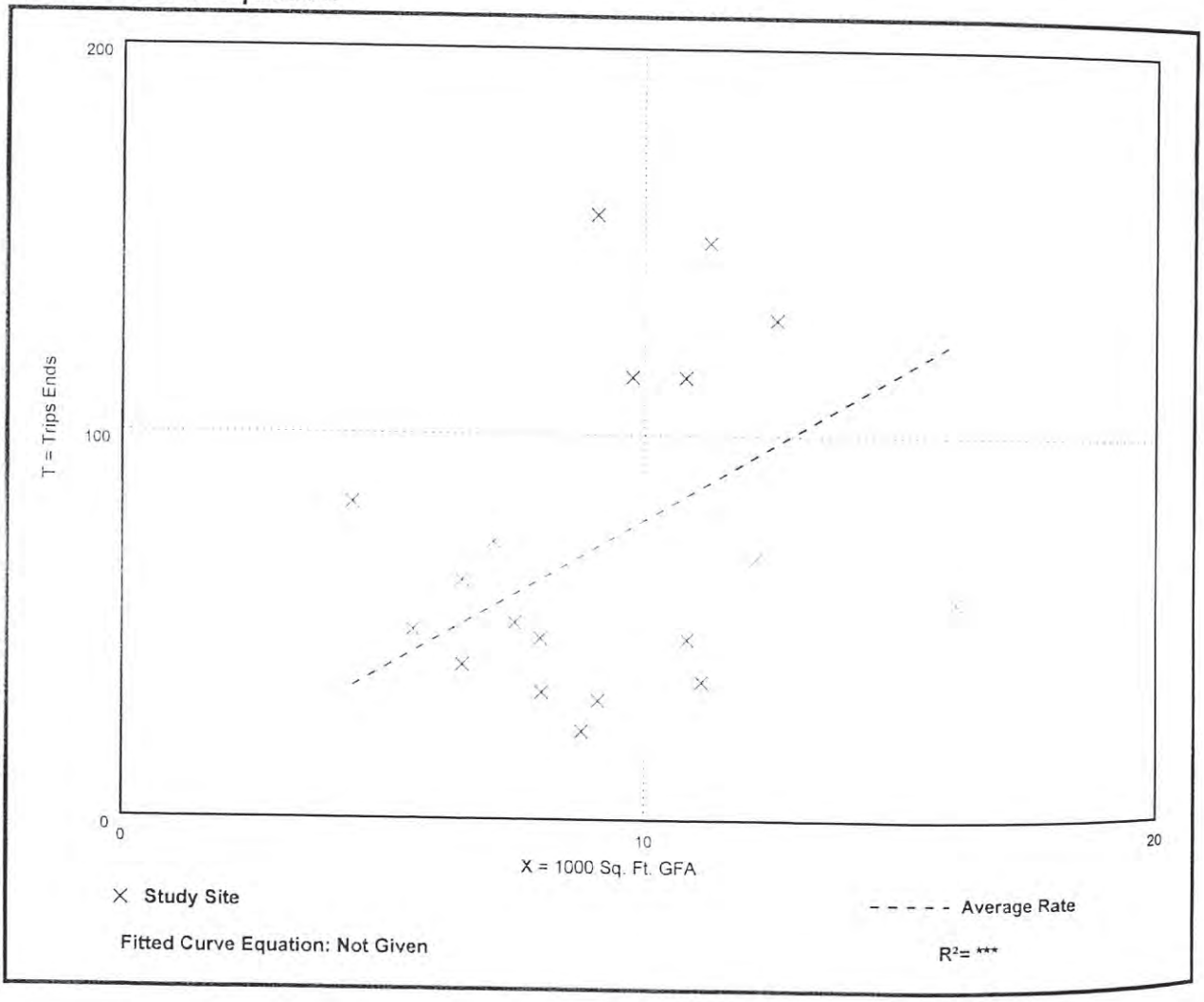
Fine Dining Restaurant
(931)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 9
Directional Distribution: 67% entering, 33% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.80	2.62 - 18.68	4.49

Data Plot and Equation



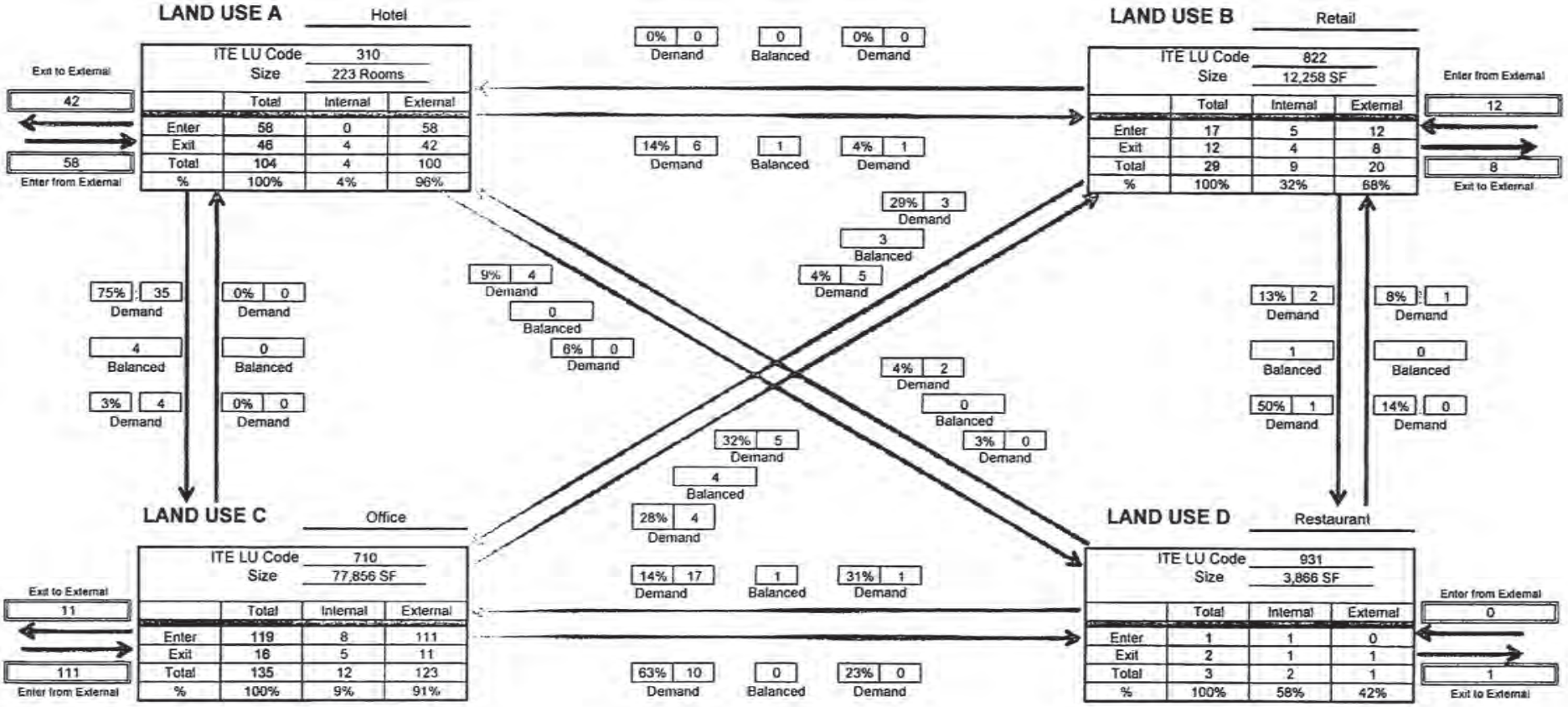
851 NE 167 Street

INTERNAL CAPTURE - AM PEAK HOUR
(MULTI-USE DEVELOPMENT)

Analyst CV

Date 11/11/2021

Time Period AM Peak Hour



Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL	
Enter	58	12	111	0	181	INTERNAL CAPTURE
Exit	42	8	11	1	62	
Total	100	20	123	1	243	10.3%
Single-Use Trip Gen. Est.	104	29	135	3	271	

Source: Trip Generation Handbook, 3rd Edition

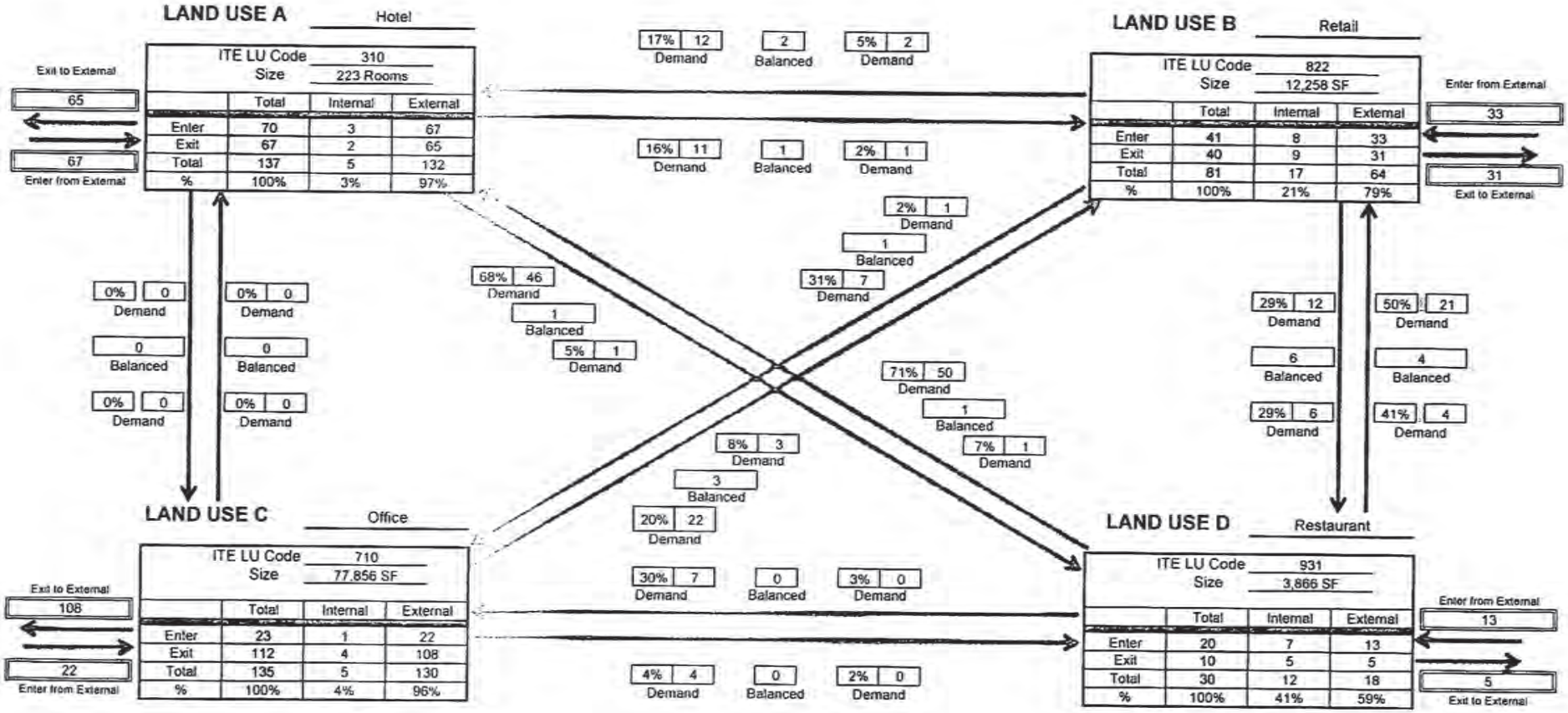
851 NE 167 Street

INTERNAL CAPTURE - PM PEAK HOUR
(MULTI-USE DEVELOPMENT)

Analyst CV

Date 11/11/2021

Time Period PM Peak Hour



Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL	
Enter	67	33	22	13	135	INTERNAL CAPTURE
Exit	65	31	108	5	210	
Total	132	64	130	18	345	10.0%
Single-Use Trip Gen. Est.	137	81	135	30	383	

Source: Trip Generation Handbook, 3rd Edition

Table 6.1 Unconstrained Internal Person Trip Capture Rates for Trip Origins within a Mixed-Use Development

		WEEKDAY	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Retail	28%	20%
	To Restaurant	63%	4%
	To Cinema/Entertainment	0%	0%
	To Residential	1%	2%
	To Hotel	0%	0%
From RETAIL	To Office	29%	2%
	To Restaurant	13%	29%
	To Cinema/Entertainment	0%	4%
	To Residential	14%	26%
	To Hotel	0%	5%
From RESTAURANT	To Office	31%	3%
	To Retail	14%	41%
	To Cinema/Entertainment	0%	8%
	To Residential	4%	18%
	To Hotel	3%	7%
From CINEMA/ENTERTAINMENT	To Office	0%	2%
	To Retail	0%	21%
	To Restaurant	0%	31%
	To Residential	0%	8%
	To Hotel	0%	2%
From RESIDENTIAL	To Office	2%	4%
	To Retail	1%	42%
	To Restaurant	20%	21%
	To Cinema/Entertainment	0%	0%
	To Hotel	0%	3%
From HOTEL	To Office	75%	0%
	To Retail	14%	16%
	To Restaurant	9%	68%
	To Cinema/Entertainment	0%	0%
	To Residential	0%	2%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Washington, DC: Transportation Research Board. Tables 99 and 100, 2011.

Table 6.2 Unconstrained Internal Person Trip Capture Rates for Trip Destinations within a Mixed-Use Development

		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Retail	4%	31%
	From Restaurant	14%	30%
	From Cinema/Entertainment	0%	6%
	From Residential	3%	57%
	From Hotel	3%	0%
To RETAIL	From Office	32%	8%
	From Restaurant	8%	50%
	From Cinema/Entertainment	0%	4%
	From Residential	17%	10%
	From Hotel	4%	2%
To RESTAURANT	From Office	23%	2%
	From Retail	50%	29%
	From Cinema/Entertainment	0%	3%
	From Residential	20%	14%
	From Hotel	6%	5%
To CINEMA/ENTERTAINMENT	From Office	0%	1%
	From Retail	0%	26%
	From Restaurant	0%	32%
	From Residential	0%	0%
	From Hotel	0%	0%
To RESIDENTIAL	From Office	0%	4%
	From Retail	2%	46%
	From Restaurant	5%	16%
	From Cinema/Entertainment	0%	4%
	From Hotel	0%	0%
To HOTEL	From Office	0%	0%
	From Retail	0%	17%
	From Restaurant	4%	71%
	From Cinema/Entertainment	0%	1%
	From Residential	0%	12%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Washington, DC: Transportation Research Board, Tables 101 and 102, 2011.

Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
921	Albany, NY	July & Aug 1985	186	4 00–6 00 p.m	23	42	35	77	—	60,950	Raymond Keyes Assoc.
108	Overland Park, KS	July 1988	111	4 30–5 30 p m	26	61	13	74	—	34,000	—
118	Overland Park, KS	Aug 1988	123	4 30–5 30 p.m.	25	55	20	75	—	—	—
256	Greece, NY	June 1988	120	4 00–6 00 p m	38	62	—	62	—	23,410	Sear Brown
160	Greece, NY	June 1988	78	4 00–6 00 p m	29	71	—	71	—	57,306	Sear Brown
550	Greece, NY	June 1988	117	4 00–6 00 p m	48	52	—	52	—	40,783	Sear Brown
51	Boca Raton, FL	Dec. 1987	110	4 00–6 00 p m	33	34	33	67	—	42,225	Kimley-Horn and Assoc. Inc.
1,090	Ross Twp, PA	July 1988	411	2 00–8 00 p m	34	56	10	66	—	51,500	Wilbur Smith and Assoc.
97	Upper Dublin Twp, PA	Winter 1988/89	—	4 00–6 00 p m	41	—	—	59	—	34,000	McMahon Associates
118	Tredyffrin Twp, PA	Winter 1988/89	—	4:00–6 00 p m	24	—	—	76	—	10 000	Booz Allen & Hamilton
122	Lawnside, NJ	Winter 1988/89	—	4 00–6 00 p m	37	—	—	63	—	20,000	Pennoni Associates
125	Boca Raton, FL	Winter 1988/89	—	4 00–6 00 p m	43	—	—	57	—	40,000	McMahon Associates
150	Willow Grove, PA	Winter 1988/89	—	4 00–6 00 p m	39	—	—	61	—	26,000	Booz Allen & Hamilton
153	Broward Cnty, FL	Winter 1988/89	—	4 00–6 00 p m	50	—	—	50	—	85,000	McMahon Associates
153	Arden, DE	Winter 1988/89	—	4 00–6 00 p m	30	—	—	70	—	26,000	Orth-Rodgers & Assoc. Inc.
154	Doylestown, PA	Winter 1988/89	—	4 00–6 00 p m	32	—	—	68	—	29,000	Orth-Rodgers & Assoc. Inc.
164	Middletown Twp, PA	Winter 1988/89	—	4 00–6 00 p m	33	—	—	67	—	25,000	Booz Allen & Hamilton
166	Haddon Twp, NJ	Winter 1988/89	—	4 00–6 00 p m	20	—	—	80	—	6 000	Pennoni Associates
205	Broward Cnty, FL	Winter 1988/89	—	4 00–6 00 p m	55	—	—	45	—	62,000	McMahon Associates

Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
237	W Windsor Twp, NJ	Winter 1988/89	—	4 00–6 00 p m	48	—	—	52	—	46 000	Booz Allen & Hamilton
242	Willow Grove, PA	Winter 1988/89	—	4 00–6 00 p m	37	—	—	63	—	25 000	McMahon Associates
297	Whitehall, PA	Winter 1988/89	—	4 00–6 00 p m	33	—	—	67	—	26,000	Orth-Rodgers & Assoc. Inc.
360	Broward Cnty, FL	Winter 1988/89	—	4 00–6 00 p m	44	—	—	56	—	73,000	McMahon Associates
370	Pittsburgh, PA	Winter 1988/89	—	4 00–6 00 p m	19	—	—	81	—	33,000	Wilbur Smith
150	Portland, OR	—	519	4 00–6 00 p m	68	6	26	32	—	25,000	Kittelson and Associates
150	Portland, OR	—	655	4 00–6 00 p m	65	7	28	35	—	30,000	Kittelson and Associates
760	Calgary, Alberta	Oct.-Dec. 1987	15,436	4 00–6 00 p m	20	39	41	80	—	—	City of Calgary DOT
178	Bordentown, NJ	Apr. 1989	154	2 00–6 00 p.m	35	—	—	65	—	37,980	Raymond Keyes Assoc.
144	Manalapan, NJ	July 1990	176	3.30–6 15 p m	32	44	24	68	—	69,347	Raymond Keyes Assoc.
549	Natick, MA	Feb 1989	—	4.45–5 45 p m.	33	26	41	67	—	48,782	Raymond Keyes Assoc

Average Pass-By Trip Percentage

"—" means no data were provided

Table E.28 Pass-By and Non-Pass-By Trips Saturday, Mid-Day Peak Period
Land Use Code 912—Drive-in Bank

SIZE (1,000 SQ. FT. GFA)	LOCATION	SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
3.8	Colonial Park, PA	March 2005	83	11:15 a.m.–12:15 p.m.	33	—	—	67	—	McMahon Associates, Inc.
3.8	Camp Hill Mall, PA	March 2005	103	11:00 a.m.–12:00 p.m.	77	—	—	23	—	McMahon Associates, Inc.
3.8	Exeter Twp, PA	March 2005	34	10:30–11:30 a.m.	37	—	—	63	—	McMahon Associates, Inc.
3.8	York, PA	March 2005	53	10:15–11:15 a.m.	33	—	—	67	—	McMahon Associates, Inc.
3.8	York, PA	March 2005	25	10:45–11:45 a.m.	12	—	—	88	—	McMahon Associates, Inc.

Average Pass-By Trip Percentage: 38
"—" means no data were provided

Table E.29 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period
Land Use Code 931—Quality Restaurant

SEATS	SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
240	12	Louisville area, KY	July 1993	38	4:00–8:00 p.m.	26	36	38	74	4:145	Barton-Aschman Assoc.
—	8	Orlando, FL	1992	168	4:00–8:00 p.m.	45	—	—	55	—	TPD Inc.
—	8.8	Orlando, FL	1992	84	2:00–6:00 p.m.	44	40	16	56	—	TPD Inc.
—	6.5	Orlando, FL	1995	173	2:00–6:00 p.m.	62	—	—	38	—	TPD Inc.

Average Pass-By Trip Percentage: 44
"—" means no data were provided

MEANS OF TRANSPORTATION TO WORK

United States® Census Bureau

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

	Census Tract 2.13, Miami-Dade County, Florida	
Label	**Estimate**	**Margin of Error**
Total:	2,257	±339
Car, truck, or van:	1,847	±308
Drove alone	1,737	±300
Carpooled:	110	±68
In 2-person carpool	100	±68
In 3-person carpool	10	±13
In 4-person carpool	0	±19
In 5- or 6-person carpool	0	±19
In 7-or-more-person carpool	0	±19
Public transportation (excluding taxicab):	150 6.65%	±90
Bus	150	±90
Subway or elevated rail	0	±19
Long-distance train or commuter rail	0	±19
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±19
Ferryboat	0	±19
Taxicab	116	±114
Motorcycle	0	±19
Bicycle	0 0%	±19
Walked	59 2.61%	±44
Other means	22	±32
Worked from home	63	±53

Table Notes

MEANS OF TRANSPORTATION TO WORK

Survey/Program: American Community Survey
Universe: Workers 16 years and over
Year: 2019
Estimates: 5-Year
Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

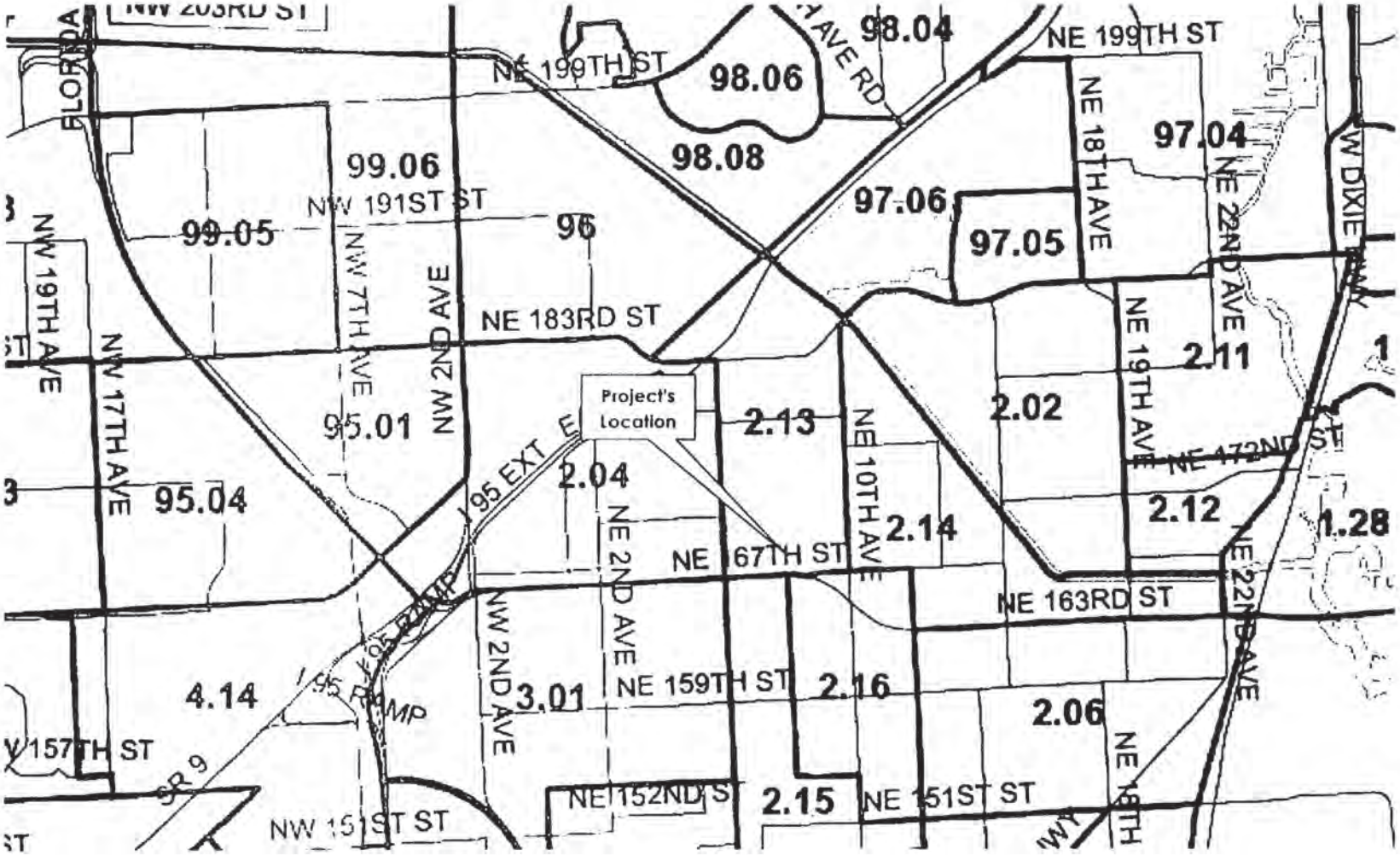
Explanation of Symbols:

An "**" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.
An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.
An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
An "(X)" means that the estimate is not applicable or not available.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Project's Census Tract



Appendix B: Trip Distribution / Assignment

Site Traffic (Project Net Trips) - AM Peak Hour

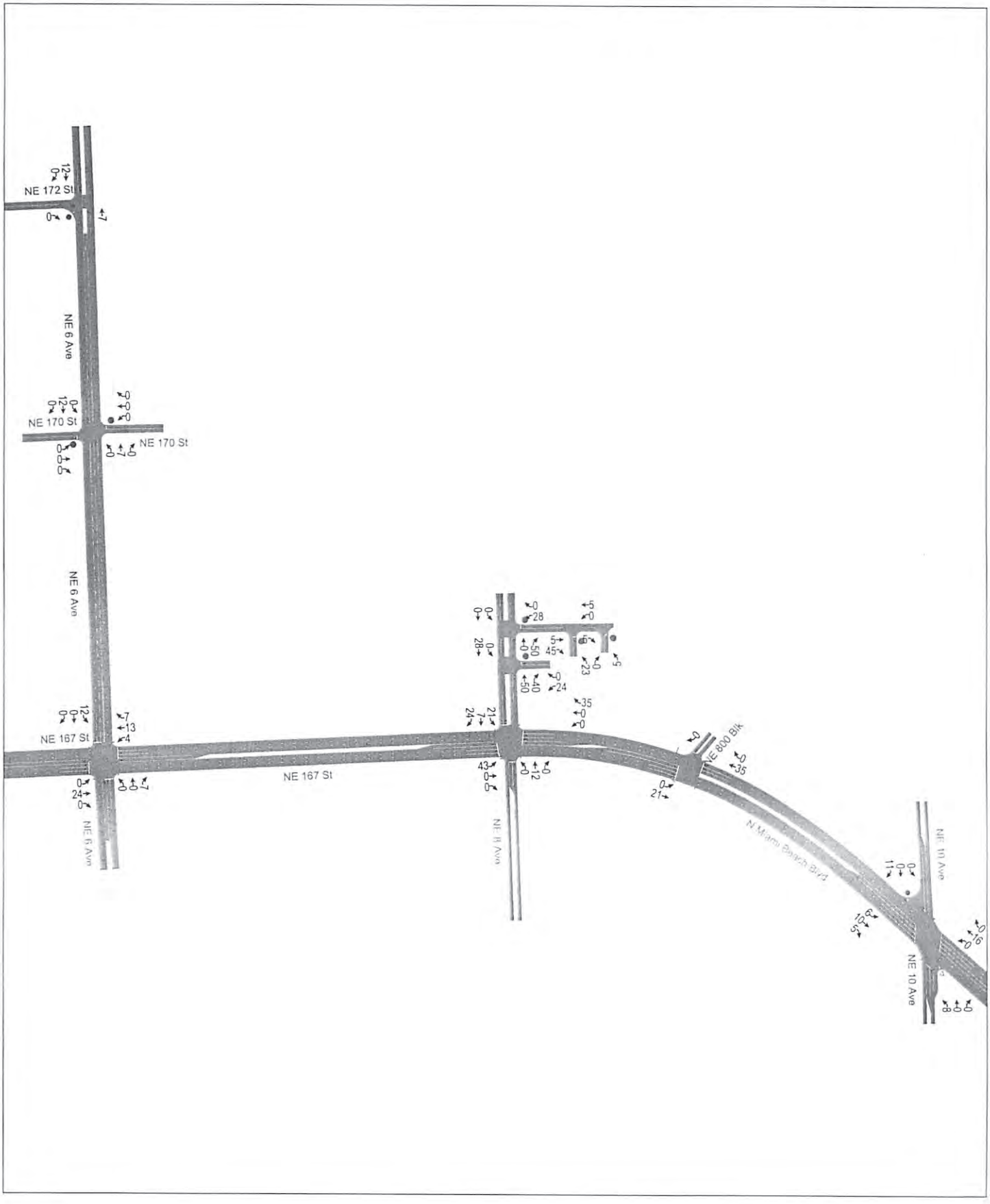
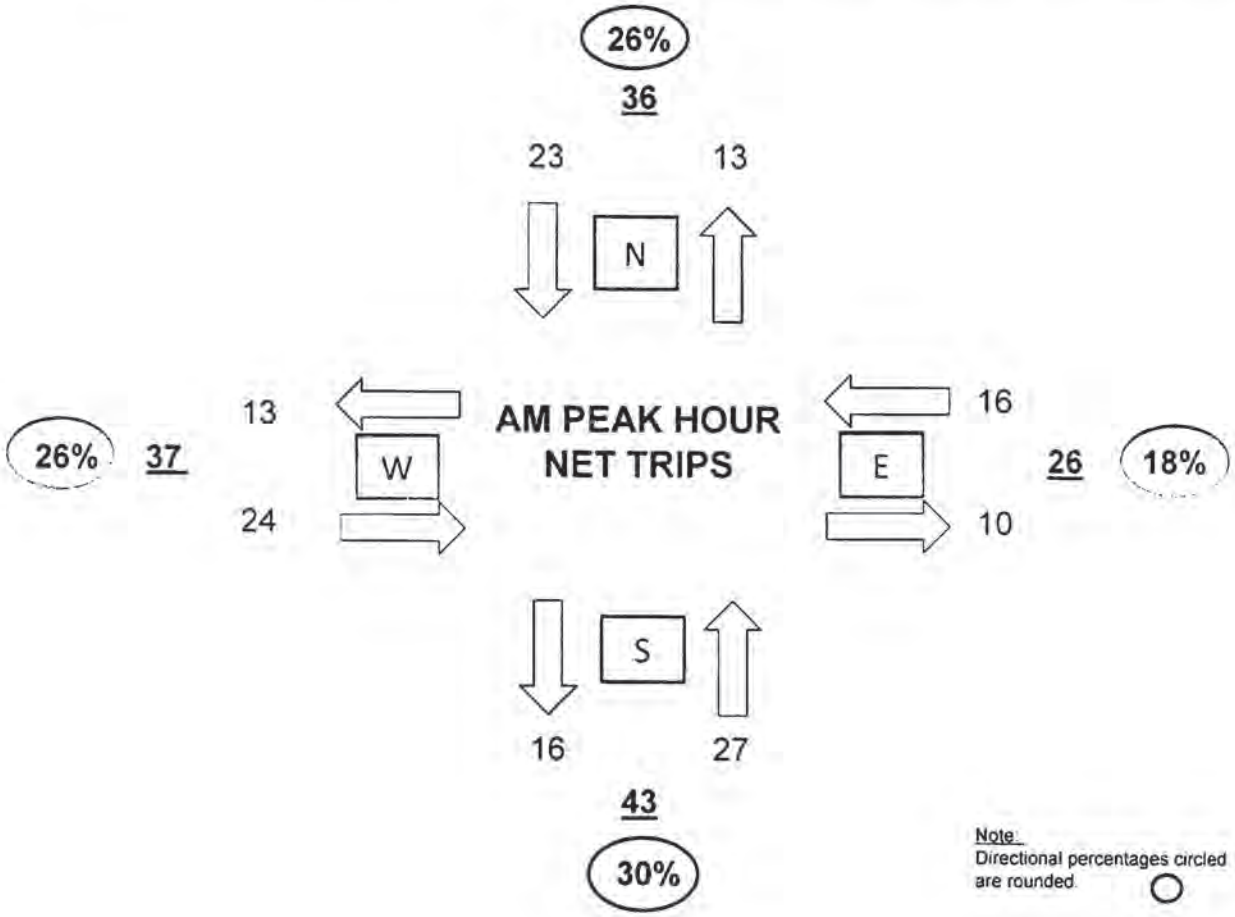


TABLE A3

Cardinal Distribution
AM Peak Hour (Weekday)
Traffic Analysis Zone (TAZ) 111

Project Name: 851 NE 167 Street

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	DIRECTION	DISTRIBUTION	AM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
NNE	12.54	NORTH	25.69%	23	13	36
ENE	11.10					
ESE	6.83	EAST	17.93%	16	10	26
SSE	9.11					
SSW	20.92	SOUTH	30.03%	27	16	43
WSW	13.96					
WNW	12.35	WEST	26.31%	24	13	37
NNW	13.15					
TOTAL	100.00		100.00%	90	52	142



Note:
Directional percentages circled are rounded.

TABLE A3-1

Cardinal Distribution
AM Peak Hour (Weekday)
Traffic Analysis Zone (TAZ) 111

Project Name: 851 NE 167 Street

DIRECTION	DISTRIBUTION PERCENTAGES (%)			AM PEAK HOUR TRIPS		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2015	2045	2023			
NNE	13.10	11.00	12.54	11	6	17
ENE	10.70	12.20	11.10	10	6	16
ESE	6.70	7.20	6.83	6	4	10
SSE	9.30	8.60	9.11	8	5	13
SSW	20.20	22.90	20.92	19	11	30
WSW	14.20	13.30	13.96	13	7	20
WNW	12.30	12.50	12.35	11	6	17
NNW	13.50	12.20	13.15	12	7	19
TOTAL	**100.00**	**100.00**	**100.00**	**90**	**52**	**142**

Note:

Based on Miami-Dade Transportation Planning Organization 2045 LRTP Directional Trip Distribution Report, September 2019. Since the current data is only available for the model years 2015 and 2045, the eight (8) cardinal directions were interpolated to the design year of 2023.

TABLE A3-2

AM PEAK HOUR	IN	OUT	TOTAL
TRIPS:	90	52	142
PERCENT:	63.40%	36.63%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	12.54	11.286	11	6.521	6	17
ENE	11.10	9.990	10	5.772	6	16
ESE	6.83	6.150	6	3.553	4	10
SSE	9.11	8.202	8	4.739	5	13
SSW	20.92	18.828	19	10.878	11	30
WSW	13.96	12.564	13	7.259	7	20
WNW	12.35	11.118	11	6.424	6	17
NNW	13.15	11.838	12	6.840	7	19
TOTAL	**100.00**	89.976	**90**	51.986	**52**	**142**

851 NE 167 Street

Site Traffic (Project Net Trips) - PM Peak Hour

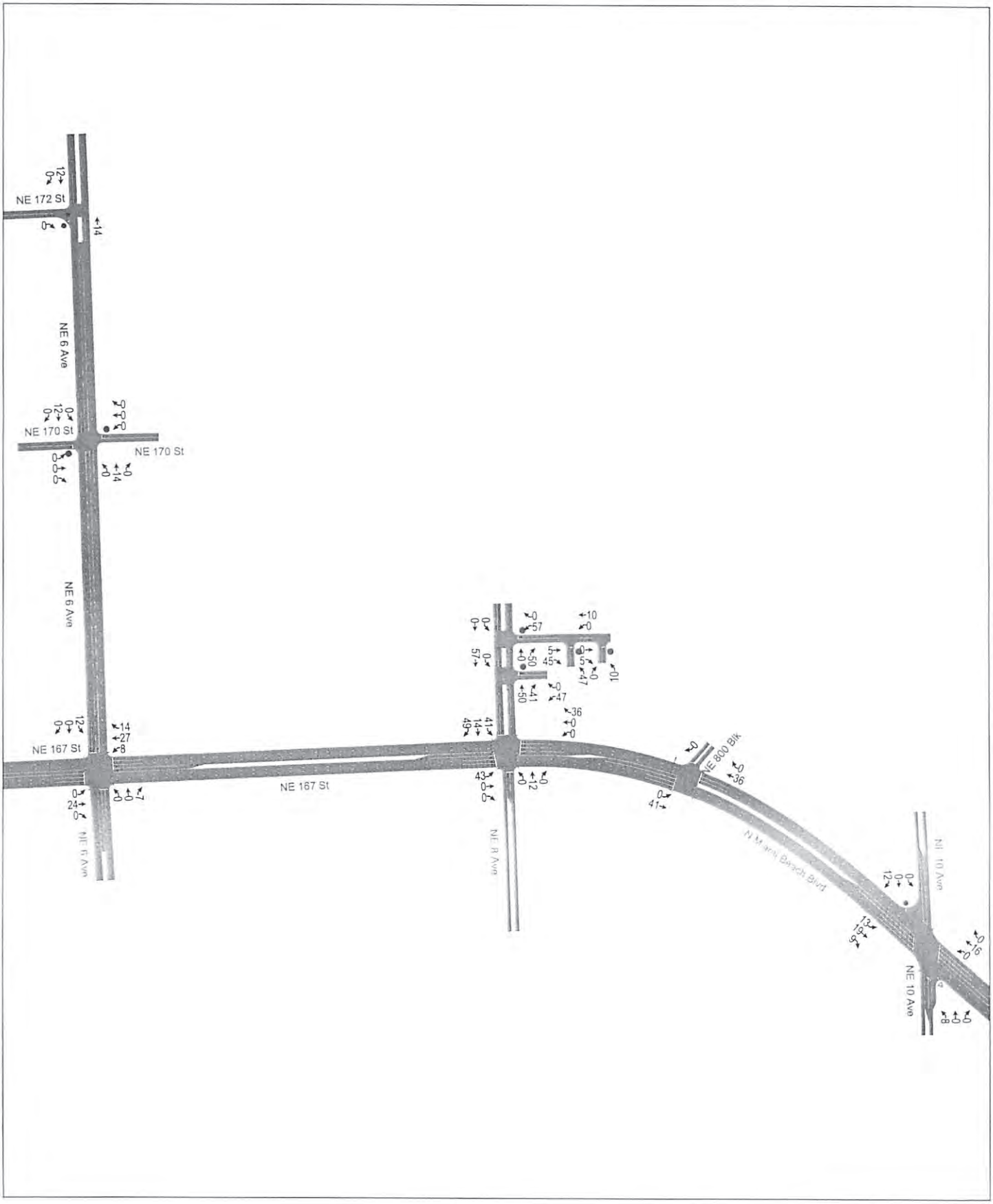
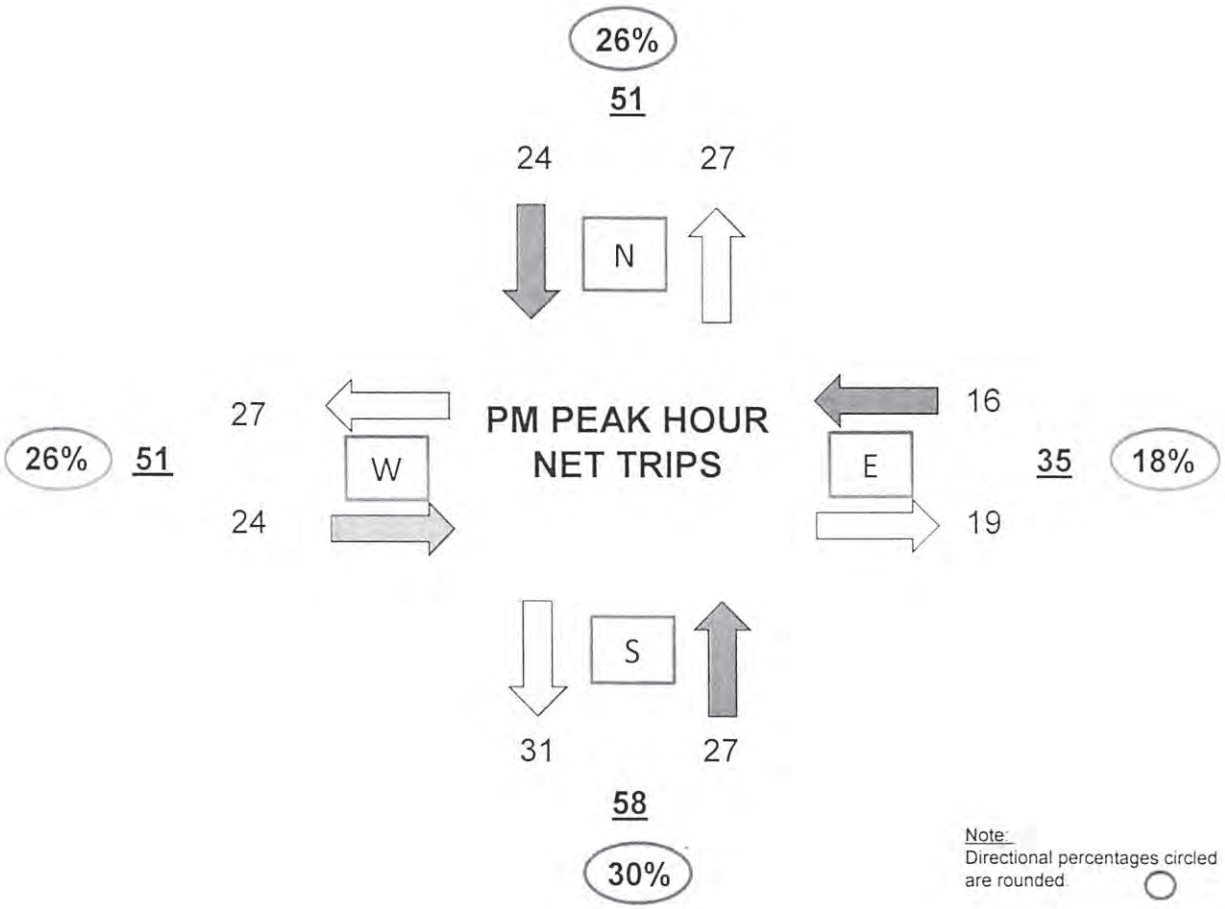


TABLE: A4

Cardinal Distribution
PM Peak Hour (Weekday)
Traffic Analysis Zone (TAZ) 111

Project Name: 851 NE 167 Street

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	DIRECTION	DISTRIBUTION	PM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
NNE	12.54	NORTH	25.69%	24	27	51
ENE	11.10					
ESE	6.83	EAST	17.93%	16	19	35
SSE	9.11					
SSW	20.92	SOUTH	30.03%	27	31	58
WSW	13.96					
WNW	12.35	WEST	26.31%	24	27	51
NNW	13.15					
TOTAL	100.00		100.00%	91	104	195



Note:
Directional percentages circled are rounded.

TABLE A4-1

Cardinal Distribution
PM Peak Hour (Weekday)
Traffic Analysis Zone (TAZ) 111

Project Name: 851 NE 167 Street

DIRECTION	DISTRIBUTION PERCENTAGES (%)			PM PEAK HOUR TRIPS		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2015	2045	2023			
NNE	13.10	11.00	12.54	12	13	25
ENE	10.70	12.20	11.10	10	12	22
ESE	6.70	7.20	6.83	6	7	13
SSE	9.30	8.60	9.11	8	9	17
SSW	20.20	22.90	20.92	19	22	41
WSW	14.20	13.30	13.96	13	14	27
WNW	12.30	12.50	12.35	11	13	24
NNW	13.50	12.20	13.15	12	14	26
TOTAL	100.00	100.00	100.00	91	104	195

Note:

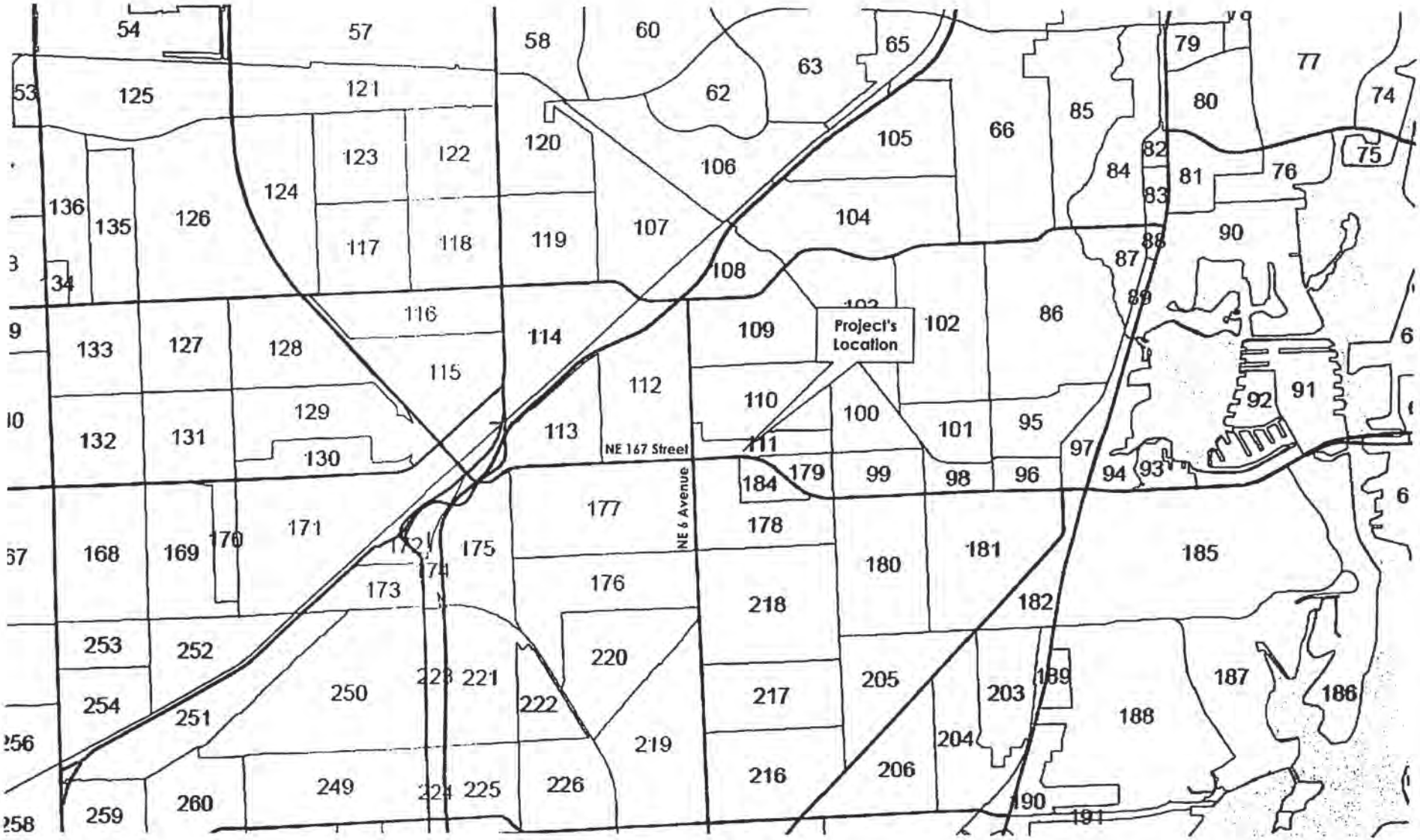
Based on Miami-Dade Transportation Planning Organization 2045 LRTP Directional Trip Distribution Report, September 2019. Since the current data is only available for the model years 2015 and 2045, the eight (8) cardinal directions were interpolated to the design year of 2023.

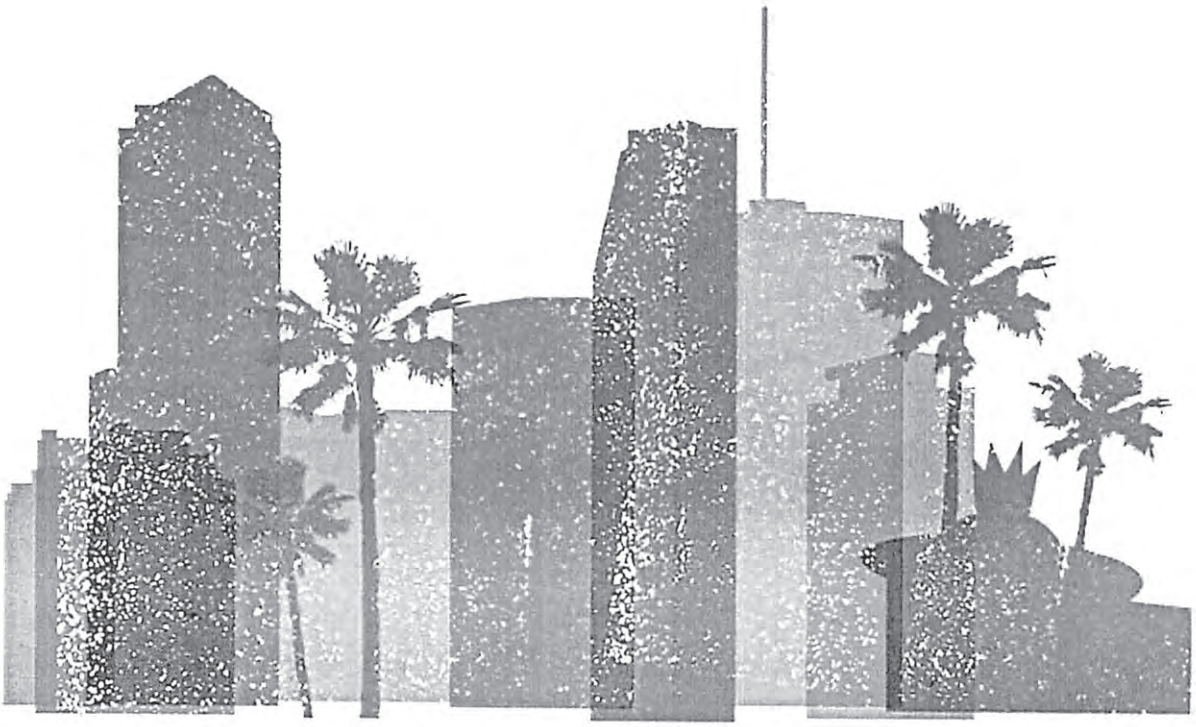
TABLE A4-2

PM PEAK HOUR	IN	OUT	TOTAL
TRIPS:	91	104	195
PERCENT:	46.77%	53.45%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	12.54	11.411	12	13.042	13	25
ENE	11.10	10.101	10	11.544	12	22
ESE	6.83	6.218	6	7.107	7	13
SSE	9.11	8.293	8	9.478	9	17
SSW	20.92	19.037	19	21.757	22	41
WSW	13.96	12.704	13	14.518	14	27
WNW	12.35	11.242	11	12.847	13	24
NNW	13.15	11.970	12	13.679	14	26
TOTAL	100.00	90.976	91	103.972	104	195

TRAFFIC ANALYSIS ZONE (TAZ)





MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2045 LRTP

SUPPORTING DOCUMENTS

DIRECTIONAL TRIP DISTRIBUTION REPORT

SEPTEMBER 2019

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
105	3005	Trips	309	199	183	334	406	199	136	310	2,094
105	3005	Percent	14.9	9.6	8.8	16.1	19.6	9.6	6.5	15.0	
106	3006	Trips	718	412	137	257	716	442	501	508	3,818
106	3006	Percent	19.5	11.2	3.7	7.0	19.4	12.0	13.6	13.8	
107	3007	Trips	649	509	260	517	874	754	570	614	4,926
107	3007	Percent	13.7	10.7	5.5	10.9	18.4	15.9	12.0	12.9	
108	3008	Trips	60	60	13	64	131	72	62	63	526
108	3008	Percent	11.5	11.4	2.4	12.2	25.0	13.7	11.8	11.9	
109	3009	Trips	393	278	225	412	481	385	262	368	2,832
109	3009	Percent	14.0	9.9	8.0	14.7	17.2	13.7	9.4	13.1	
110	3010	Trips	341	321	226	347	419	324	331	293	2,700
110	3010	Percent	13.1	12.3	8.7	13.3	16.1	12.5	12.7	11.3	
111	3011	Trips	344	281	177	246	533	374	325	356	2,698
111	3011	Percent	13.1	10.7	6.7	9.3	20.2	14.2	12.3	13.5	
112	3012	Trips	650	648	416	665	889	562	332	565	4,896
112	3012	Percent	13.7	13.7	8.8	14.1	18.8	11.9	7.0	12.0	
113	3013	Trips	854	911	605	897	1,139	694	661	928	6,817
113	3013	Percent	12.8	13.6	9.1	13.4	17.0	10.4	9.9	13.9	
114	3014	Trips	948	648	424	684	1,025	761	611	899	6,100
114	3014	Percent	15.8	10.8	7.1	11.4	17.1	12.7	10.2	15.0	
115	3015	Trips	998	873	540	680	991	703	361	792	6,197
115	3015	Percent	16.8	14.7	9.1	11.5	16.7	11.8	6.1	13.4	
116	3016	Trips	564	362	312	347	370	328	346	433	3,147
116	3016	Percent	18.4	11.8	10.2	11.3	12.1	10.7	11.3	14.2	
117	3017	Trips	364	279	180	292	362	246	210	301	2,266
117	3017	Percent	16.3	12.5	8.1	13.1	16.2	11.0	9.4	13.5	
118	3018	Trips	550	338	199	385	561	323	250	476	3,104
118	3018	Percent	17.8	11.0	6.5	12.5	18.2	10.5	8.1	15.4	
119	3019	Trips	537	475	393	507	926	643	481	680	4,761
119	3019	Percent	11.6	10.2	8.5	10.9	20.0	13.9	10.4	14.7	
120	3020	Trips	882	884	569	1,029	1,277	893	634	1,058	7,496
120	3020	Percent	12.2	12.2	7.9	14.3	17.7	12.4	8.8	14.6	
121	3021	Trips	541	212	295	489	487	247	219	232	2,766
121	3021	Percent	19.9	7.8	10.8	18.0	17.9	9.1	8.0	8.5	
122	3022	Trips	545	366	253	383	553	361	343	404	3,320
122	3022	Percent	17.0	11.4	7.9	11.9	17.2	11.2	10.7	12.6	
123	3023	Trips	1,199	861	656	1,176	991	691	468	687	6,962
123	3023	Percent	17.8	12.8	9.8	17.5	14.7	10.3	7.0	10.2	
124	3024	Trips	418	381	383	390	416	290	187	386	2,934
124	3024	Percent	14.7	13.4	13.4	13.7	14.6	10.2	6.6	13.5	
125	3025	Trips	332	161	184	226	242	138	208	204	1,707
125	3025	Percent	19.6	9.5	10.8	13.3	14.3	8.1	12.3	12.1	
126	3026	Trips	524	432	378	561	706	524	258	366	3,783
126	3026	Percent	14.0	11.5	10.1	15.0	18.8	14.0	6.9	9.8	
127	3027	Trips	252	220	155	232	268	210	132	195	1,687
127	3027	Percent	15.2	13.2	9.3	13.9	16.1	12.6	7.9	11.7	
128	3028	Trips	429	239	163	276	357	302	160	249	2,184
128	3028	Percent	19.7	11.0	7.5	12.7	16.4	13.9	7.4	11.4	
129	3029	Trips	364	306	233	314	457	284	302	304	2,628
129	3029	Percent	14.2	11.9	9.1	12.2	17.8	11.1	11.8	11.8	
130	3030	Trips	418	229	156	269	426	259	319	284	2,391
130	3030	Percent	17.7	9.7	6.6	11.4	18.0	11.0	13.5	12.0	

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
105	3005	Trips	315	175	112	171	458	304	126	264	1,937
105	3005	Percent	16.4	9.1	5.8	8.9	23.8	15.8	6.5	13.7	
106	3006	Trips	790	346	158	381	939	625	549	632	4,612
106	3006	Percent	17.9	7.8	3.6	8.6	21.2	14.2	12.4	14.3	
107	3007	Trips	831	545	344	744	1,536	1,153	787	738	7,015
107	3007	Percent	12.5	8.2	5.2	11.1	23.0	17.3	11.8	11.1	
108	3008	Trips	120	70	35	75	161	137	42	62	716
108	3008	Percent	17.1	9.9	4.9	10.6	23.1	19.6	6.0	8.8	
109	3009	Trips	430	250	273	311	565	483	310	317	2,955
109	3009	Percent	14.6	8.5	9.3	10.6	19.2	16.5	10.5	10.8	
110	3010	Trips	498	421	269	369	612	654	360	444	3,734
110	3010	Percent	13.7	11.6	7.4	10.2	16.9	18.0	9.9	12.2	
111	3011	Trips	414	460	271	326	865	502	473	459	3,904
111	3011	Percent	11.0	12.2	7.2	8.6	22.9	13.3	12.5	12.2	
112	3012	Trips	870	975	502	733	1,402	1,004	705	757	7,113
112	3012	Percent	12.5	14.0	7.2	10.5	20.2	14.5	10.2	10.9	
113	3013	Trips	1,533	1,404	1,040	1,419	2,019	1,197	1,177	1,263	11,472
113	3013	Percent	13.9	12.7	9.4	12.8	18.3	10.8	10.7	11.4	
114	3014	Trips	1,159	806	537	893	1,787	1,154	685	935	8,061
114	3014	Percent	14.6	10.1	6.8	11.2	22.5	14.5	8.6	11.8	
115	3015	Trips	1,451	1,200	826	1,028	1,612	1,074	562	1,017	9,191
115	3015	Percent	16.6	13.7	9.4	11.7	18.4	12.2	6.4	11.6	
116	3016	Trips	712	387	274	512	693	538	393	462	4,096
116	3016	Percent	17.9	9.8	6.9	12.9	17.5	13.6	9.9	11.6	
117	3017	Trips	458	292	146	330	516	405	245	336	2,751
117	3017	Percent	16.8	10.7	5.3	12.1	18.9	14.9	9.0	12.3	
118	3018	Trips	569	393	282	452	711	490	325	469	3,768
118	3018	Percent	15.4	10.6	7.6	12.3	19.3	13.3	8.8	12.7	
119	3019	Trips	887	769	623	822	1,496	1,068	641	897	7,443
119	3019	Percent	12.3	10.7	8.7	11.4	20.8	14.8	8.9	12.5	
120	3020	Trips	1,309	1,280	812	1,366	1,814	1,458	855	1,463	10,805
120	3020	Percent	12.6	12.4	7.8	13.2	17.5	14.1	8.3	14.1	
121	3021	Trips	511	313	390	620	543	402	259	248	3,335
121	3021	Percent	15.6	9.5	11.9	18.9	16.5	12.2	7.9	7.6	
122	3022	Trips	624	358	265	398	662	467	394	384	3,651
122	3022	Percent	17.6	10.1	7.5	11.2	18.6	13.2	11.1	10.8	
123	3023	Trips	1,384	872	796	1,149	1,094	994	691	821	7,984
123	3023	Percent	17.7	11.2	10.2	14.7	14.0	12.7	8.9	10.5	
124	3024	Trips	539	425	356	465	550	398	278	481	3,561
124	3024	Percent	15.4	12.2	10.2	13.3	15.8	11.4	8.0	13.8	
125	3025	Trips	885	519	575	590	751	495	440	601	4,882
125	3025	Percent	18.2	10.7	11.8	12.2	15.5	10.2	9.1	12.4	
126	3026	Trips	526	496	451	587	835	578	270	482	4,305
126	3026	Percent	12.5	11.7	10.7	13.9	19.8	13.7	6.4	11.4	
127	3027	Trips	394	348	224	304	493	355	203	243	2,655
127	3027	Percent	15.4	13.6	8.7	11.9	19.2	13.9	7.9	9.5	
128	3028	Trips	450	245	267	369	506	396	265	286	2,832
128	3028	Percent	16.2	8.8	9.6	13.2	18.2	14.2	9.5	10.3	
129	3029	Trips	417	253	256	418	580	346	316	340	2,980
129	3029	Percent	14.3	8.7	8.7	14.3	19.8	11.8	10.8	11.6	
130	3030	Trips	457	274	177	408	624	337	347	237	2,884
130	3030	Percent	16.0	9.6	6.2	14.3	21.8	11.8	12.1	8.3	

Appendix C: Signal Timing, Background Growth Rate & Adjustment Factors

MIAMI-DADE ATMS
SIGNAL DATA SHEET

Signal Asset ID: 2018
Signal Location: NE 167 St & NE 6 Av
Analysis Period: (AM) / PM (Circle One)
Local Time of Day Schedule: - Plan
Local Time of Day Function: - Setting (Blank or Number#)

Signal Settings: -
(i.e. Blank, Plan #1 – Phase Bank 1, Max 1)

Cycle Length: 200 seconds
Offset: 181 seconds

PHASE:	Φ1	Φ2	Φ3	Φ4
				
WALK	0	7	0	7
DON'TWALK	0	22	0	27
MIN INITIAL	5	7	5	7
VEH EXT	2	1	2	2.5
GREEN	16	89.9	19.6	48.6
YELLOW	4	4	4.4	4.4
RED	2	2.1	2	3
SPLIT	22	96	26	56

MIAMI-DADE ATMS
SIGNAL DATA SHEET

Signal Asset ID: 2018
Signal Location: NE 167 St & NE 6 Av
Analysis Period: AM / (PM) (Circle One)
Local Time of Day Schedule: – Plan
Local Time of Day Function: – Setting (Blank or Number#)

Signal Settings: –
(i.e. Blank, Plan #1 – Phase Bank 1, Max 1)

Cycle Length: 200 seconds
Offset: 187 seconds

PHASE:	Φ1	Φ2	Φ3	Φ4
				
WALK	0	7	0	7
DON'TWALK	0	22	0	27
MIN INITIAL	5	7	5	7
VEH EXT	2	1	2	2.5
GREEN	16	103.9	16.8	37.6
YELLOW	4	4	4.4	4.4
RED	2	2.1	2	3
SPLIT	22	110	23	45

PM

Coordinator Pattern # 22

Split Pattern	22	TS2 (Pat-Off)	7-1	Splits In	Seconds
Cycle	140	Std (COS)	18	Offsets In	Seconds
Offset Value	84s	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	E-L	W-T	S-L	N-T	W-L	E-T	N-LT	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 22)	41	54	17	28	41	54	17	28	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	140s	140s	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				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

PM

Coordinator Pattern # 23

Split Pattern	23	TS2 (Pat-Off)	7-2	Splits In	Seconds
Cycle	200	Std (COS)	26	Offsets In	Seconds
Offset Value	187s	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	E-L	W-T	S-L	N-T	W-L	E-T	N-LT	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 23)	22	110	23	45	22	110	23	45	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	200s	200s	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				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

AM

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	200	Std (COS)	73	Offsets In	Seconds
Offset Value	181s	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	E-L	W-T	S-L	N-T	W-L	E-T	N-LT	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	22	96	26	56	22	96	26	56	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	200s	200s	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				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	200	Std (COS)	81	Offsets In	Seconds
Offset Value	7s	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	E-L	W-T	S-L	N-T	W-L	E-T	N-LT	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	22	101	21	56	22	101	21	56	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	200s	200s	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				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

TOD Schedule Report

2018 - NE 167th St. & NE 6th Ave.

2070-1C-Econolite Type-Cobalt

2/15/2021, 10:48 AM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
2	W - T	101	1	7	22	7	40	1	0	0	4	2.1
			2	7	22	7	40	1	0	0	4	2.1
			3	7	22	7	40	1	0	0	4	2.1
			4	0	0	0	0	0	0	0	0	0
3	S - L	21	1	0	0	5	10	2	21	0	4.4	2
			2	0	0	5	10	2	35	0	4.4	2
			3	0	0	5	10	2	35	0	4.4	2
			4	0	0	0	0	0	0	0	0	0
4	N - T	56	1	7	27	7	22	2.5	50	0	4.4	3
			2	7	27	7	22	2.5	40	0	4.4	3
			3	7	27	7	22	2.5	40	0	4.4	2.2
			4	0	0	0	0	0	0	0	0	0
5	W - L	22	1	0	0	5	10	2	16	0	4	2
			2	0	0	5	10	2	30	0	4	2
			3	0	0	5	10	2	30	0	4	2
			4	0	0	0	0	0	0	0	0	0
6	E - T	101	1	7	22	7	40	1	0	0	4	2.1
			2	7	22	7	40	1	0	0	4	2.1
			3	7	22	7	40	1	0	0	4	2.1
			4	0	0	0	0	0	0	0	0	0
7	N - L	21	1	0	0	5	10	2	21	0	4.4	2
			2	0	0	5	10	2	35	0	4.4	2
			3	0	0	5	10	2	35	0	4.4	2
			4	0	0	0	0	0	0	0	0	0
8	S - T	56	1	7	27	7	22	2.5	50	0	4.4	3
			2	7	27	7	22	2.5	40	0	4.4	3
			3	7	27	7	22	2.5	40	0	4.4	2.2
			4	0	0	0	0	0	0	0	0	0

ECONOLITE

2018 - NE 167th St. & NE 6th Ave. - 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	62	00:00
2	15	06:00
3	6	07:30
4	7	08:45
5	1	13:45
6	23	15:30
7	5	21:00

AM

PM

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	62	00:00
2	15	06:00
3	6	07:30
4	7	08:45
5	1	13:45
6	4	14:30
7	5	21:00

Day Plan #3 - "3"

Event	Action Plan	Start Time
1	62	00:00
2	15	06:00
3	3	09:30
4	5	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	

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						X

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

MIAMI-DADE ATMS
SIGNAL DATA SHEET

Signal Asset ID: 2070
Signal Location: NE 167 St & NE 8 Av
Analysis Period: (AM) / PM (Circle One)
Local Time of Day Schedule: – Plan
Local Time of Day Function: – Setting (Blank or Number#)

Signal Settings: –
(i.e. Blank, Plan #1 – Phase Bank 1, Max 1)

Cycle Length: 130 seconds
Offset: 52 seconds

PHASE:	Φ1	Φ2	Φ3	Φ4
				
WALK	0	7	0	5
DON'TWALK	0	18	0	25
MIN INITIAL	5	7	5	7
VEH EXT	2	1	2	2.5
GREEN	9	66	11.3	19
YELLOW	4	4	3.7	4
RED	2	2	2	3
SPLIT	15	72	17	26

MIAMI-DADE ATMS
SIGNAL DATA SHEET

Signal Asset ID: 2070
Signal Location: NE 167St & NE 8 Av
Analysis Period: AM / (PM) (Circle One)
Local Time of Day Schedule: — Plan
Local Time of Day Function: — Setting (Blank or Number#)

Signal Settings: —
(i.e. Blank, Plan #1 – Phase Bank 1, Max 1)

Cycle Length: 150 seconds
Offset: 68 seconds

PHASE:	Φ1	Φ2	Φ3	Φ4
				
WALK	0	7	0	5
DON'TWALK	0	18	0	25
MIN INITIAL	5	7	5	7
VEH EXT	2	1	2	2.5
GREEN	9	86	11.3	19
YELLOW	4	4	3.7	4
RED	2	2	2	3
SPLIT	15	92	17	26

AM

Coordinator Pattern # 17

Split Pattern	17	TS2 (Pat-Off)	5-2	Splits In	Seconds
Cycle	130	Std (COS)	209	Offsets In	Seconds
Offset Value	52s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 17)	15	72	17	26	15	72	17	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	130s	130s	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				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 18

Split Pattern	18	TS2 (Pat-Off)	5-3	Splits In	Seconds
Cycle	130	Std (COS)	217	Offsets In	Seconds
Offset Value	12s	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	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 18)	15	66	20	29	15	66	20	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	130s	130s	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				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

PM

Coordinator Pattern # 11

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Seconds
Cycle	150	Std (COS)	137	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	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 11)	15	92	17	26	15	92	17	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	150s	150s	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				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	130	Std (COS)	145	Offsets In	Seconds
Offset Value	85s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 12)	15	74	15	26	15	74	15	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	130s	130s	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				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

ECONOLITE

TOD Schedule Report

2017 - NE 167th St. & NE 8th Ave.

2070-1C-Econolite Type-Cobalt

2/15/2021, 10:49 AM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
1	E - L	17	1	0	0	5	7	2	15	0	4	2
			2	0	0	5	7	2	12	0	4	2
			3	0	0	5	7	2	12	0	4	2
			4	0	0	0	0	0	0	0	0	0
2	W - T	70	1	7	18	7	40	1	0	0	4	2
			2	7	18	7	40	1	40	0	4	2
			3	7	18	7	40	1	40	0	4	2
			4	0	0	0	0	0	0	0	0	0
3	S - L	17	1	0	0	5	7	2	15	0	3.7	2
			2	0	0	5	7	2	15	0	3.7	2
			3	0	0	5	7	2	15	0	3.7	2
			4	0	0	0	0	0	0	0	0	0
4	N - T	26	1	5	25	7	21	2.5	30	0	4	3
			2	5	25	7	21	2.5	25	0	4	3
			3	5	25	7	21	2.5	25	0	4	3
			4	0	0	0	0	0	0	0	0	0
5	W - L	17	1	0	0	5	7	2	15	0	4	2
			2	0	0	5	7	2	12	0	4	2
			3	0	0	5	7	2	12	0	4	2
			4	0	0	0	0	0	0	0	0	0
6	E - T	70	1	7	18	7	40	1	0	0	4	2
			2	7	18	7	40	1	40	0	4	2
			3	7	18	7	40	1	40	0	4	2
			4	0	0	0	0	0	0	0	0	0
7	N - L	17	1	0	0	5	7	2	15	0	3.7	2
			2	0	0	5	7	2	15	0	3.7	2
			3	0	0	5	7	2	15	0	3.7	2
			4	0	0	0	0	0	0	0	0	0
8	S - T	26	1	5	25	7	21	2.5	30	0	4	3
			2	5	25	7	21	2.5	25	0	4	3
			3	5	25	7	21	2.5	25	0	4	3
			4	0	0	0	0	0	0	0	0	0

ECONOLITE

2017 - NE 167th St. & NE 8th Ave. - 2070-1C - Econolite Type - Cobalt

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

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	23	00:00
2	64	01:00
3	7	05:00
4	8	06:00
5	17	07:00
6	14	09:00
7	13	10:00
8	18	14:00
9	11	16:15
10	6	19:00
11	9	20:30
12	23	23:00

AM

PM

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	23	00:00
2	64	01:00
3	1	06:00
4	11	10:00
5	16	20:00
6	6	22:15
7	23	23:00

Day Plan #3 - "3"

Event	Action Plan	Start Time
1	23	00:00
2	64	01:00
3	1	06:00
4	11	10:00
5	16	20:00
6	23	23:00

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		

MIAMI-DADE ATMS
SIGNAL DATA SHEET

Signal Asset ID: 4352
Signal Location: NE 167 St & NE 806 Blk
Analysis Period: (AM) / PM (Circle One)
Local Time of Day Schedule: — Plan
Local Time of Day Function: — Setting (Blank or Number#)

Signal Settings: —
(i.e. Blank, Plan #1 – Phase Bank 1, Max 1)

Cycle Length: 130 seconds
Offset: 44 seconds

PHASE:	Φ1	Φ2	Φ3	Φ4
				
WALK	0	0	7	
DON'TWALK	0	0	32	
MIN INITIAL	5	16	0	
VEH EXT	2	1	0	
GREEN	25	49	37	
YELLOW	4	4	4	
RED	2	2	3	
SPLIT	31	55	44	

MIAMI-DADE ATMS
SIGNAL DATA SHEET

Signal Asset ID: 4352
Signal Location: NE 167 St & NE 800 Blk
Analysis Period: AM / (PM) (Circle One)
Local Time of Day Schedule: — Plan
Local Time of Day Function: — Setting (Blank or Number#)

Signal Settings: —
(i.e. Blank, Plan #1 – Phase Bank 1, Max 1)

Cycle Length: 150 seconds
Offset: 87 seconds

PHASE:	Φ1	Φ2	Φ3	Φ4
				
WALK	0	0	7	
DON'TWALK	0	0	32	
MIN INITIAL	5	16	0	
VEH EXT	2	1	0	
GREEN	25	69	37	
YELLOW	4	4	4	
RED	2	2	3	
SPLIT	31	75	44	

A4

Coordinator Pattern # 17

Split Pattern	17	TS2 (Pat-Off)	5-2	Splits In	Seconds
Cycle	130	Std (COS)	209	Offsets In	Seconds
Offset Value	44s	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	E-L	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 17)	31	55	0	0	0	86	0	44	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	130s	86s	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				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 18

Split Pattern	18	TS2 (Pat-Off)	5-3	Splits In	Seconds
Cycle	130	Std (COS)	217	Offsets In	Seconds
Offset Value	25s	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	E-L	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 18)	25	61	0	0	0	86	0	44	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	130s	86s	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				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

PA

Coordinator Pattern # 11

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Seconds
Cycle	150	Std (COS)	137	Offsets In	Seconds
Offset Value	87s	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	E-L	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 11)	31	75	0	0	0	106	0	44	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	150s	106s	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				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	130	Std (COS)	145	Offsets In	Seconds
Offset Value	78s	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	E-L	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 12)	27	59	0	0	0	86	0	44	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	130s	86s	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				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

ECONOLITE

4352 - NE 167th St. & NE 800th Blk. - 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	63	00:00
2	7	05:00
3	8	06:00
4	17	07:00 AM
5	14	09:00
6	13	10:00
7	18	14:00
8	11	16:15 PM
9	6	19:00
10	9	20:30
11	23	23:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	63	00:00
2	7	05:00
3	8	06:00
4	17	07:00
5	14	09:00
6	13	10:00
7	18	14:00
8	11	16:15
9	10	19:00
10	9	20:30
11	23	23:00

Day Plan #3 - "3"

Event	Action Plan	Start Time
1	63	00:00
2	1	06:00
3	11	10:00
4	16	20:00
5	6	22:15
6	23	23:00

Day Plan #4 - "4"

Event	Action Plan	Start Time
1	63	00:00
2	1	06:00
3	11	10:00
4	16	20:00
5	23	23:00

TOD Schedule Report

4352 - NE 167th St. & NE 800th Blk.

2070-1C-Econolite Type-Cobalt

2/15/2021, 10:50 AM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
1	E - L	23	1	0	0	5	15	2	30	0	4	2
			2	0	0	5	15	2	25	0	4	2
			3	0	0	5	15	2	25	0	4	2
			4	0	0	0	0	0	0	0	0	0
2	W - T	63	1	0	0	16	40	1	0	0	4	2
			2	0	0	16	40	1	40	0	4	2
			3	0	0	16	40	1	40	0	4	2
			4	0	0	0	0	0	0	0	0	0
6	E - T	86	1	0	0	16	40	1	0	0	4	2
			2	0	0	16	40	1	40	0	4	2
			3	0	0	16	40	1	40	0	4	2
			4	0	0	0	0	0	0	0	0	0
8	S - T	44	1	7	32	0	0	0	0	0	4	3
			2	7	32	0	0	0	0	0	4	3
			3	7	32	0	0	0	0	0	4	3
			4	0	0	0	0	0	0	0	0	0

Schedule (MM) S-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	

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		

MIAMI-DADE ATMS
SIGNAL DATA SHEET

Signal Asset ID: 2003
Signal Location: NE 163 St & NE 10 Ave
Analysis Period: (AM) / PM (Circle One)
Local Time of Day Schedule: = Plan
Local Time of Day Function: = Setting (Blank or Number#)

Signal Settings: —
(i.e. Blank, Plan #1 – Phase Bank 1, Max 1)

Cycle Length: 130 seconds
Offset: 26 seconds

PHASE:	Φ1	Φ2	Φ3	Φ4
				
WALK	0	7	7	
DON'TWALK	0	18	28	
MIN INITIAL	5	7	7	
VEH EXT	2	1	2.5	
GREEN	11	73	25	
YELLOW	4	4	4	
RED	2	3	4	
SPLIT	17	80	33	

MIAMI-DADE ATMS
SIGNAL DATA SHEET

Signal Asset ID: 2003
Signal Location: NE 163 St & NE 10 Av
Analysis Period: AM / (PM) (Circle One)
Local Time of Day Schedule: ~ Plan
Local Time of Day Function: ~ Setting (Blank or Number#)

Signal Settings: ~
(i.e. Blank, Plan #1 – Phase Bank 1, Max 1)

Cycle Length: 150 seconds
Offset: 113 seconds

PHASE:	Φ1	Φ2	Φ3	Φ4
				
WALK	0	7	7	
DON'TWALK	0	18	28	
MIN INITIAL	5	7	7	
VEH EXT	2	1	2.5	
GREEN	17	87	25	
YELLOW	4	4	4	
RED	2	3	4	
SPLIT	23	94	33	

Coordinator Pattern # 17

Split Pattern	17	TS2 (Pat-Off)	5-2	Splits In	Seconds
Cycle	130	Std (COS)	209	Offsets In	Seconds
Offset Value	26s	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	SE-L	NW-T	N	N-T	NW-L	SE-L	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 17)	17	80	0	33	17	80	0	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	130s	130s	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				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 18

Split Pattern	18	TS2 (Pat-Off)	5-3	Splits In	Seconds
Cycle	130	Std (COS)	217	Offsets In	Seconds
Offset Value	62s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	SE-L	NW-T	N	N-T	NW-L	SE-L	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 18)	23	74	0	33	23	74	0	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	130s	130s	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				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

PM

Coordinator Pattern # 11

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Seconds
Cycle	150	Std (COS)	137	Offsets In	Seconds
Offset Value	113s	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	SE-L	NW-T	N	N-T	NW-L	SE-L	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 11)	23	94	0	33	23	94	0	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	150s	150s	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				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	130	Std (COS)	145	Offsets In	Seconds
Offset Value	83s	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	SE-L	NW-T	N	N-T	NW-L	SE-L	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 12)	17	80	0	33	17	80	0	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	130s	130s	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				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

ECONOLITE

2003 - NE 163rd St. & NE 10th Ave - 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	23	00:00	
2	64	01:00	
3	7	05:00	
4	8	06:00	
5	17	07:00	AM
6	14	09:00	
7	13	10:00	
8	18	14:00	
9	11	16:15	PM
10	6	19:00	
11	9	20:30	
12	23	23:00	

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	23	00:00
2	64	01:00
3	1	06:00
4	11	10:00
5	16	20:00
6	6	22:15
7	23	23:00

Day Plan #3 - "3"

Event	Action Plan	Start Time
1	23	00:00
2	64	01:00
3	1	06:00
4	11	10:00
5	16	20:00
6	23	23:00

TOD Schedule Report

2003 - NE 163rd St. & NE 10th Ave

2070 1C-Econolite Type-Cobalt

2/15/2021, 10:50 AM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
1	SE - L	18	1	0	0	5	7	2	16	0	4	2
			2	0	0	5	7	2	10	0	4	2
			3	0	0	5	10	2	0	0	4	2
			4	0	0	0	0	0	0	0	0	0
2	NW - T	79	1	7	18	7	40	1	0	0	4	3
			2	7	18	7	40	1	40	0	4	3
			3	7	18	7	40	1	0	0	4	3
			4	0	0	0	0	0	0	0	0	0
4	N - T	33	1	7	28	7	20	2.5	30	0	4	4
			2	7	28	7	25	2.5	25	0	4	4
			3	7	28	7	30	2.5	0	0	4	4
			4	0	0	0	0	0	0	0	0	0
5	NW - L	18	1	0	0	5	7	2	16	0	4	2
			2	0	0	5	7	2	10	0	4	2
			3	0	0	5	10	2	0	0	4	2
			4	0	0	0	0	0	0	0	0	0
6	SE - L	79	1	7	18	7	40	1	0	0	4	3
			2	7	18	7	40	1	40	0	4	3
			3	7	18	7	40	1	0	0	4	3
			4	0	0	0	0	0	0	0	0	0
8	S - T	33	1	7	28	7	20	2.5	30	0	4	4
			2	7	28	7	25	2.5	25	0	4	4
			3	7	28	7	30	2.5	0	0	4	4
			4	0	0	0	0	0	0	0	0	0

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						

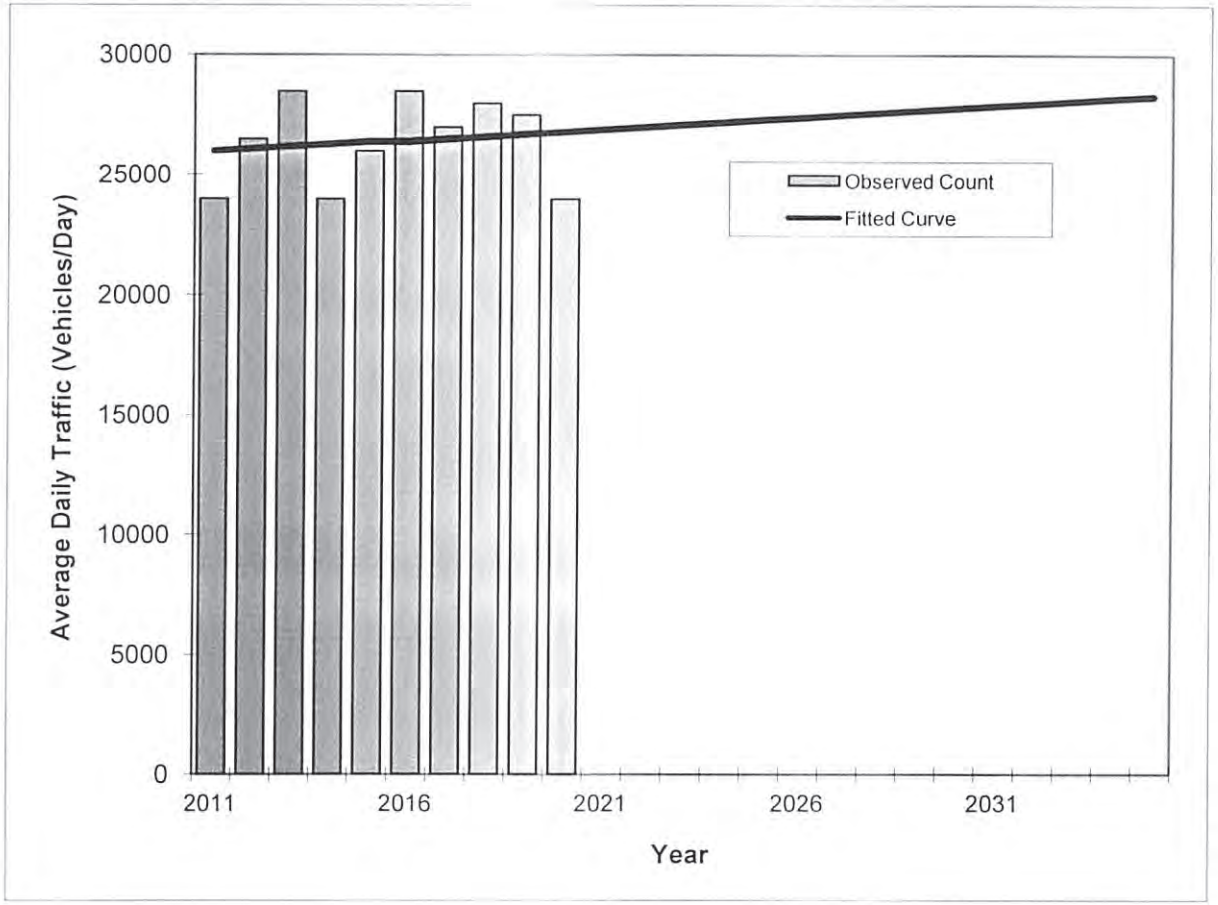
Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Traffic Trends - V03.a

SR 915/NE 6 AV -- 200' S NE 170 ST

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0168
Highway:	SR 915/NE 6 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2011	24000	26000
2012	26500	26100
2013	28500	26200
2014	24000	26300
2015	26000	26400
2016	28500	26400
2017	27000	26500
2018	28000	26600
2019	27500	26700
2020	24000	26800
2021 Opening Year Trend		
2021	N/A	26900
2022 Mid-Year Trend		
2022	N/A	27000
2023 Design Year Trend		
2023	N/A	27100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	97
Trend R-squared:	2.55%
Trend Annual Historic Growth Rate:	0.34%
Trend Growth Rate (2020 to Design Year):	0.37%
Printed:	11-Nov-21

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0168 - SR 915/NE 6 AV, 200' S NE 170 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	24000 C	N 12000	S 12000	9.00	54.20	1.40
2019	27500 C	N 13500	S 14000	9.00	54.60	4.50
2018	28000 C	N 13000	S 15000	9.00	54.30	1.90
2017	27000 C	N 13000	S 14000	9.00	55.00	2.00
2016	28500 C	N 14500	S 14000	9.00	54.50	2.20
2015	26000 C	N 12500	S 13500	9.00	54.70	1.90
2014	24000 C	N 11500	S 12500	9.00	54.50	5.70
2013	28500 C	N 11500	S 17000	9.00	52.40	4.00
2012	26500 C	N 12500	S 14000	9.00	55.70	1.90
2011	24000 C	N 12000	S 12000	9.00	55.10	6.00
2010	26000 C	N 12500	S 13500	8.98	54.08	6.00
2009	28500 C	N 14000	S 14500	8.99	53.24	4.00
2008	29000 C	N 14500	S 14500	9.09	55.75	4.80
2007	30500 C	N 15500	S 15000	8.01	54.34	3.70
2006	30500 C	N 14000	S 16500	7.97	54.22	1.80
2005	28000 C	N 13500	S 14500	8.80	53.80	5.30

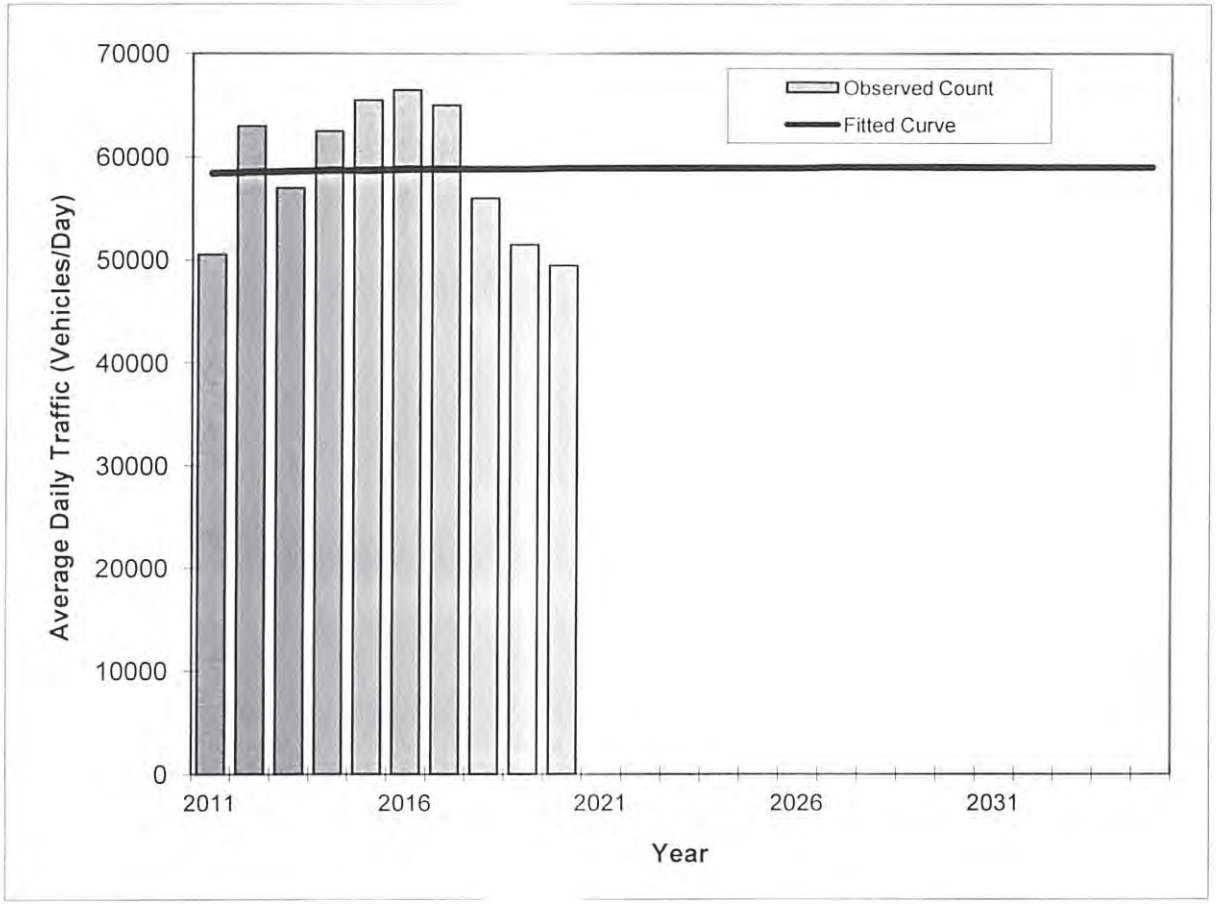
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 826/NE 167 ST -- 200' E N MIAMI AV

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0366
Highway:	SR 826/NE 167 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2011	50500	58400
2012	63000	58500
2013	57000	58600
2014	62500	58700
2015	65500	58700
2016	66500	58800
2017	65000	58800
2018	56000	58800
2019	51500	58800
2020	49500	58900
2021 Opening Year Trend		
2021	N/A	58900
2022 Mid-Year Trend		
2022	N/A	58900
2023 Design Year Trend		
2023	N/A	58900
TRANPLAN Forecasts/Trends		

Trend R-squared:	0.05%
Compounded Annual Historic Growth Rate:	0.09%
Compounded Growth Rate (2020 to Design Year):	0.00%
Printed:	11-Nov-21

Decaying Exponential Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0366 - SR 826/NE 167 ST, 200' E N MIAMI AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	49500 C	E 25000	W 24500	9.00	54.20	3.60
2019	51500 C	E 26000	W 25500	9.00	54.60	4.70
2018	56000 C	E 24500	W 31500	9.00	54.30	7.90
2017	65000 C	E 33000	W 32000	9.00	55.00	3.80
2016	66500 C	E 33500	W 33000	9.00	54.50	3.80
2015	65500 C	E 32500	W 33000	9.00	54.70	3.70
2014	62500 C	E 32000	W 30500	9.00	54.50	5.20
2013	57000 C	E 26500	W 30500	9.00	52.40	4.50
2012	63000 C	E 31000	W 32000	9.00	55.70	2.80
2011	50500 C	E 24500	W 26000	9.00	55.10	2.50
2010	63500 C	E 31500	W 32000	8.98	54.08	2.50
2009	61500 C	E 30500	W 31000	8.99	53.24	3.30
2008	64500 C	E 32000	W 32500	9.09	55.75	3.80
2007	68000 C	E 34000	W 34000	8.01	54.34	3.40
2006	49500 C	E 25500	W 24000	7.97	54.22	11.30
2005	62000 C	E 30000	W 32000	8.80	53.80	5.40

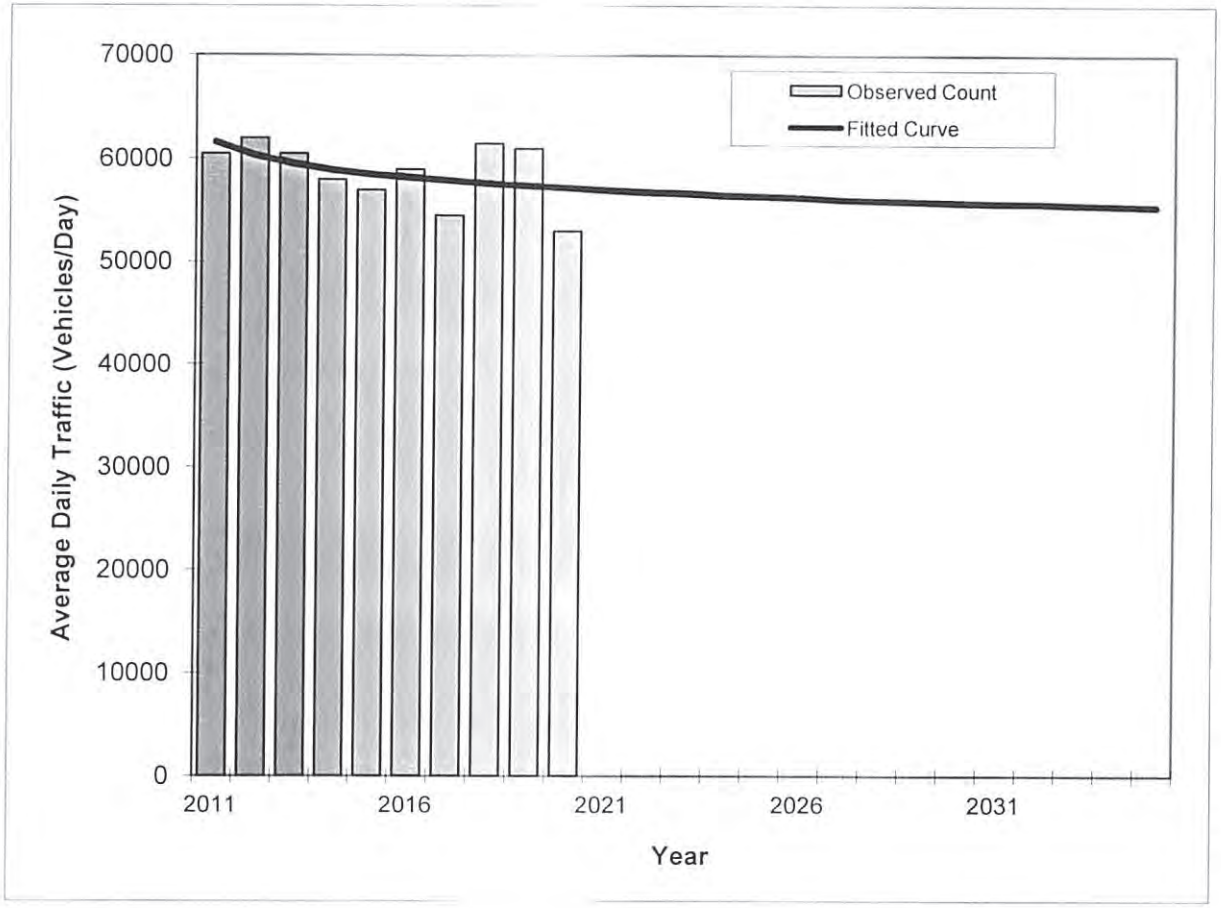
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 826/NE 167 ST -- 200' W NE 10 AV

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	5229
Highway:	SR 826/NE 167 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2011	60500	61600
2012	62000	60300
2013	60500	59500
2014	58000	58900
2015	57000	58500
2016	59000	58200
2017	54500	57900
2018	61500	57600
2019	61000	57400
2020	53000	57200
2021 Opening Year Trend		
2021	N/A	57000
2022 Mid-Year Trend		
2022	N/A	56800
2023 Design Year Trend		
2023	N/A	56700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	21.38%
Compounded Annual Historic Growth Rate:	-0.82%
Compounded Growth Rate (2020 to Design Year):	-0.29%
Printed:	11-Nov-21

Decaying Exponential Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 5229 - SR 826/NE 167 ST, 200' W NE 10 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	53000 C	E 27500	W 25500	9.00	54.20	4.30
2019	61000 C	E 32000	W 29000	9.00	54.60	3.20
2018	61500 C	E 29500	W 32000	9.00	54.30	4.70
2017	54500 C	E 26500	W 28000	9.00	55.00	9.70
2016	59000 C	E 31000	W 28000	9.00	54.50	4.20
2015	57000 C	E 26500	W 30500	9.00	54.70	7.10
2014	58000 C	E 30000	W 28000	9.00	54.50	4.50
2013	60500 C	E 31000	W 29500	9.00	52.40	3.60
2012	62000 C	E 31500	W 30500	9.00	55.70	3.60
2011	60500 C	E 30500	W 30000	9.00	55.10	3.60
2010	59000 C	E 31000	W 28000	8.98	54.08	3.60
2009	57000 C	E 29000	W 28000	8.99	53.24	3.30
2008	56000 C	E 28500	W 27500	9.09	55.75	3.60
2007	56500 C	E 28500	W 28000	8.01	54.34	3.20
2006	57500 C	E 30000	W 27500	7.97	54.22	5.10
2005	56000 C	E 28500	W 27500	8.80	53.80	5.50

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

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.03	1.06
2	01/06/2019 - 01/12/2019	1.02	1.05
3	01/13/2019 - 01/19/2019	1.01	1.04
4	01/20/2019 - 01/26/2019	1.00	1.03
* 5	01/27/2019 - 02/02/2019	0.98	1.01
* 6	02/03/2019 - 02/09/2019	0.97	1.00
* 7	02/10/2019 - 02/16/2019	0.96	0.99
* 8	02/17/2019 - 02/23/2019	0.96	0.99
* 9	02/24/2019 - 03/02/2019	0.96	0.99
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.97	1.00
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.98	1.01
*16	04/14/2019 - 04/20/2019	0.98	1.01
*17	04/21/2019 - 04/27/2019	0.98	1.01
18	04/28/2019 - 05/04/2019	0.99	1.02
19	05/05/2019 - 05/11/2019	0.99	1.02
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.00	1.03
22	05/26/2019 - 06/01/2019	1.01	1.04
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.02	1.05
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.03	1.06
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.02	1.05
34	08/18/2019 - 08/24/2019	1.02	1.05
35	08/25/2019 - 08/31/2019	1.02	1.05
36	09/01/2019 - 09/07/2019	1.03	1.06
37	09/08/2019 - 09/14/2019	1.03	1.06
38	09/15/2019 - 09/21/2019	1.03	1.06
39	09/22/2019 - 09/28/2019	1.02	1.05
40	09/29/2019 - 10/05/2019	1.01	1.04
41	10/06/2019 - 10/12/2019	1.00	1.03
42	10/13/2019 - 10/19/2019	0.99	1.02
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.01	1.04
46	11/10/2019 - 11/16/2019	1.01	1.04
47	11/17/2019 - 11/23/2019	1.02	1.05
48	11/24/2019 - 11/30/2019	1.02	1.05
49	12/01/2019 - 12/07/2019	1.02	1.05
50	12/08/2019 - 12/14/2019	1.03	1.06
51	12/15/2019 - 12/21/2019	1.03	1.06
52	12/22/2019 - 12/28/2019	1.02	1.05
53	12/29/2019 - 12/31/2019	1.01	1.04

* PEAK SEASON

Appendix D: Traffic Counts (TMC's) & Committed Development

TABLE: A5

INTERSECTION APPROACH VOLUMES - AM PEAK

Project Name: 851 NE 167 Street

INTERSECTION NO.	1 INTERSECTION NAME	2 APPROACH	3 MOVEMENT	4 AM PEAK HOUR COUNT	5 DATE OF COUNT	6 PHF	7 SF	8 AM PEAK SEASONALLY ADJUSTED (EXISTING)	9 BACKGROUND TRAFFIC GROWTH @ 1.0% FOR ESTIMATING 2023 VOLUMES	10 COMMITTED TRIPS	11 PROPOSED FUTURE TRAFFIC W/O PROJECT (2023)	12 SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	13 PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2023)
1	NE 167 Street (SR 826) & NE 6 Avenue (SR 915)	SOUTHBOUND	SBR	80	Tuesday, November 02, 2021	0.921	1.00	80	2	0	82	0	82
			SBT	519			1.00	519	10	0	529	0	529
			SBL	242			1.00	242	5	2	249	12	261
			TOTAL	**841**				**841**	**17**	**2**	**860**	**12**	**872**
		WESTBOUND	WBR	129			1.00	129	3	1	133	7	140
			WBT	1,411			1.00	1,411	28	9	1,448	13	1,461
			WBL	88			1.00	88	2	4	94	4	98
			TOTAL	**1,628**				**1,628**	**33**	**14**	**1,675**	**24**	**1,699**
		NORTHBOUND	NBR	81			1.00	81	2	5	88	7	95
			NBT	331			1.00	331	7	0	338	0	338
			NBL	110			1.00	110	2	0	112	0	112
			TOTAL	**522**				**522**	**10**	**5**	**537**	**7**	**544**
		EASTBOUND	EBR	70			1.00	70	1	0	71	0	71
			EBT	1,652			1.00	1,652	33	12	1,697	24	1,721
			EBL	71			1.00	71	1	0	72	0	72
			EBU	2			1.00	2	0	0	2	0	2
			TOTAL	1,795				**1,795**	**36**	**12**	**1,843**	**24**	**1,867**
	TOTAL			***4,786***				***4,786***	***96***	***33***	***4,915***	***67***	***4,982***
2	NE 167 Street (SR 826) & NE 8 Avenue	SOUTHBOUND	SBR	45	Tuesday, November 02, 2021	0.984	1.00	45	1	0	46	24	70
			SBT	97			1.00	97	2	5	104	7	111
			SBL	207			1.00	207	4	2	213	21	234
			TOTAL	**349**				**349**	**7**	**7**	**363**	**52**	**415**
		WESTBOUND	WBR	35			1.00	35	1	0	36	35	71
			WBT	1,601			1.00	1,601	32	0	1,633	0	1,633
			WBL	46			1.00	46	1	9	56	0	56
			TOTAL	**1,682**				**1,682**	**34**	**9**	**1,725**	**35**	**1,760**
		NORTHBOUND	NBR	53			1.00	53	1	7	61	0	61
			NBT	68			1.00	68	1	5	74	12	86
			NBL	82			1.00	82	2	14	98	0	98
			TOTAL	**203**				**203**	**4**	**26**	**233**	**12**	**245**
		EASTBOUND	EBR	16			1.00	16	0	13	29	0	29
			EBT	1,884			1.00	1,884	38	6	1,928	0	1,928
			EBL	42			1.00	42	1	0	43	43	86
			TOTAL	1,942				**1,942**	**39**	**19**	**2,000**	**43**	**2,043**
	TOTAL			***4,176***				***4,176***	***84***	***61***	***4,321***	***142***	***4,463***

TABLE: A5

INTERSECTION APPROACH VOLUMES - AM PEAK

Project Name: 851 NE 167 Street

INTERSECTION NO.	1 INTERSECTION NAME	2 APPROACH	3 MOVEMENT	4 AM PEAK HOUR COUNT	5 DATE OF COUNT	6 PHF	7 SF	8 AM PEAK SEASONALLY ADJUSTED (EXISTING)	9 BACKGROUND TRAFFIC GROWTH @ 1.0% FOR ESTIMATING 2023 VOLUMES	10 COMMITTED TRIPS	11 PROPOSED FUTURE TRAFFIC W/O PROJECT (2023)	12 SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	13 PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2023)
3	NE 167 Street (SR 826) & NE 800 Block	SOUTHBOUND	SBR	197	Tuesday, November 02, 2021	0.979	1.00	197	4	4	205	0	205
			SBT	0			1.00	0	0	0	0	0	0
			SBL	0			1.00	0	0	0	0	0	0
			TOTAL	**197**				**197**	**4**	**4**	**205**	**0**	**205**
		WESTBOUND	WBR	29			1.00	29	1	0	30	0	30
			WBT	1,489			1.00	1,489	30	5	1,524	35	1,559
			WBL	0			1.00	0	0	0	0	0	0
			TOTAL	**1,518**				**1,518**	**31**	**5**	**1,554**	**35**	**1,589**
		NORTHBOUND	NBR	0			1.00	0	0	0	0	0	0
			NBT	0			1.00	0	0	0	0	0	0
			NBL	0			1.00	0	0	0	0	0	0
			TOTAL	**0**				**0**	**0**	**0**	**0**	**0**	**0**
		EASTBOUND	EBR	0			1.00	0	0	0	0	0	0
			EBT	2,035			1.00	2,035	41	4	2,080	21	2,101
			EBL	123			1.00	123	2	3	128	0	128
			TOTAL	2,158				2,158	43	7	2,208	21	2,229
	TOTAL			***3,873***				***3,873***	***78***	***16***	***3,967***	***56***	***4,023***
4	NE 167 Street/ NE 163 Street (SR 826) & NE 10 Avenue	SOUTHBOUND	SBR	11	Tuesday, November 02, 2021	0.974	1.00	11	0	0	11	11	22
			SBT	184			1.00	184	4	8	196	0	196
			SBL	106			1.00	106	2	0	108	0	108
			TOTAL	**301**				**301**	**6**	**8**	**315**	**11**	**326**
		WESTBOUND	WBR	13			1.00	13	0	0	13	0	13
			WBT	1,422			1.00	1,422	29	5	1,456	16	1,472
			WBL	56			1.00	56	1	5	62	0	62
			TOTAL	**1,491**				**1,491**	**30**	**10**	**1,531**	**16**	**1,547**
		NORTHBOUND	NBR	46			1.00	46	1	4	51	0	51
			NBT	150			1.00	150	3	6	159	0	159
			NBL	83			1.00	83	2	0	85	8	93
			TOTAL	**279**				**279**	**6**	**10**	**295**	**8**	**303**
		EASTBOUND	EBR	62			1.00	62	1	0	63	5	68
			EBT	1,871			1.00	1,871	38	4	1,913	10	1,923
			EBL	37			1.00	37	1	0	38	6	44
			EBU	6			1.00	6	0	0	6	0	6
			TOTAL	1,976				1,976	40	4	2,020	21	2,041
	TOTAL			***4,047***				***4,047***	***81***	***32***	***4,160***	***56***	***4,216***

TABLE: A5

INTERSECTION APPROACH VOLUMES - AM PEAK

Project Name: 851 NE 167 Street

INTERSECTION NO.	1 INTERSECTION NAME	2 APPROACH	3 MOVEMENT	4 AM PEAK HOUR COUNT	5 DATE OF COUNT	6 PHF	7 SF	8 AM PEAK SEASONALLY ADJUSTED (EXISTING)	9 BACKGROUND TRAFFIC GROWTH @ 1.0% FOR ESTIMATING 2023 VOLUMES	10 COMMITTED TRIPS	11 PROPOSED FUTURE TRAFFIC W/O PROJECT (2023)	12 SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	13 PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2023)
5	NE 6 Avenue (SR 915) & NE 170 Street	SOUTHBOUND	SBR	3	Tuesday, November 02, 2021	0.990	1.00	3	0	0	3	0	3
			SBT	852			1.00	852	17	2	871	12	883
			SBL	369			1.00	369	7	0	376	0	376
			TOTAL	**1,224**				**1,224**	**25**	**2**	**1,251**	**12**	**1,263**
		WESTBOUND	WBR	187			1.00	187	4	0	191	0	191
			WBT	3			1.00	3	0	0	3	0	3
			WBL	35			1.00	35	1	0	36	0	36
			TOTAL	**225**				**225**	**5**	**0**	**230**	**0**	**230**
		NORTHBOUND	NBR	56			1.00	56	1	0	57	0	57
			NBT	489			1.00	489	10	1	500	7	507
			NBL	1			1.00	1	0	0	1	0	1
			TOTAL	**546**				**546**	**11**	**1**	**558**	**7**	**565**
		EASTBOUND	EBR	2			1.00	2	0	0	2	0	2
			EBT	3			1.00	3	0	0	3	0	3
			EBL	0			1.00	0	0	0	0	0	0
			TOTAL	**5**				**5**	**0**	**0**	**5**	**0**	**5**
	TOTAL			***2,000***				***2,000***	***40***	***3***	***2,043***	***19***	***2,062***
6	NE 6 Avenue (SR 915) & NE 172 Street	SOUTHBOUND	SBR	6	Tuesday, November 02, 2021	0.994	1.00	6	0	0	6	0	6
			SBT	1,211			1.00	1,211	24	2	1,237	12	1,249
			SBL	0			1.00	0	0	0	0	0	0
			TOTAL	**1,217**				**1,217**	**24**	**2**	**1,243**	**12**	**1,255**
		WESTBOUND	WBR	0			1.00	0	0	0	0	0	0
			WBT	0			1.00	0	0	0	0	0	0
			WBL	0			1.00	0	0	0	0	0	0
			TOTAL	**0**				**0**	**0**	**0**	**0**	**0**	**0**
		NORTHBOUND	NBR	0			1.00	0	0	0	0	0	0
			NBT	683			1.00	683	14	1	698	7	705
			NBL	0			1.00	0	0	0	0	0	0
			TOTAL	**683**				**683**	**14**	**1**	**698**	**7**	**705**
		EASTBOUND	EBR	8			1.00	8	0	0	8	0	8
			EBT	0			1.00	0	0	0	0	0	0
			EBL	0			1.00	0	0	0	0	0	0
			TOTAL	**8**				**8**	**0**	**0**	**8**	**0**	**8**
	TOTAL			***1,908***				***1,908***	***38***	***3***	***1,949***	***19***	***1,968***

Notes:

1 Intersection Name
2 Intersection Approach
3 Intersection Approach Movement
4 Raw Data
5 Date of Count
6 Peak Hour Factor
7 Seasonal Factor (SF) obtained from FDOT
8 Seasonally Adjusted TMC = Count * SF (Existing Condition).
9 A 1.0 percent background growth was utilized with a project build-out of 2023.
10 Committed Development Trips
11 Proposed Traffic w/o Project = Seasonally Adjusted TMC + Backgound Traffic + Committed Trips
12 Project Net New Trips
13 Proposed Traffic with Project = Net Traffic w/o Project + Site Traffic

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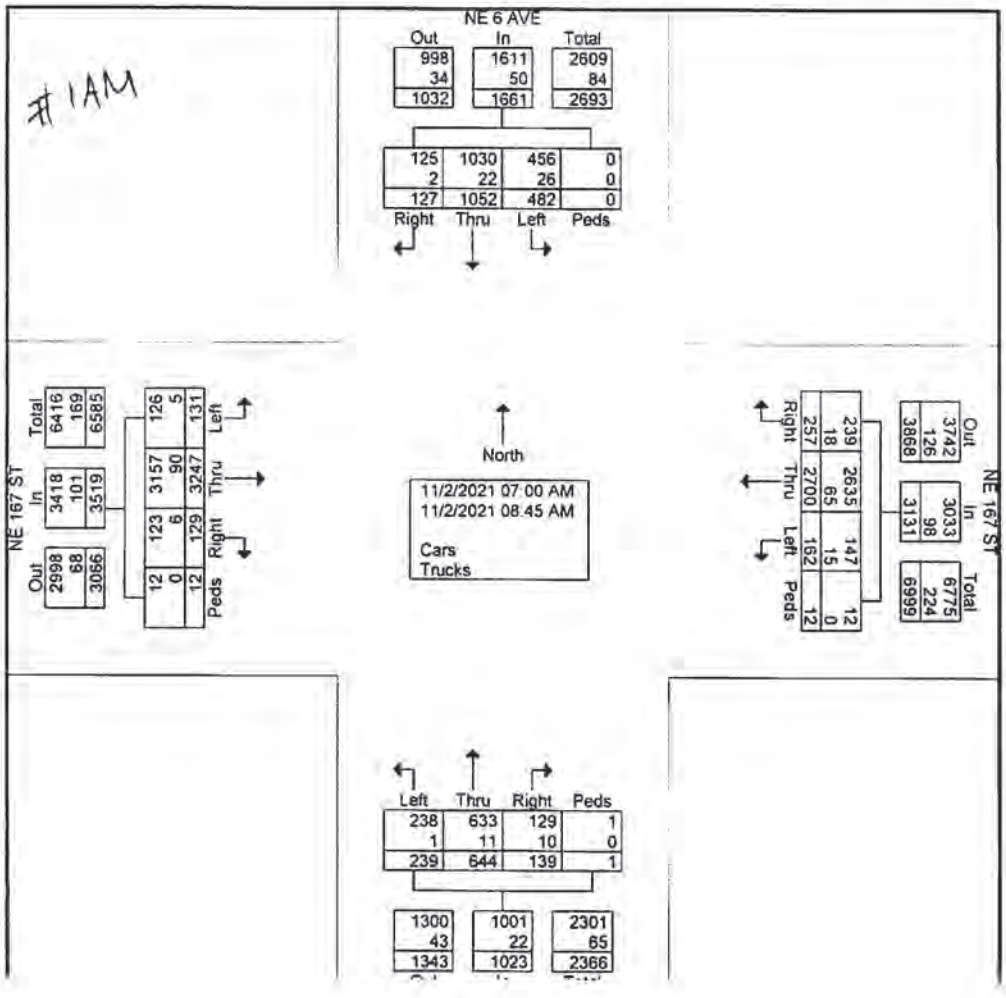
File Name : NE 6 Ave_NE 167 St_AM
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Cars - Trucks

	NE 6 AVE Southbound					NE 167 ST Westbound					NE 6 AVE Northbound					NE 167 ST Eastbound						
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turns	Peds	App Total	Int. Total
07:00 AM	10	118	58	0	186	19	260	20	1	300	11	64	43	0	118	23	407	15	0	1	446	1050
07:15 AM	5	126	54	0	185	29	380	16	0	425	17	72	29	0	118	10	375	21	1	1	408	1136
07:30 AM	16	147	68	0	231	40	341	15	2	398	12	98	26	0	136	10	419	10	0	0	439	1204
07:45 AM	16	142	60	0	218	40	308	23	3	374	18	79	31	0	128	16	394	14	2	2	428	1148
Total	47	533	240	0	820	128	1289	74	6	1497	58	313	129	0	500	59	1595	60	3	4	1721	4538
08:00 AM	17	125	64	0	206	32	323	21	1	377	11	84	33	1	129	7	350	22	1	2	382	1094
08:15 AM	15	119	56	0	190	31	360	22	0	413	18	90	21	0	129	21	480	19	1	1	522	1254
08:30 AM	25	155	74	0	254	24	294	25	5	348	28	84	25	0	137	18	371	18	0	0	407	1146
08:45 AM	23	120	48	0	191	42	434	20	0	496	24	73	31	0	128	24	451	12	0	0	487	1302
Total	80	519	242	0	841	129	1411	88	6	1634	81	331	110	1	523	70	1652	71	2	3	1798	4796
Grand Total	127	1052	482	0	1661	257	2700	162	12	3131	139	644	239	1	1023	129	3247	131	5	7	3519	9334
Apprch %	7.6	63.3	29	0		8.2	86.2	5.2	0.4		13.6	63	23.4	0.1		3.7	92.3	3.7	0.1	0.2		
Total %	1.4	11.3	5.2	0	17.8	2.8	28.9	1.7	0.1	33.5	1.5	6.9	2.6	0	11	1.4	34.8	1.4	0.1	0.1	37.7	
Cars	125	1030	456	0	1611	239	2635	147	12	3033	129	633	238	1	1001	123	3157	126	5	7	3418	9063
% Cars	98.4	97.9	94.6	0	97	93	97.6	90.7	100	96.9	92.8	98.3	99.6	100	97.8	95.3	97.2	96.2	100	100	97.1	97.1
Trucks	2	22	26	0	50	18	65	15	0	98	10	11	1	0	22	6	90	5	0	0	101	271
% Trucks	1.6	2.1	5.4	0	3	7	2.4	9.3	0	3.1	7.2	1.7	0.4	0	2.2	4.7	2.8	3.8	0	0	2.9	2.9



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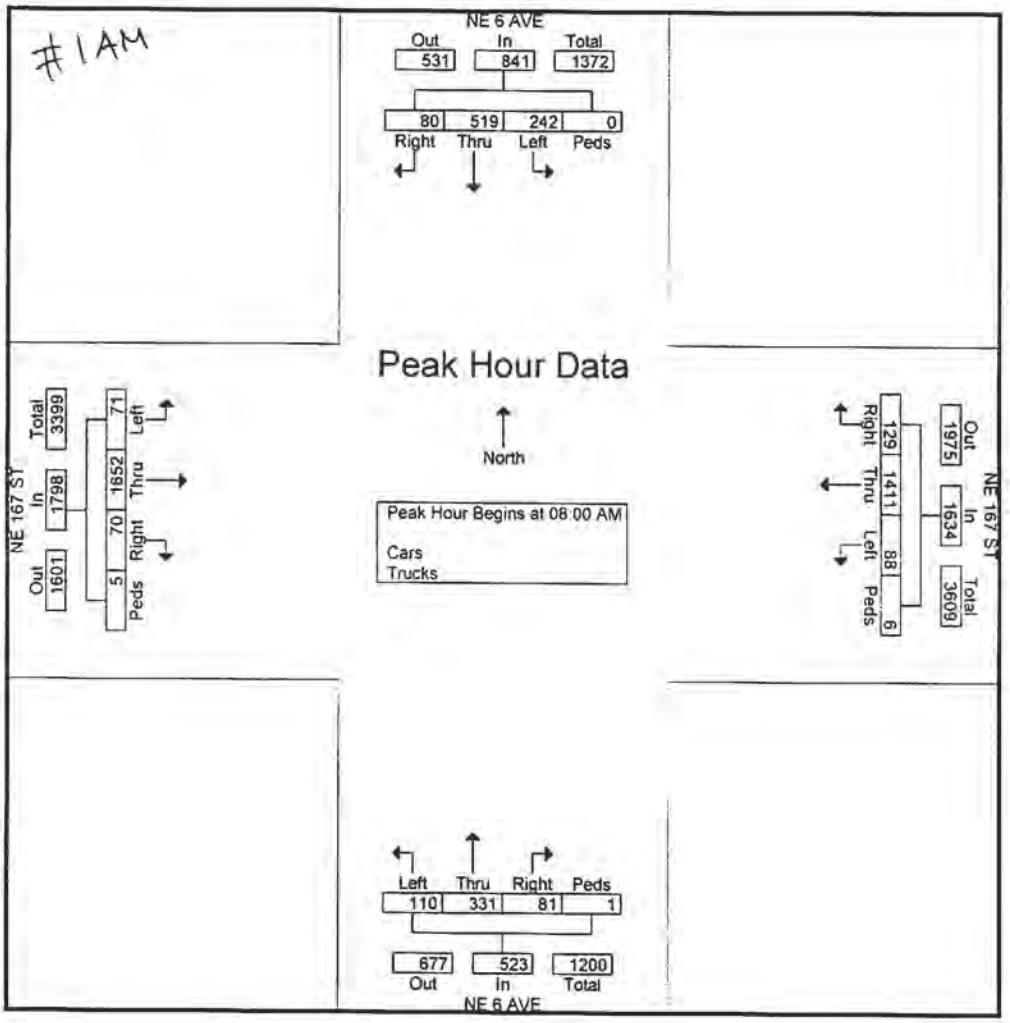
	NE 6 AVE Southbound					NE 167 ST Westbound					NE 6 AVE Northbound					NE 167 ST Eastbound						
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turns	Peds	App Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	17	125	64	0	206	32	323	21	1	377	11	84	**33**	**1**	129	7	350	**22**	**1**	**2**	382	1094
08:15 AM	15	119	56	0	190	31	360	22	0	413	18	**90**	21	0	129	21	**480**	19	1	1	**522**	1254
08:30 AM	**25**	**155**	**74**	0	**254**	24	294	**25**	**5**	348	**28**	84	25	0	**137**	18	371	18	0	0	407	1146
08:45 AM	23	120	48	0	191	**42**	**434**	20	0	**496**	24	73	31	0	128	**24**	451	12	0	0	487	**1302**
Total Volume	80	519	242	0	841	129	1411	88	6	1634	81	331	110	1	523	70	1652	71	2	3	1798	4796
% App. Total	9.5	61.7	28.8	0		7.9	86.4	5.4	0.4		15.5	63.3	21	0.2		3.9	91.9	3.9	0.1	0.2		
PHF	.800	.837	.818	.000	.828	.768	.813	.880	.300	.824	.723	.919	.833	.250	.954	.729	.860	.807	.500	.375	.861	.921



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Groups Printed- Cars - Trucks

	NE 8 AVE Southbound					NE 167 ST Westbound					NE 8 AVE Northbound					NE 167 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	9	7	22	0	38	11	259	10	2	282	8	10	11	0	29	6	445	6	2	459	808
07:15 AM	13	11	28	0	52	12	408	8	0	428	6	16	20	0	42	6	415	7	2	430	952
07:30 AM	6	19	42	0	67	4	390	7	0	401	5	17	26	0	48	5	508	3	0	516	1032
07:45 AM	14	22	51	0	87	9	379	9	0	397	16	19	19	0	54	4	454	7	0	465	1003
Total	42	59	143	0	244	36	1436	34	2	1508	35	62	76	0	173	21	1822	23	4	1870	3795
08:00 AM	13	17	49	0	79	13	392	10	2	417	14	19	22	0	55	3	450	9	0	462	1013
08:15 AM	10	33	52	0	95	6	374	14	0	394	17	14	18	0	49	5	504	8	1	518	1056
08:30 AM	9	24	55	0	88	8	413	10	0	431	11	21	19	0	51	5	460	13	1	479	1049
08:45 AM	13	23	51	0	87	8	422	12	0	442	11	14	23	0	48	3	470	12	0	485	1062
Total	45	97	207	0	349	35	1601	46	2	1684	53	68	82	0	203	16	1884	42	2	1944	4180
Grand Total	87	156	350	0	593	71	3037	80	4	3192	88	130	158	0	376	37	3706	65	6	3814	7975
Apprch %	14.7	26.3	59	0		2.2	95.1	2.5	0.1		23.4	34.6	42	0		1	97.2	1.7	0.2		
Total %	1.1	2	4.4	0	7.4	0.9	38.1	1	0.1	40	1.1	1.6	2	0	4.7	0.5	46.5	0.8	0.1	47.8	
Cars	87	154	346	0	587	71	2984	80	4	3139	85	127	152	0	364	33	3567	65	6	3671	7761
% Cars	100	98.7	98.9	0	99	100	98.3	100	100	98.3	96.6	97.7	96.2	0	96.8	89.2	96.2	100	100	96.3	97.3
Trucks	0	2	4	0	6	0	53	0	0	53	3	3	6	0	12	4	139	0	0	143	214
% Trucks	0	1.3	1.1	0	1	0	1.7	0	0	1.7	3.4	2.3	3.8	0	3.2	10.8	3.8	0	0	3.7	2.7

#2 AM

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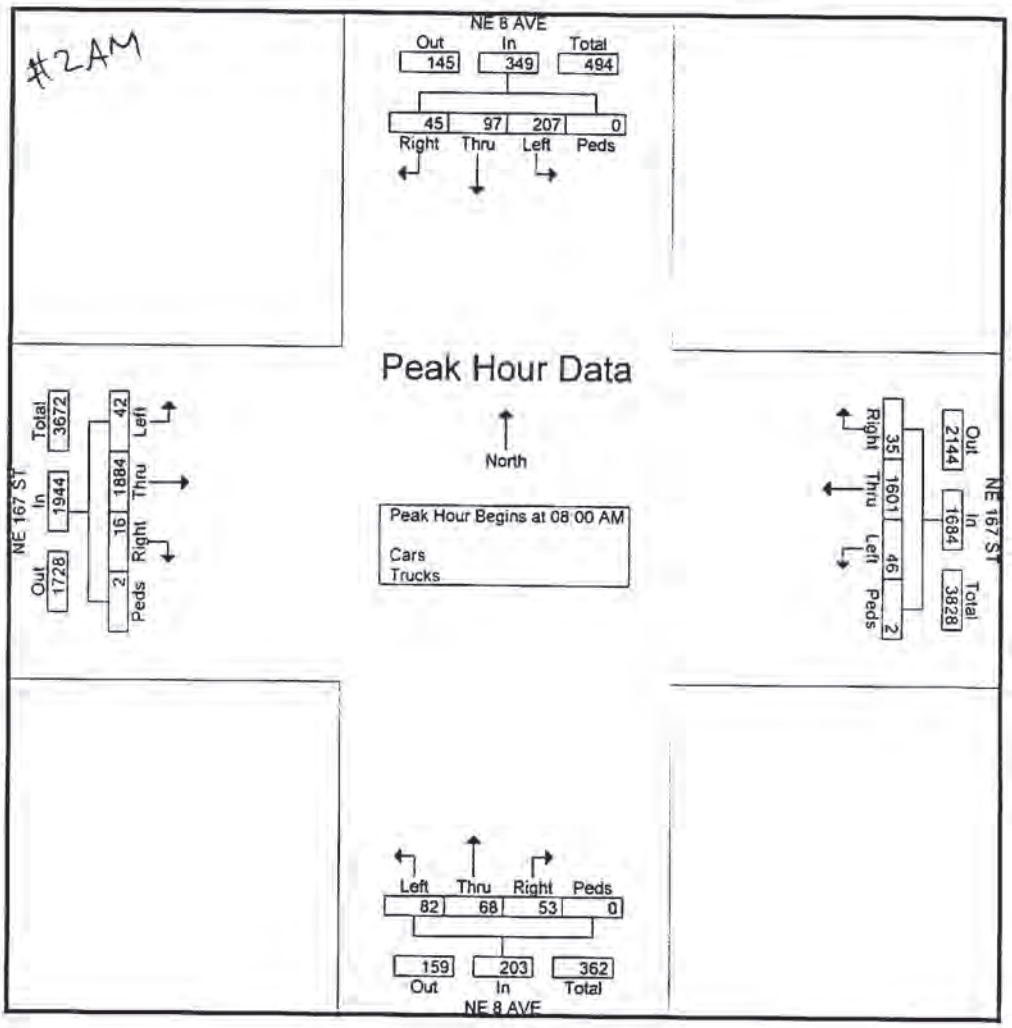
	NE 8 AVE Southbound					NE 167 ST Westbound					NE 8 AVE Northbound					NE 167 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**13**	17	49	0	79	**13**	392	10	**2**	417	14	19	22	0	**55**	3	450	9	0	462	1013
08:15 AM	10	**33**	52	0	**95**	6	374	**14**	0	394	**17**	14	18	0	49	**5**	**504**	8	**1**	**518**	1056
08:30 AM	9	24	**55**	0	88	8	413	10	0	431	11	**21**	19	0	51	5	460	**13**	1	479	1049
08:45 AM	13	23	51	0	87	8	**422**	12	0	**442**	11	14	**23**	0	48	3	470	12	0	485	**1062**
Total Volume	45	97	207	0	349	35	1601	46	2	1684	53	68	82	0	203	16	1884	42	2	1944	4180
% App. Total	12.9	27.8	59.3	0		2.1	95.1	2.7	0.1		26.1	33.5	40.4	0		0.8	96.9	2.2	0.1		
PHF	.865	.735	.941	.000	.918	.673	.948	.821	.250	.952	.779	.810	.891	.000	.923	.800	.935	.808	.500	.938	.984



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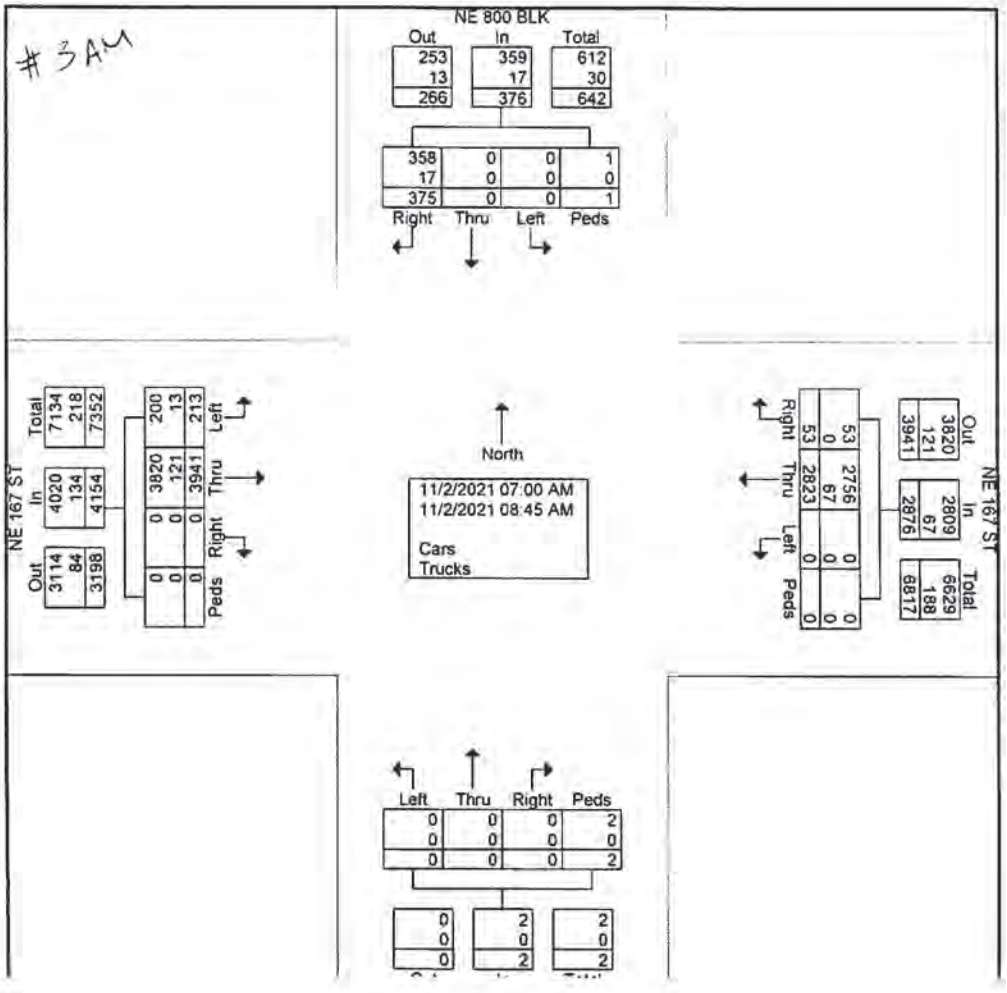
File Name : NE 800 Blk_NE 167 St_AM
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Cars - Trucks

	NE 800 BLK Southbound					NE 167 ST Westbound					NE 800 BLK Northbound					NE 167 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int. Total
07:00 AM	34	0	0	0	34	5	247	0	0	252	0	0	0	1	1	0	436	36	0	472	759
07:15 AM	53	0	0	0	53	6	376	0	0	382	0	0	0	0	0	0	424	21	0	445	880
07:30 AM	41	0	0	1	42	8	363	0	0	371	0	0	0	0	0	0	540	14	0	554	967
07:45 AM	50	0	0	0	50	5	348	0	0	353	0	0	0	0	0	0	506	19	0	525	928
Total	178	0	0	1	179	24	1334	0	0	1358	0	0	0	1	1	0	1906	90	0	1996	3534
08:00 AM	52	0	0	0	52	5	365	0	0	370	0	0	0	0	0	0	488	30	0	518	940
08:15 AM	45	0	0	0	45	7	353	0	0	360	0	0	0	1	1	0	549	27	0	576	982
08:30 AM	48	0	0	0	48	5	383	0	0	388	0	0	0	0	0	0	491	36	0	527	963
08:45 AM	52	0	0	0	52	12	388	0	0	400	0	0	0	0	0	0	507	30	0	537	989
Total	197	0	0	0	197	29	1489	0	0	1518	0	0	0	1	1	0	2035	123	0	2158	3874
Grand Total	375	0	0	1	376	53	2823	0	0	2876	0	0	0	2	2	0	3941	213	0	4154	7408
Apprch %	99.7	0	0	0.3		1.8	98.2	0	0		0	0	0	100		0	94.9	5.1	0		
Total %	5.1	0	0	0	5.1	0.7	38.1	0	0	38.8	0	0	0	0	0	0	53.2	2.9	0	56.1	
Cars	358	0	0	1	359	53	2756	0	0	2809	0	0	0	2	2	0	3820	200	0	4020	7190
% Cars	95.5	0	0	100	95.5	100	97.6	0	0	97.7	0	0	0	100	100	0	96.9	93.9	0	96.8	97.1
Trucks	17	0	0	0	17	0	67	0	0	67	0	0	0	0	0	0	121	13	0	134	218
% Trucks	4.5	0	0	0	4.5	0	2.4	0	0	2.3	0	0	0	0	0	0	3.1	6.1	0	3.2	2.9



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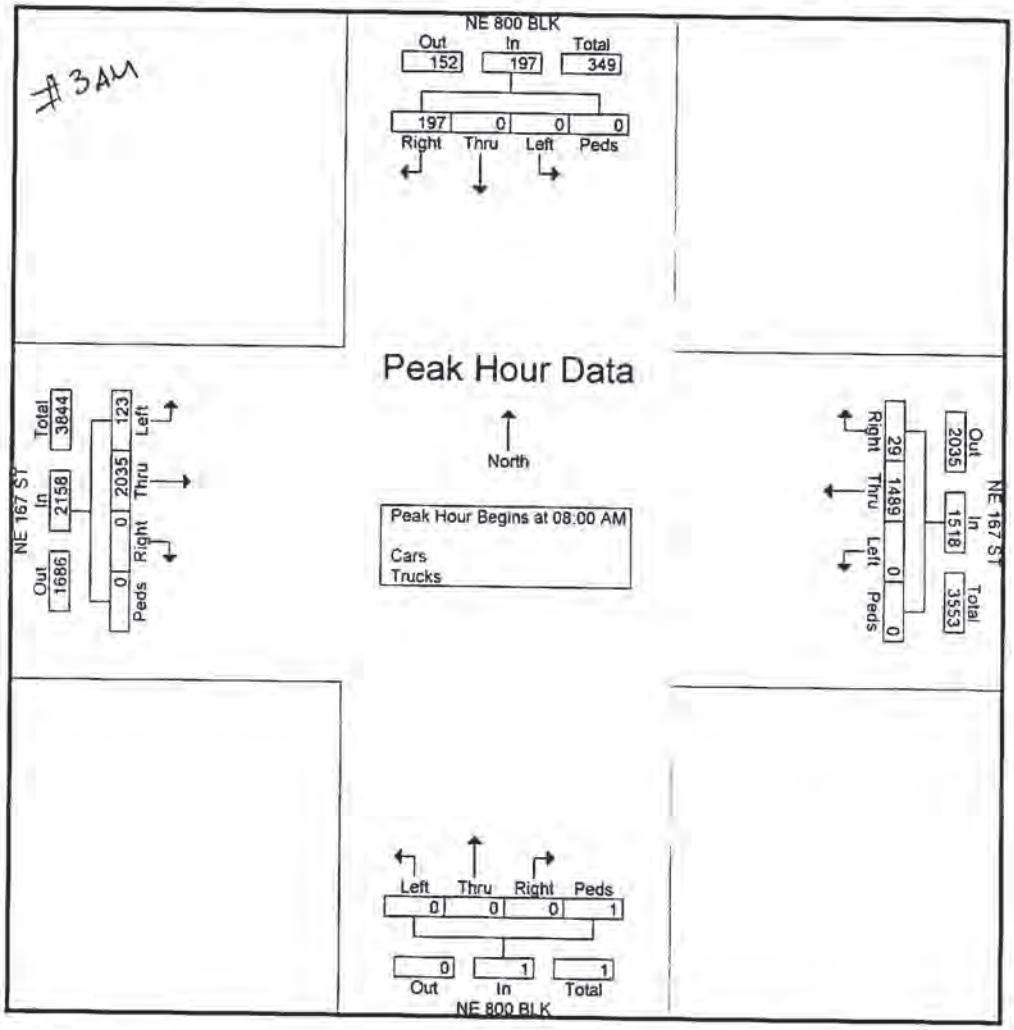
File Name : NE 800 Blk_NE 167 St_AM
Site Code : 00000000
Start Date : 11/2/2021
Page No : 2

	NE 800 BLK Southbound					NE 167 ST Westbound					NE 800 BLK Northbound					NE 167 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**52**	0	0	0	**52**	5	365	0	0	370	0	0	0	0	0	0	488	30	0	518	940
08:15 AM	45	0	0	0	45	7	353	0	0	360	0	0	0	**1**	**1**	0	**549**	27	0	**576**	982
08:30 AM	48	0	0	0	48	5	383	0	0	388	0	0	0	0	0	0	491	**36**	0	527	963
08:45 AM	52	0	0	0	52	**12**	**388**	0	0	**400**	0	0	0	0	0	0	507	30	0	537	**989**
Total Volume	197	0	0	0	197	29	1489	0	0	1518	0	0	0	1	1	0	2035	123	0	2158	3874
% App. Total	100	0	0	0		1.9	98.1	0	0		0	0	0	100		0	94.3	5.7	0		
PHF	.947	.000	.000	.000	.947	.604	.959	.000	.000	.949	.000	.000	.000	.250	.250	.000	.927	.854	.000	.937	.979



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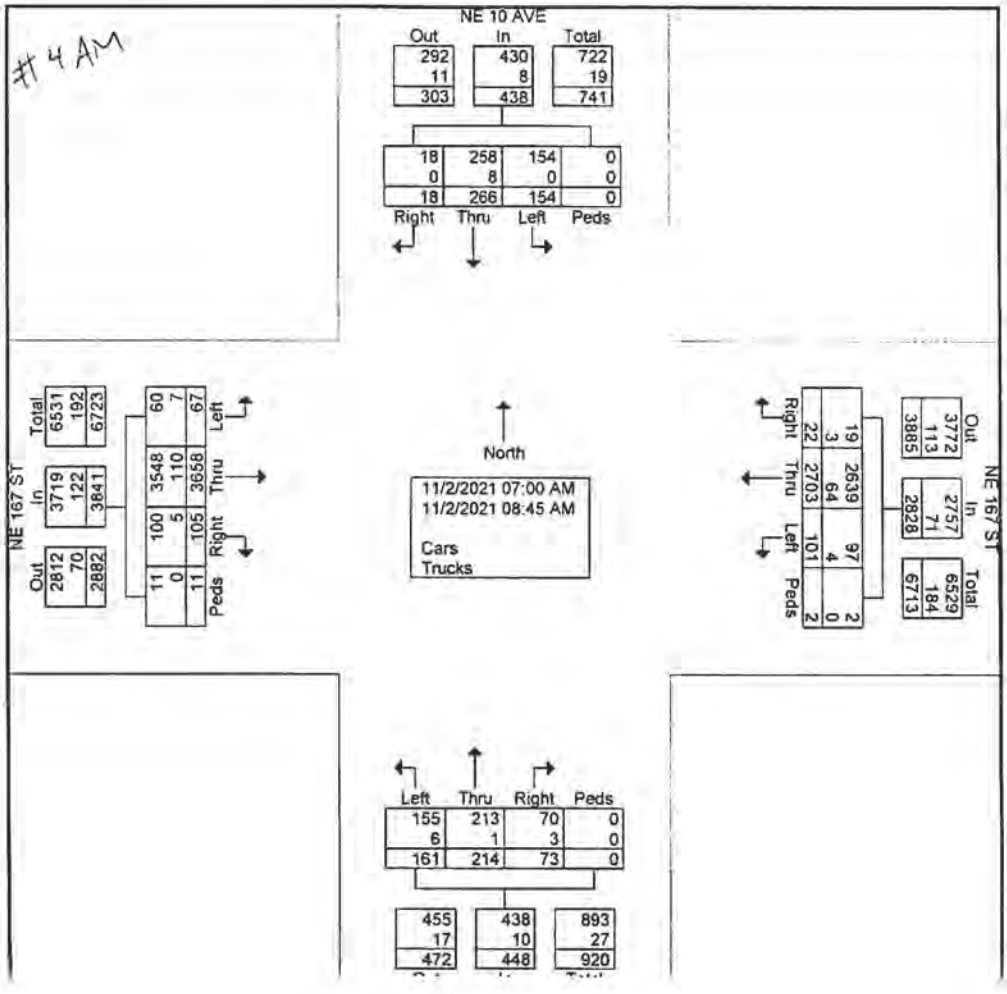
File Name : NE 10 Ave_NE 163 St_AM
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Cars - Trucks

	NE 10 AVE Southbound					NE 167 ST Westbound					NE 10 AVE Northbound					NE 167 ST Eastbound						
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turns	Peds	App Total	Int. Total
07:00 AM	1	18	13	0	32	3	234	10	0	247	9	13	17	0	39	9	412	6	1	1	429	747
07:15 AM	2	11	7	0	20	3	359	15	1	378	9	18	20	0	47	11	395	8	0	0	414	859
07:30 AM	2	23	13	0	38	1	354	14	0	369	8	10	24	0	42	15	507	4	1	0	527	976
07:45 AM	2	30	15	0	47	2	334	6	0	342	1	23	17	0	41	8	473	12	0	2	495	925
Total	7	82	48	0	137	9	1281	45	1	1336	27	64	78	0	169	43	1787	30	2	3	1865	3507
08:00 AM	6	36	25	0	67	4	349	16	0	369	11	27	15	0	53	19	442	10	1	0	472	961
08:15 AM	4	55	25	0	84	6	332	11	1	350	10	44	22	0	76	15	500	12	2	0	529	1039
08:30 AM	1	51	24	0	76	2	362	20	0	384	6	47	25	0	78	15	457	10	1	0	483	1021
08:45 AM	0	42	32	0	74	1	379	9	0	389	19	32	21	0	72	13	472	5	2	0	492	1027
Total	11	184	106	0	301	13	1422	56	1	1492	46	150	83	0	279	62	1871	37	6	0	1976	4048
Grand Total	18	266	154	0	438	22	2703	101	2	2828	73	214	161	0	448	105	3658	67	8	3	3841	7555
Apprch %	4.1	60.7	35.2	0		0.8	95.6	3.6	0.1		16.3	47.8	35.9	0		2.7	95.2	1.7	0.2	0.1		
Total %	0.2	3.5	2	0	5.8	0.3	35.8	1.3	0	37.4	1	2.8	2.1	0	5.9	1.4	48.4	0.9	0.1	0	50.8	
Cars	18	258	154	0	430	19	2639	97	2	2757	70	213	155	0	438	100	3548	60	8	3	3719	7344
% Cars	100	97	100	0	98.2	86.4	97.6	96	100	97.5	95.9	99.5	96.3	0	97.8	95.2	97	89.6	100	100	96.8	97.2
Trucks	0	8	0	0	8	3	64	4	0	71	3	1	6	0	10	5	110	7	0	0	122	211
% Trucks	0	3	0	0	1.8	13.6	2.4	4	0	2.5	4.1	0.5	3.7	0	2.2	4.8	3	10.4	0	0	3.2	2.8



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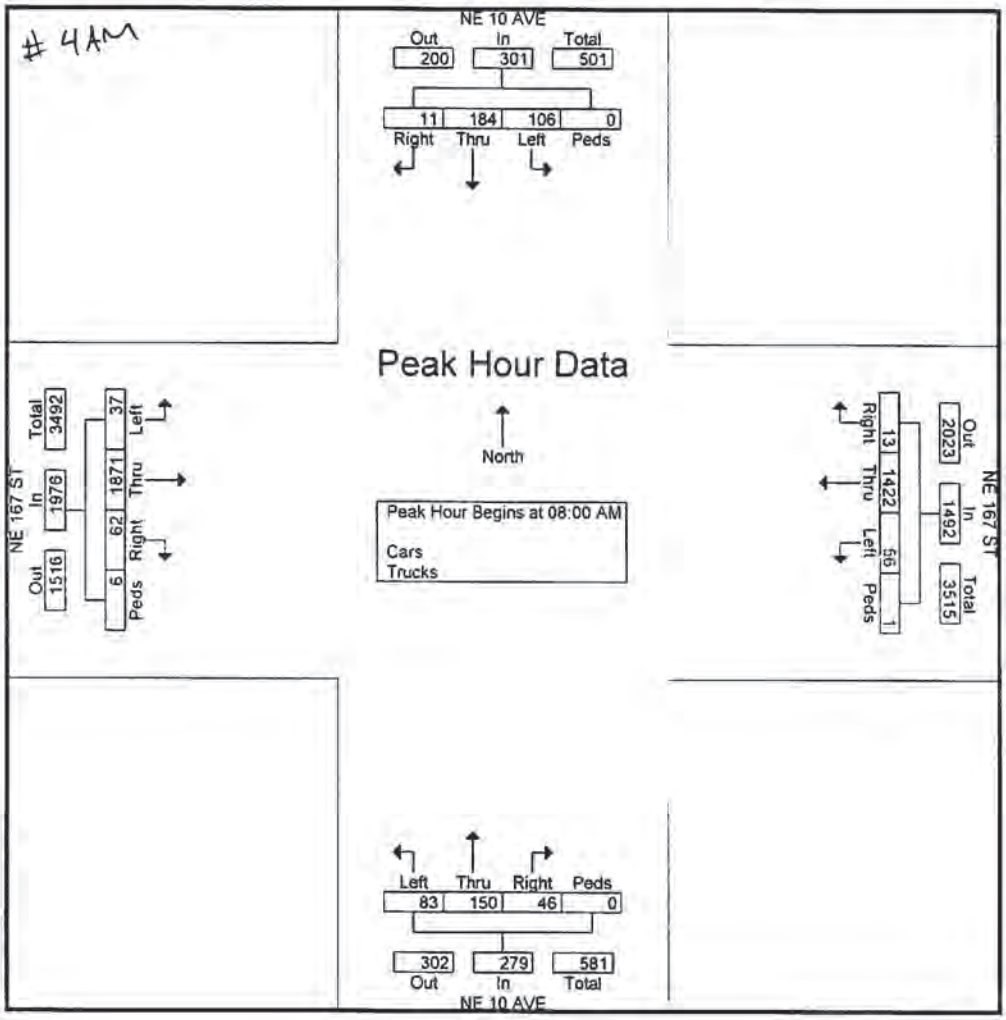
File Name : NE 10 Ave_NE 163 St_AM
Site Code : 00000000
Start Date : 11/2/2021
Page No : 2

	NE 10 AVE Southbound					NE 167 ST Westbound					NE 10 AVE Northbound					NE 167 ST Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	**6**	36	25	0	67	4	349	16	0	369	11	27	15	0	53	**19**	442	10	1	0	472	961
08:15 AM	4	**55**	25	0	**84**	**6**	332	11	**1**	350	10	44	22	0	76	15	**500**	**12**	**2**	0	**529**	**1039**
08:30 AM	1	51	24	0	76	2	362	**20**	0	384	6	**47**	**25**	0	**78**	15	457	10	1	0	483	1021
08:45 AM	0	42	**32**	0	74	1	**379**	9	0	**389**	**19**	32	21	0	72	13	472	5	2	0	492	1027
Total Volume	11	184	106	0	301	13	1422	56	1	1492	46	150	83	0	279	62	1871	37	6	0	1976	4048
% App. Total	3.7	61.1	35.2	0		0.9	95.3	3.8	0.1		16.5	53.8	29.7	0		3.1	94.7	1.9	0.3	0		
PHF	.458	.836	.828	.000	.896	.542	.938	.700	.250	.959	.605	.798	.830	.000	.894	.816	.936	.771	.750	.000	.934	.974



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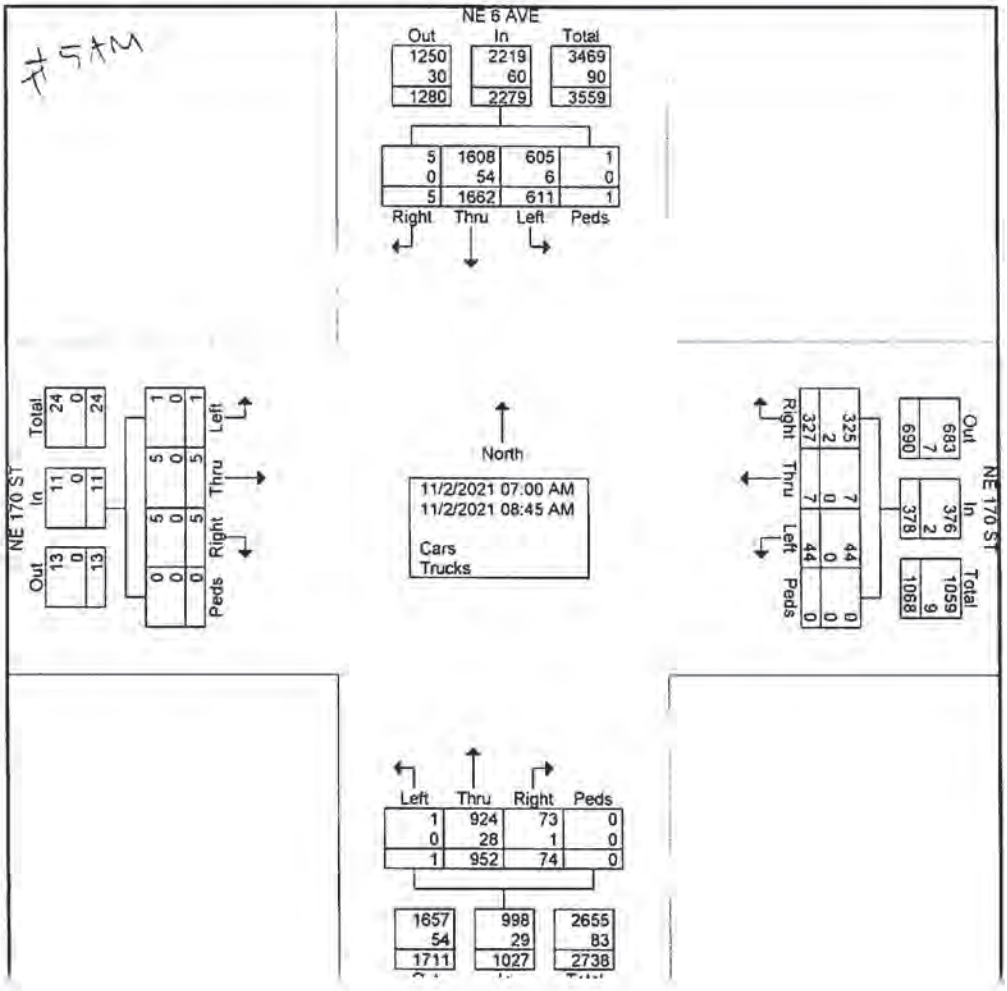
File Name : NE 6 Ave_NE 170 St_AM
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Cars - Trucks

	NE 6 AVE Southbound					NE 170 ST Westbound					NE 6 AVE Northbound					NE 170 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int Total
07:00 AM	1	189	43	1	234	25	0	2	0	27	3	96	0	0	99	1	0	0	0	1	361
07:15 AM	0	193	67	0	260	40	2	3	0	45	5	113	0	0	118	2	1	0	0	3	426
07:30 AM	0	231	57	0	288	40	0	2	0	42	5	137	0	0	142	0	1	0	0	1	473
07:45 AM	0	218	102	0	320	38	2	6	0	46	8	122	0	0	130	0	1	0	0	1	497
Total	1	831	269	1	1102	143	4	13	0	160	21	468	0	0	489	3	3	0	0	6	1757
08:00 AM	0	207	94	0	301	48	0	8	0	56	21	120	0	0	141	0	1	0	0	1	499
08:15 AM	1	190	95	0	286	60	1	13	0	74	19	124	1	0	144	1	0	0	0	1	505
08:30 AM	2	237	78	0	317	41	0	8	0	49	8	123	0	0	131	1	1	0	0	2	499
08:45 AM	1	197	75	0	273	35	2	2	0	39	5	117	0	0	122	0	0	1	0	1	435
Total	4	831	342	0	1177	184	3	31	0	218	53	484	1	0	538	2	2	1	0	5	1938
Grand Total	5	1662	611	1	2279	327	7	44	0	378	74	952	1	0	1027	5	5	1	0	11	3695
Apprch %	0.2	72.9	26.8	0		86.5	1.9	11.6	0		7.2	92.7	0.1	0		45.5	45.5	9.1	0		
Total %	0.1	45	16.5	0	61.7	8.8	0.2	1.2	0	10.2	2	25.8	0	0	27.8	0.1	0.1	0	0	0.3	
Cars	5	1608	605	1	2219	325	7	44	0	376	73	924	1	0	998	5	5	1	0	11	3604
% Cars	100	96.8	99	100	97.4	99.4	100	100	0	99.5	98.6	97.1	100	0	97.2	100	100	100	0	100	97.5
Trucks	0	54	6	0	60	2	0	0	0	2	1	28	0	0	29	0	0	0	0	0	91
% Trucks	0	3.2	1	0	2.6	0.6	0	0	0	0.5	1.4	2.9	0	0	2.8	0	0	0	0	0	2.5



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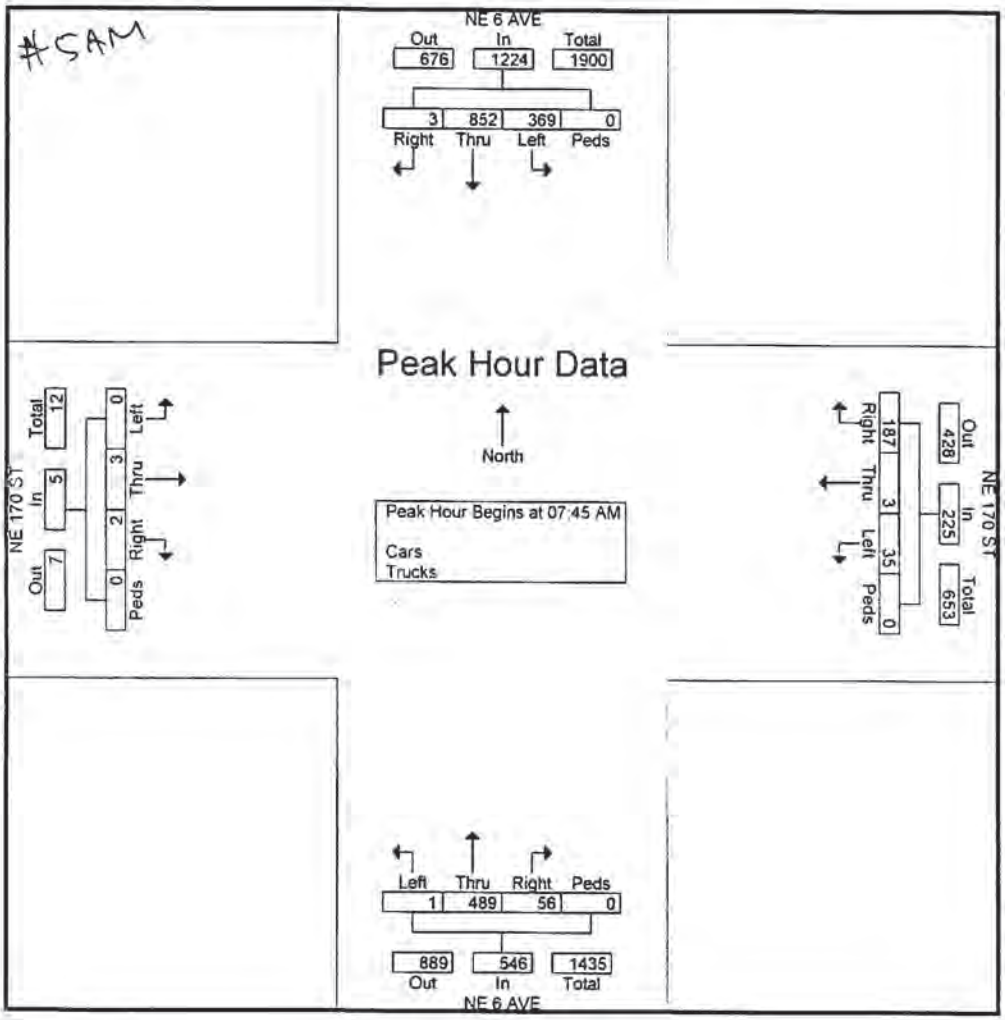
File Name : NE 6 Ave_NE 170 St_AM
Site Code : 00000000
Start Date : 11/2/2021
Page No : 2

	NE 6 AVE Southbound					NE 170 ST Westbound					NE 6 AVE Northbound					NE 170 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	218	**102**	0	**320**	38	**2**	6	0	46	8	122	0	0	130	0	**1**	0	0	1	497
08:00 AM	0	207	94	0	301	48	0	8	0	56	**21**	120	0	0	141	0	1	0	0	1	499
08:15 AM	1	190	95	0	286	**60**	1	**13**	0	**74**	19	**124**	**1**	0	**144**	**1**	0	0	0	1	**505**
08:30 AM	**2**	**237**	78	0	317	41	0	8	0	49	8	123	0	0	131	1	1	0	0	**2**	499
Total Volume	3	852	369	0	1224	187	3	35	0	225	56	489	1	0	546	2	3	0	0	5	2000
% App. Total																					
PHF	.375	.899	.904	.000	.956	.779	.375	.673	.000	.760	.667	.986	.250	.000	.948	.500	.750	.000	.000	.625	.990



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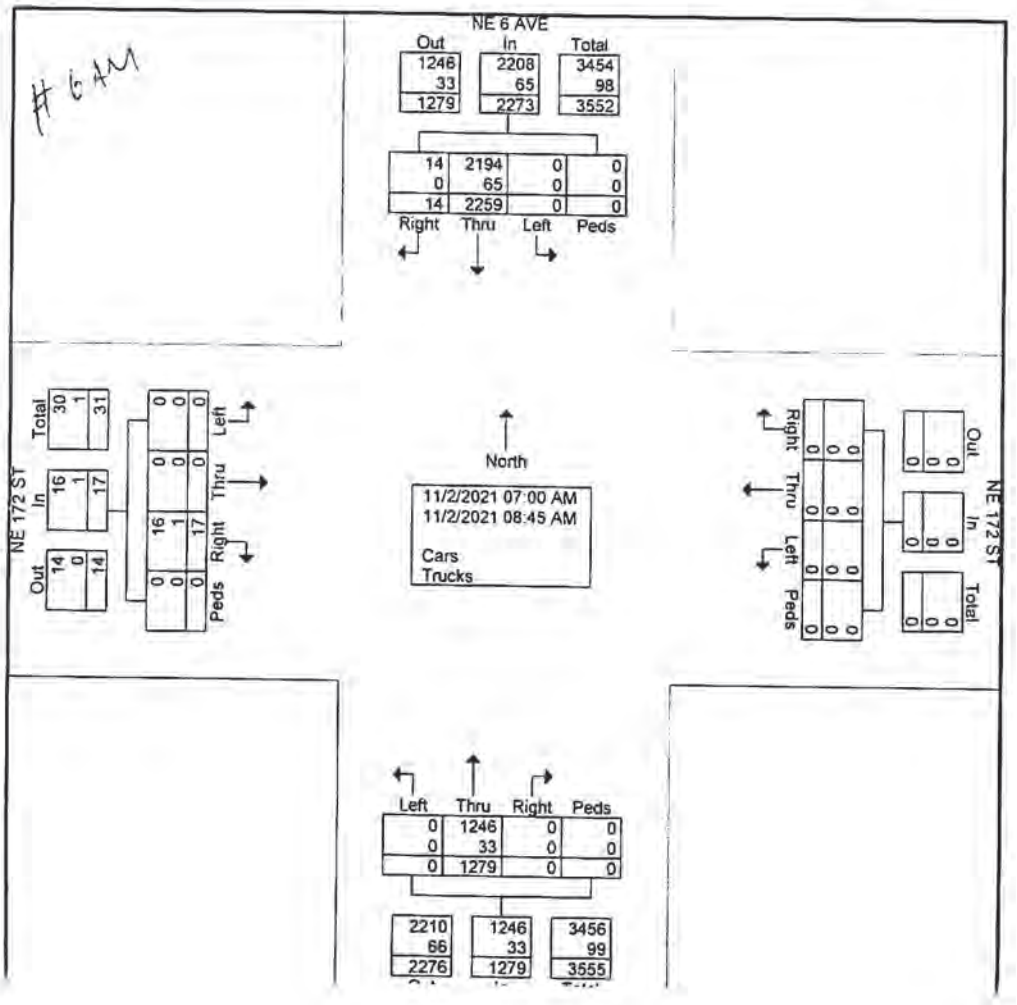
File Name : NE 6 Ave_NE 172 St_AM
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Cars - Trucks

	NE 6 AVE Southbound					NE 172 ST Westbound					NE 6 AVE Northbound					NE 172 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	231	0	0	233	0	0	0	0	0	0	126	0	0	126	1	0	0	0	1	360
07:15 AM	2	260	0	0	262	0	0	0	0	0	0	150	0	0	150	3	0	0	0	3	415
07:30 AM	3	283	0	0	286	0	0	0	0	0	0	171	0	0	171	4	0	0	0	4	461
07:45 AM	0	314	0	0	314	0	0	0	0	0	0	162	0	0	162	1	0	0	0	1	477
Total	7	1088	0	0	1095	0	0	0	0	0	0	609	0	0	609	9	0	0	0	9	1713
08:00 AM	1	301	0	0	302	0	0	0	0	0	0	174	0	0	174	3	0	0	0	3	479
08:15 AM	4	285	0	0	289	0	0	0	0	0	0	181	0	0	181	2	0	0	0	2	472
08:30 AM	1	311	0	0	312	0	0	0	0	0	0	166	0	0	166	2	0	0	0	2	480
08:45 AM	1	274	0	0	275	0	0	0	0	0	0	149	0	0	149	1	0	0	0	1	425
Total	7	1171	0	0	1178	0	0	0	0	0	0	670	0	0	670	8	0	0	0	8	1856
Grand Total	14	2259	0	0	2273	0	0	0	0	0	0	1279	0	0	1279	17	0	0	0	17	3569
Apprch %	0.6	99.4	0	0		0	0	0	0		0	100	0	0		100	0	0	0		
Total %	0.4	63.3	0	0	63.7	0	0	0	0	0	0	35.8	0	0	35.8	0.5	0	0	0	0.5	
Cars	14	2194	0	0	2208	0	0	0	0	0	0	1246	0	0	1246	16	0	0	0	16	3470
% Cars	100	97.1	0	0	97.1	0	0	0	0	0	0	97.4	0	0	97.4	94.1	0	0	0	94.1	97.2
Trucks	0	65	0	0	65	0	0	0	0	0	0	33	0	0	33	1	0	0	0	1	99
% Trucks	0	2.9	0	0	2.9	0	0	0	0	0	0	2.6	0	0	2.6	5.9	0	0	0	5.9	2.8



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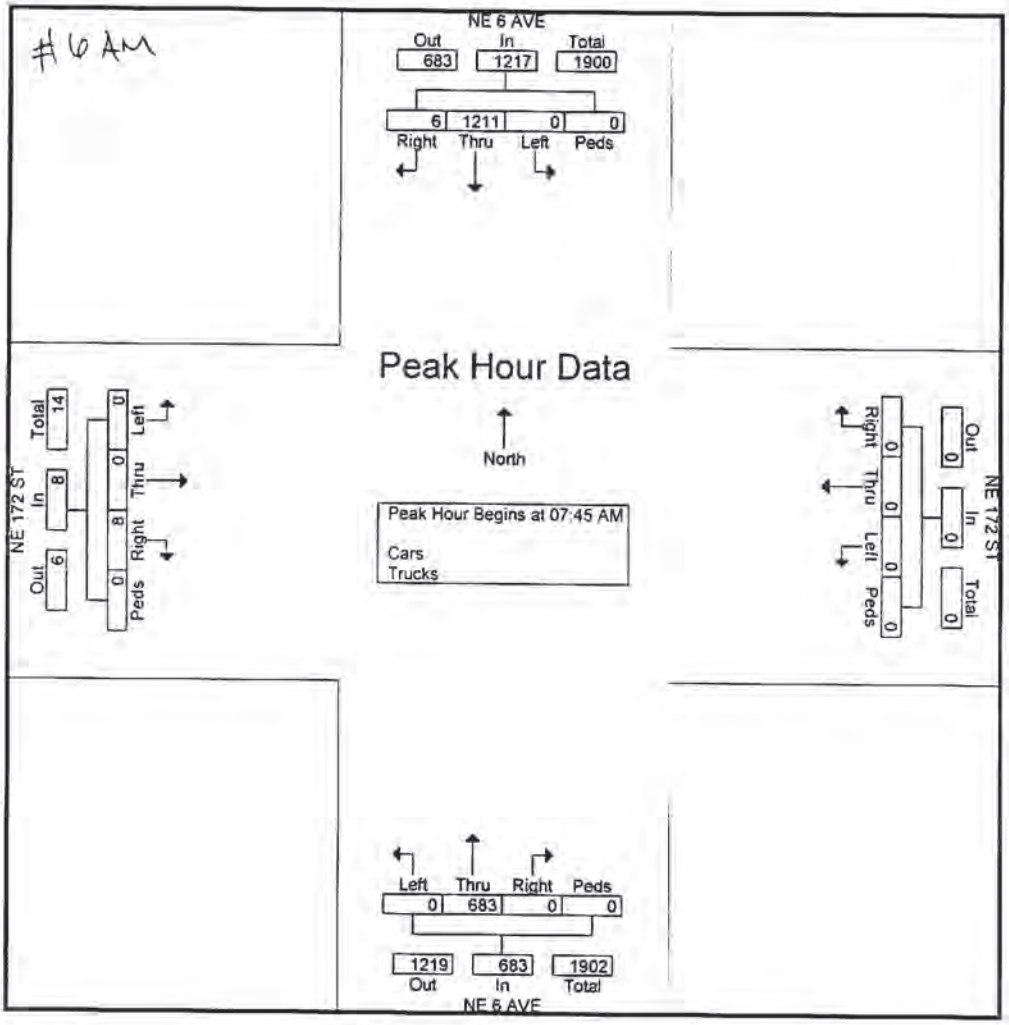
File Name : NE 6 Ave_NE 172 St_AM
Site Code : 00000000
Start Date : 11/2/2021
Page No : 2

	NE 6 AVE Southbound					NE 172 ST Westbound					NE 6 AVE Northbound					NE 172 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	314	0	0	314	0	0	0	0	0	0	162	0	0	162	1	0	0	0	1	477
08:00 AM	1	301	0	0	302	0	0	0	0	0	0	174	0	0	174	3	0	0	0	3	479
08:15 AM	4	285	0	0	289	0	0	0	0	0	0	181	0	0	181	2	0	0	0	2	472
08:30 AM	1	311	0	0	312	0	0	0	0	0	0	166	0	0	166	2	0	0	0	2	480
Total Volume	6	1211	0	0	1217	0	0	0	0	0	0	683	0	0	683	8	0	0	0	8	1908
% App. Total	0.5	99.5	0	0		0	0	0	0		0	100	0	0		100	0	0	0		
PHF	.375	.964	.000	.000	.969	.000	.000	.000	.000	.000	.000	.943	.000	.000	.943	.667	.000	.000	.000	.667	.994



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File Name : NE 6 Ave_NE 167 St_PM
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Cars - Trucks

	NE 6 AVE Southbound					NE 167 ST Westbound					NE 6 AVE Northbound					NE 167 ST Eastbound						
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turns	Peds	App Total	Int. Total
04:00 PM	7	123	35	0	165	42	328	30	2	402	23	134	48	0	205	20	377	26	4	2	429	1201
04:15 PM	15	113	38	0	166	60	446	43	2	551	23	98	22	0	143	31	373	34	4	0	442	1302
04:30 PM	13	145	42	0	200	74	381	29	3	487	19	144	44	0	207	28	365	31	3	0	427	1321
04:45 PM	4	118	31	0	153	75	463	24	1	563	27	114	31	0	172	32	403	22	4	1	462	1350
Total	39	499	146	0	684	251	1618	126	8	2003	92	490	145	0	727	111	1518	113	15	3	1760	5174
05:00 PM	11	145	44	0	200	62	390	31	0	483	15	145	31	0	191	22	400	23	1	1	447	1321
05:15 PM	7	119	36	0	162	71	450	30	2	553	16	112	33	0	161	42	399	29	3	0	473	1349
05:30 PM	21	154	47	0	222	73	389	29	0	491	23	132	36	1	192	39	389	13	4	2	447	1352
05:45 PM	16	120	41	0	177	64	404	35	1	504	14	123	27	0	164	23	417	24	2	1	467	1312
Total	55	538	168	0	761	270	1633	125	3	2031	68	512	127	1	708	126	1605	89	10	4	1834	5334
Grand Total	94	1037	314	0	1445	521	3251	251	11	4034	160	1002	272	1	1435	237	3123	202	25	7	3594	10508
Apprch %	6.5	71.8	21.7	0		12.9	80.6	6.2	0.3		11.1	69.8	19	0.1		6.6	86.9	5.6	0.7	0.2		
Total %	0.9	9.9	3	0	13.8	5	30.9	2.4	0.1	38.4	1.5	9.5	2.6	0	13.7	2.3	29.7	1.9	0.2	0.1	34.2	
Cars	93	1035	307	0	1435	514	3179	242	11	3946	145	995	270	1	1411	234	3084	202	25	7	3552	10344
% Cars	98.9	99.8	97.8	0	99.3	98.7	97.8	96.4	100	97.8	90.6	99.3	99.3	100	98.3	98.7	98.8	100	100	100	98.8	98.4
Trucks	1	2	7	0	10	7	72	9	0	88	15	7	2	0	24	3	39	0	0	0	42	164
% Trucks	1.1	0.2	2.2	0	0.7	1.3	2.2	3.6	0	2.2	9.4	0.7	0.7	0	1.7	1.3	1.2	0	0	0	1.2	1.6

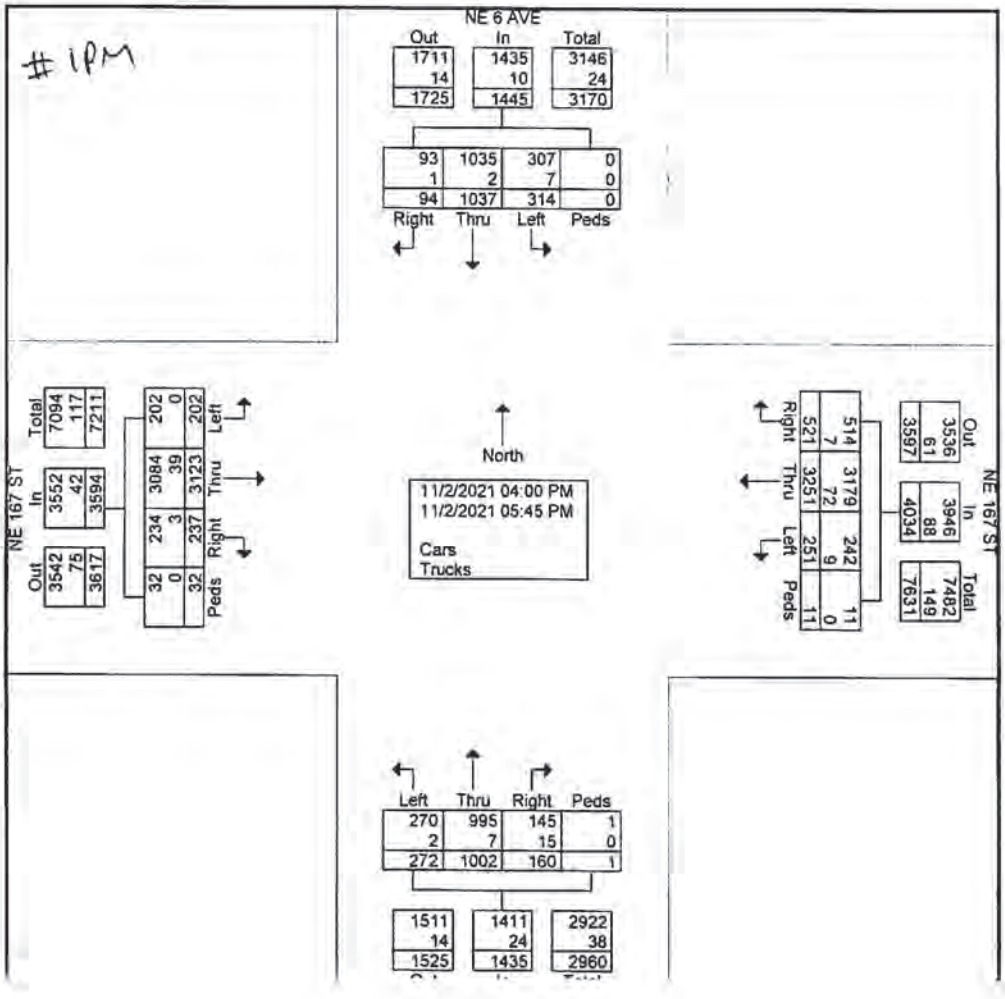

TABLE: A6

INTERSECTION APPROACH VOLUMES - PM PEAK

Project Name: 851 NE 167 Street

INTERSECTION NO.	1 INTERSECTION NAME	2 APPROACH	3 MOVEMENT	4 PM PEAK HOUR COUNT	5 DATE OF COUNT	6 PHF	7 SF	8 PM PEAK SEASONALLY ADJUSTED (EXISTING)	9 BACKGROUND TRAFFIC GROWTH @ 1.0% FOR ESTIMATING 2023 VOLUMES	10 COMMITTED TRIPS	11 PROPOSED FUTURE TRAFFIC W/O PROJECT (2023)	12 SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	13 PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2023)
1	NE 167 Street (SR 826) & NE 6 Avenue (SR 915)	SOUTHBOUND	SBR	43	Tuesday, November 02, 2021	0.993	1.00	43	1	0	44	0	44
			SBT	536			1.00	536	11	0	547	0	547
			SBL	158			1.00	158	3	2	163	12	175
			TOTAL	**737**				**737**	**15**	**2**	**754**	**12**	**766**
		WESTBOUND	WBR	281			1.00	281	6	1	288	14	302
			WBT	1,692			1.00	1,692	34	12	1,738	27	1,765
			WBL	114			1.00	114	2	6	122	8	130
			TOTAL	**2,087**				**2,087**	**42**	**19**	**2,148**	**49**	**2,197**
		NORTHBOUND	NBR	81			1.00	81	2	5	88	7	95
			NBT	503			1.00	503	10	0	513	0	513
			NBL	131			1.00	131	3	0	134	0	134
			TOTAL	**715**				**715**	**14**	**5**	**734**	**7**	**741**
		EASTBOUND	EBR	135			1.00	135	3	0	138	0	138
			EBT	1,591			1.00	1,591	32	13	1,636	24	1,660
			EBL	87			1.00	87	2	0	89	0	89
			EBU	12			1.00	12	0	0	12	0	12
			TOTAL	**1,825**				**1,825**	**37**	**13**	**1,875**	**24**	**1,899**
	TOTAL			***5,364***				***5,364***	***108***	***39***	***5,511***	***92***	***5,603***
2	NE 167 Street (SR 826) & NE 8 Avenue	SOUTHBOUND	SBR	39	Tuesday, November 02, 2021	0.961	1.00	39	1	0	40	49	89
			SBT	104			1.00	104	2	5	111	14	125
			SBL	173			1.00	173	3	2	178	41	219
			TOTAL	**316**				**316**	**6**	**7**	**329**	**104**	**433**
		WESTBOUND	WBR	99			1.00	99	2	0	101	36	137
			WBT	1,965			1.00	1,965	39	0	2,004	0	2,004
			WBL	76			1.00	76	2	9	87	0	87
			TOTAL	**2,140**				**2,140**	**43**	**9**	**2,192**	**36**	**2,228**
		NORTHBOUND	NBR	51			1.00	51	1	10	62	0	62
			NBT	96			1.00	96	2	8	106	12	118
			NBL	147			1.00	147	3	19	169	0	169
			TOTAL	**294**				**294**	**6**	**37**	**337**	**12**	**349**
		EASTBOUND	EBR	26			1.00	26	1	14	41	0	41
			EBT	1,691			1.00	1,691	34	6	1,731	0	1,731
			EBL	79			1.00	79	2	0	81	43	124
			EBU	14			1.00	14	0	0	14	0	14
			TOTAL	**1,810**				**1,810**	**36**	**20**	**1,866**	**43**	**1,909**
	TOTAL			***4,560***				***4,560***	***92***	***73***	***4,725***	***195***	***4,920***

TABLE: A6

INTERSECTION APPROACH VOLUMES - PM PEAK

Project Name: 851 NE 167 Street

INTERSECTION NO.	1 INTERSECTION NAME	2 APPROACH	3 MOVEMENT	4 PM PEAK HOUR COUNT	5 DATE OF COUNT	6 PHF	7 SF	8 PM PEAK SEASONALLY ADJUSTED (EXISTING)	9 BACKGROUND TRAFFIC GROWTH @ 1.0% FOR ESTIMATING 2023 VOLUMES	10 COMMITTED TRIPS	11 PROPOSED FUTURE TRAFFIC W/O PROJECT (2023)	12 SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	13 PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2023)
3	NE 167 Street (SR 826) & NE 800 Block	SOUTHBOUND	SBR	144	Tuesday, November 02, 2021	0.941	1.00	144	3	4	151	0	151
			SBT	0			1.00	0	0	0	0	0	0
			SBL	0			1.00	0	0	0	0	0	0
			TOTAL	**144**				**144**	**3**	**4**	**151**	**0**	**151**
		WESTBOUND	WBR	36			1.00	36	1	0	37	0	37
			WBT	1,960			1.00	1,960	39	5	2,004	36	2,040
			WBL	0			1.00	0	0	0	0	0	0
			TOTAL	**1,996**				**1,996**	**40**	**5**	**2,041**	**36**	**2,077**
		NORTHBOUND	NBR	0			1.00	0	0	0	0	0	0
			NBT	0			1.00	0	0	0	0	0	0
			NBL	0			1.00	0	0	0	0	0	0
			TOTAL	**0**				**0**	**0**	**0**	**0**	**0**	**0**
		EASTBOUND	EBR	0			1.00	0	0	0	0	0	0
			EBT	1,823			1.00	1,823	37	5	1,865	41	1,906
			EBL	130			1.00	130	3	5	138	0	138
			TOTAL	**1,953**				**1,953**	**39**	**10**	**2,002**	**41**	**2,043**
	TOTAL			***4,093***				***4,093***	***82***	***19***	***4,194***	***77***	***4,271***
4	NE 167 Street/ NE 163 Street (SR 826) & NE 10 Avenue	SOUTHBOUND	SBR	21	Tuesday, November 02, 2021	0.934	1.00	21	0	0	21	12	33
			SBT	140			1.00	140	3	8	151	0	151
			SBL	48			1.00	48	1	0	49	0	49
			TOTAL	**209**				**209**	**4**	**8**	**221**	**12**	**233**
		WESTBOUND	WBR	40			1.00	40	1	0	41	0	41
			WBT	1,882			1.00	1,882	38	5	1,925	16	1,941
			WBL	138			1.00	138	3	5	146	0	146
			WBU	1			1.00	1	0	0	1	0	1
			TOTAL	**2,061**				**2,061**	**41**	**10**	**2,112**	**16**	**2,128**
		NORTHBOUND	NBR	46			1.00	46	1	6	53	0	53
			NBT	138			1.00	138	3	9	150	0	150
			NBL	95			1.00	95	2	0	97	8	105
			TOTAL	**279**				**279**	**6**	**15**	**300**	**8**	**308**
		EASTBOUND	EBR	89			1.00	89	2	0	91	9	100
			EBT	1,649			1.00	1,649	33	5	1,687	19	1,706
			EBL	55			1.00	55	1	0	56	13	69
			EBU	28			1.00	28	1	0	29	0	29
			TOTAL	**1,821**				**1,821**	**37**	**5**	**1,863**	**41**	**1,904**
	TOTAL			***4,370***				***4,370***	***88***	***38***	***4,496***	***77***	***4,573***

TABLE: A6

INTERSECTION APPROACH VOLUMES - PM PEAK

Project Name: 851 NE 167 Street

INTERSECTION NO	1 INTERSECTION NAME	2 APPROACH	3 MOVEMENT	4 PM PEAK HOUR COUNT	5 DATE OF COUNT	6 PHF	7 SF	8 PM PEAK SEASONALLY ADJUSTED (EXISTING)	9 BACKGROUND TRAFFIC GROWTH @ 1.0% FOR ESTIMATING 2023 VOLUMES	10 COMMITTED TRIPS	11 PROPOSED FUTURE TRAFFIC W/O PROJECT (2023)	12 SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	13 PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2023)
5	NE 6 Avenue (SR 915) & NE 170 Street	SOUTHBOUND	SBR	12	Tuesday, November 02, 2021	0.974	1.00	12	0	0	12	0	12
			SBT	760			1.00	760	15	2	777	12	789
			SBL	239			1.00	239	5	0	244	0	244
			TOTAL	**1,011**				**1,011**	**20**	**2**	**1,033**	**12**	**1,045**
		WESTBOUND	WBR	244			1.00	244	5	0	249	0	249
			WBT	4			1.00	4	0	0	4	0	4
			WBL	16			1.00	16	0	0	16	0	16
			TOTAL	**264**				**264**	**5**	**0**	**269**	**0**	**269**
		NORTHBOUND	NBR	45			1.00	45	1	0	46	0	46
			NBT	808			1.00	808	16	1	825	14	839
			NBL	3			1.00	3	0	0	3	0	3
			TOTAL	**856**				**856**	**17**	**1**	**874**	**14**	**888**
		EASTBOUND	EBR	3			1.00	3	0	0	3	0	3
			EBT	2			1.00	2	0	0	2	0	2
			EBL	1			1.00	1	0	0	1	0	1
			TOTAL	6				6	0	0	6	0	6
	TOTAL			***2,137***				***2,137***	***43***	***3***	***2,183***	***26***	***2,209***
6	NE 6 Avenue (SR 915) & NE 172 Street	SOUTHBOUND	SBR	9	Tuesday, November 02, 2021	0.962	1.00	9	0	0	9	0	9
			SBT	1,003			1.00	1,003	20	2	1,025	12	1,037
			SBL	0			1.00	0	0	0	0	0	0
			TOTAL	**1,012**				**1,012**	**20**	**2**	**1,034**	**12**	**1,046**
		WESTBOUND	WBR	0			1.00	0	0	0	0	0	0
			WBT	0			1.00	0	0	0	0	0	0
			WBL	0			1.00	0	0	0	0	0	0
			TOTAL	**0**				**0**	**0**	**0**	**0**	**0**	**0**
		NORTHBOUND	NBR	0			1.00	0	0	0	0	0	0
			NBT	1,052			1.00	1,052	21	1	1,074	14	1,088
			NBL	0			1.00	0	0	0	0	0	0
			TOTAL	**1,052**				**1,052**	**21**	**1**	**1,074**	**14**	**1,088**
		EASTBOUND	EBR	6			1.00	6	0	0	6	0	6
			EBT	0			1.00	0	0	0	0	0	0
			EBL	0			1.00	0	0	0	0	0	0
			TOTAL	6				6	0	0	6	0	6
	TOTAL			***2,070***				***2,070***	***42***	***3***	***2,115***	***26***	***2,141***

Notes:

1 Intersection Name
2 Intersection Approach
3 Intersection Approach Movement
4 Raw Data
5 Date of Count
6 Peak Hour Factor
7 Seasonal Factor (SF) obtained from FDOT
8 Seasonally Adjusted TMC = Count * SF (Existing Condition).
9 A 1.0 percent background growth was utilized with a project build-out of 2023.
10 Committed Development Trips
11 Proposed Traffic w/o Project = Seasonally Adjusted TMC + Backgound Traffic + Committed Trips
12 Project Net New Trips
13 Proposed Traffic with Project = Net Traffic w/o Project + Site Traffic

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Hialeah Gardens, FL 33016
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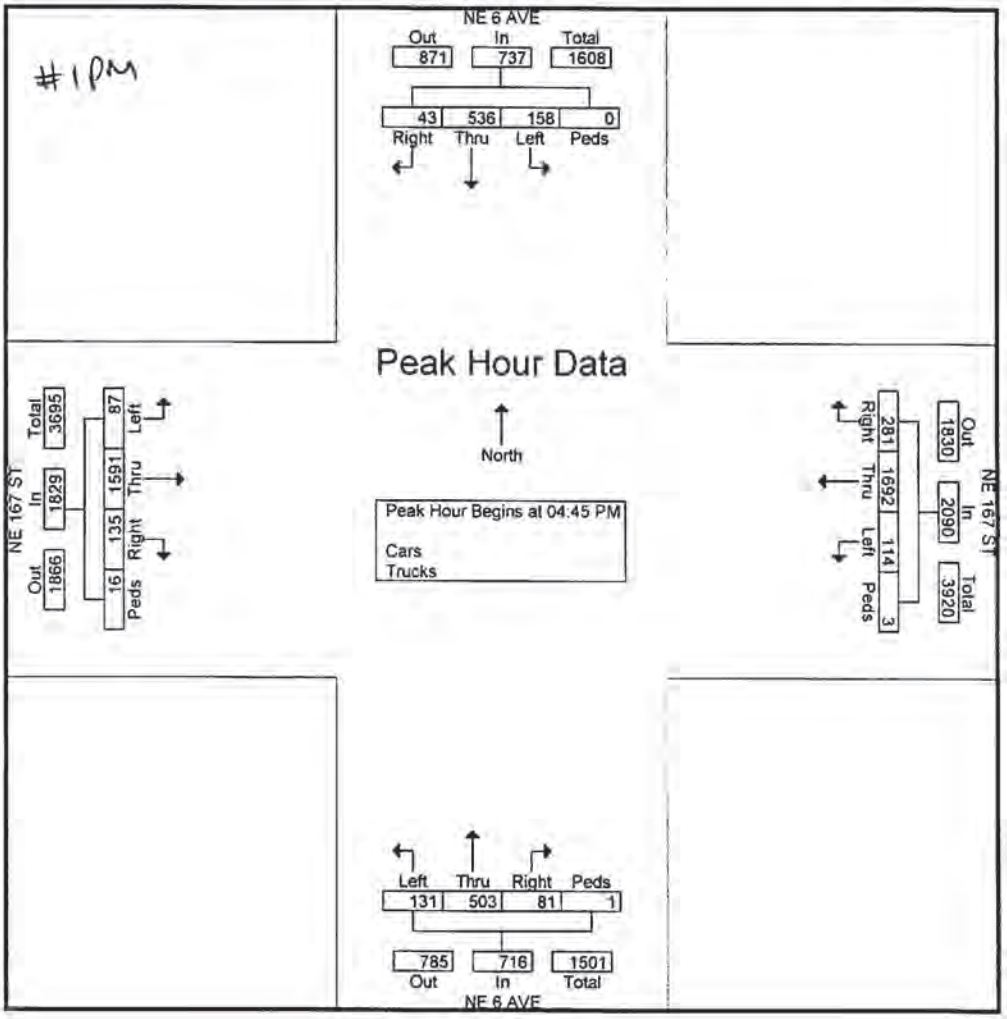
File Name : NE 6 Ave_NE 167 St_PM
Site Code : 00000000
Start Date : 11/2/2021
Page No : 2

	NE 6 AVE Southbound					NE 167 ST Westbound					NE 6 AVE Northbound					NE 167 ST Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	U-Turns	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:45 PM																						
04:45 PM	4	118	31	0	153	**75**	**463**	24	1	**563**	**27**	114	31	0	172	32	**403**	22	**4**	1	462	1350
05:00 PM	11	145	44	0	200	62	390	**31**	0	483	15	**145**	31	0	191	22	400	23	1	1	447	1321
05:15 PM	7	119	36	0	162	71	450	30	**2**	553	16	112	33	0	161	**42**	399	**29**	3	0	**473**	1349
05:30 PM	**21**	**154**	**47**	0	**222**	73	389	29	0	491	23	132	**36**	**1**	**192**	39	389	13	4	**2**	447	**1352**
Total Volume	43	536	158	0	737	281	1692	114	3	2090	81	503	131	1	716	135	1591	87	12	4	1829	5372
% App. Total	5.8	72.7	21.4	0		13.4	81	5.5	0.1		11.3	70.3	18.3	0.1		7.4	87	4.8	0.7	0.2		
PHF	.512	.870	.840	.000	.830	.937	.914	.919	.375	.928	.750	.867	.910	.250	.932	.804	.987	.750	.750	.500	.967	.993



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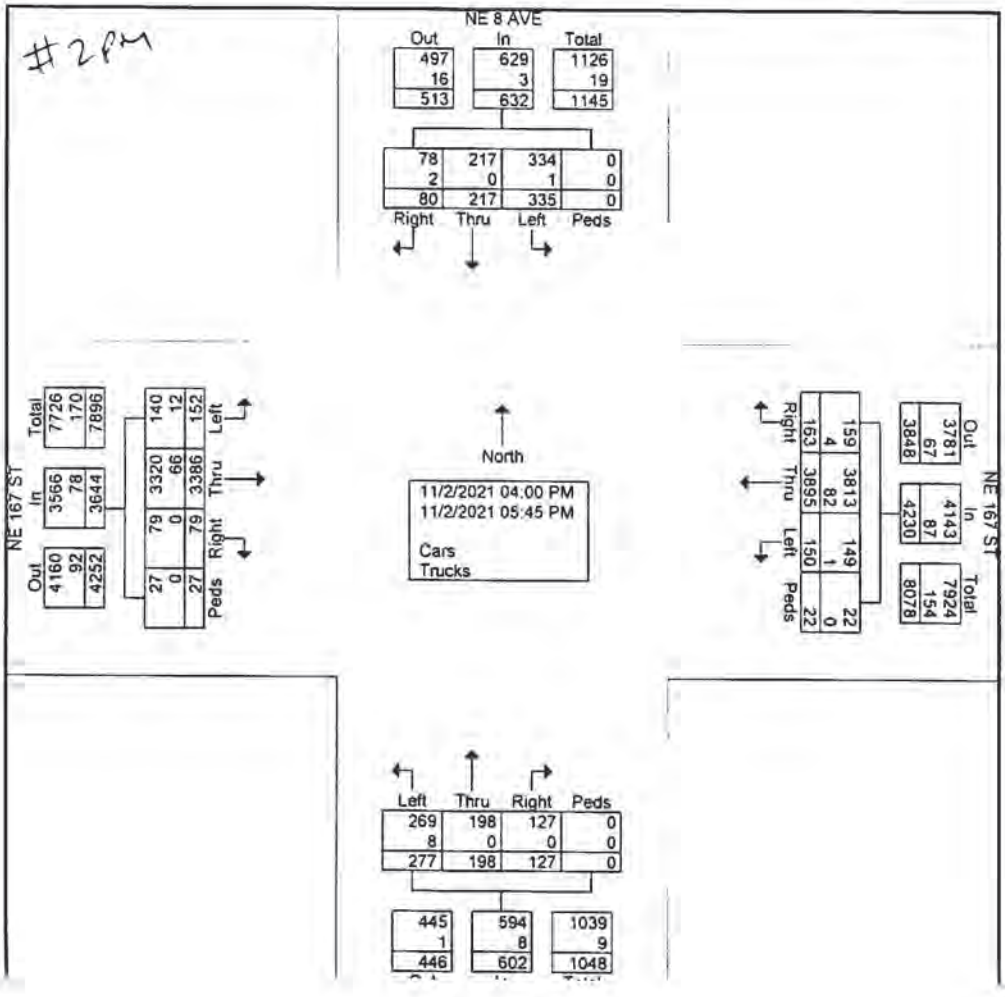
Page No : 1

Groups Printed- Cars - Trucks

	NE 8 AVE Southbound					NE 167 ST Westbound					NE 8 AVE Northbound					NE 167 ST Eastbound						
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turns	Peds	App Total	Int Total
04:00 PM	12	27	33	0	72	12	460	25	7	504	24	38	29	0	91	16	447	27	0	2	492	1159
04:15 PM	12	21	38	0	71	25	491	24	5	545	13	21	31	0	65	16	405	16	1	0	438	1119
04:30 PM	7	34	52	0	93	11	523	16	1	551	24	21	35	0	80	7	419	17	0	1	444	1168
04:45 PM	8	28	37	0	73	27	466	24	2	519	12	32	41	0	85	5	402	20	1	1	429	1106
Total	39	110	160	0	309	75	1940	89	15	2119	73	112	136	0	321	44	1673	80	2	4	1803	4552
05:00 PM	11	25	50	0	86	23	484	15	4	526	17	21	39	0	77	7	445	20	4	1	477	1166
05:15 PM	7	25	34	0	66	22	494	19	1	536	10	22	34	0	66	9	401	26	4	2	442	1110
05:30 PM	13	26	52	0	91	27	521	18	0	566	12	21	33	0	66	5	443	13	5	0	466	1189
05:45 PM	10	31	39	0	80	16	456	9	2	483	15	22	35	0	72	14	424	13	5	0	456	1091
Total	41	107	175	0	323	88	1955	61	7	2111	54	86	141	0	281	35	1713	72	18	3	1841	4556
Grand Total	80	217	335	0	632	163	3895	150	22	4230	127	198	277	0	602	79	3386	152	20	7	3644	9108
Apprch %	12.7	34.3	53	0		3.9	92.1	3.5	0.5		21.1	32.9	46	0		2.2	92.9	4.2	0.5	0.2		
Total %	0.9	2.4	3.7	0	6.9	1.8	42.8	1.6	0.2	46.4	1.4	2.2	3	0	6.6	0.9	37.2	1.7	0.2	0.1	40	
Cars	78	217	334	0	629	159	3813	149	22	4143	127	198	269	0	594	79	3320	140	20	7	3566	8932
% Cars	97.5	100	99.7	0	99.5	97.5	97.9	99.3	100	97.9	100	100	97.1	0	98.7	100	98.1	92.1	100	100	97.9	98.1
Trucks	2	0	1	0	3	4	82	1	0	87	0	0	8	0	8	0	66	12	0	0	78	176
% Trucks	2.5	0	0.3	0	0.5	2.5	2.1	0.7	0	2.1	0	0	2.9	0	1.3	0	1.9	7.9	0	0	2.1	1.9



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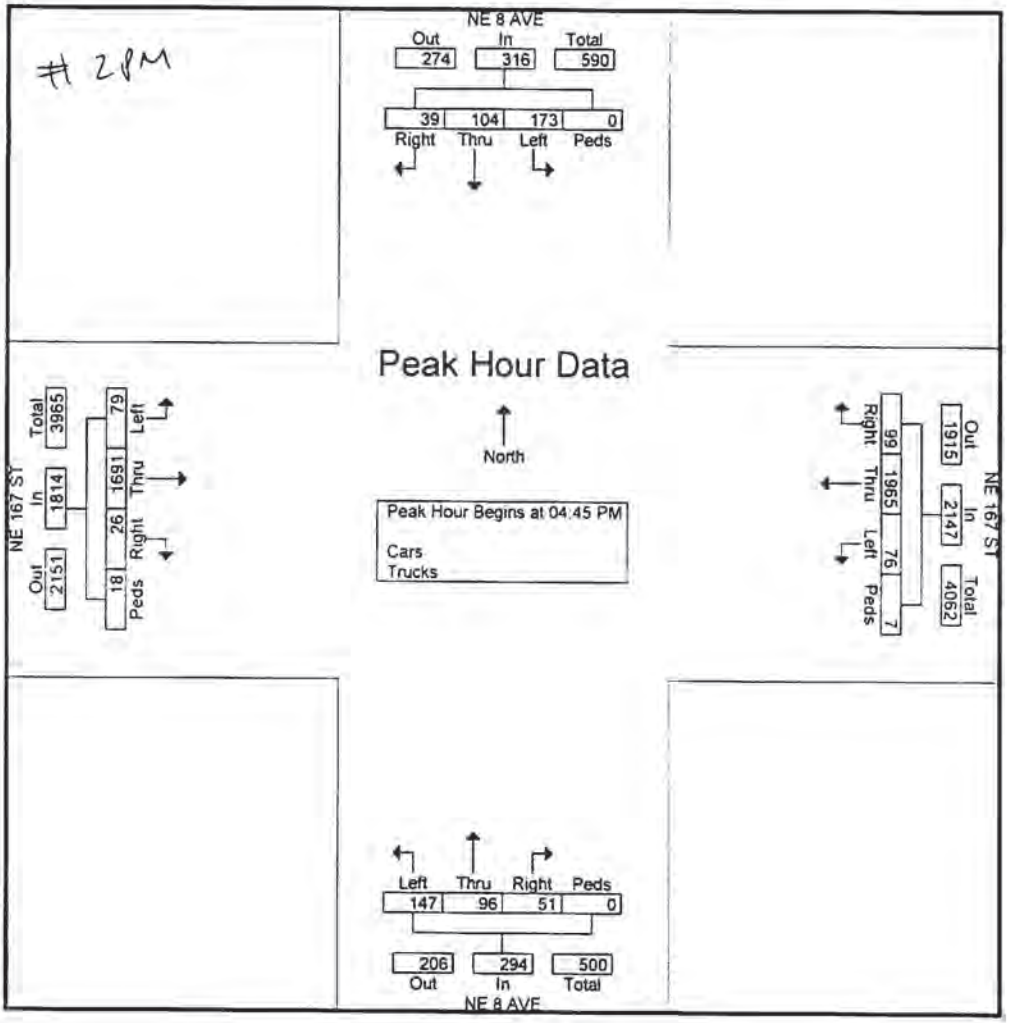
	NE 8 AVE Southbound					NE 167 ST Westbound					NE 8 AVE Northbound					NE 167 ST Eastbound						
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turns	Peds	App Total	Int Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:45 PM																						
04:45 PM	8	28	37	0	73	27	466	24	2	519	12	32	41	0	85	5	402	20	1	1	429	1106
05:00 PM	11	25	50	0	86	23	484	15	4	526	17	21	39	0	77	7	445	20	4	1	477	1166
05:15 PM	7	25	34	0	66	22	494	19	1	536	10	22	34	0	66	9	401	26	4	2	442	1110
05:30 PM	13	26	52	0	91	27	521	18	0	566	12	21	33	0	66	5	443	13	5	0	466	1189
Total Volume	39	104	173	0	316	99	1965	76	7	2147	51	96	147	0	294	26	1691	79	14	4	1814	4571
% App Total	12.3	32.9	54.7	0		4.6	91.5	3.5	0.3		17.3	32.7	50	0		1.4	93.2	4.4	0.8	0.2		
PHF	.750	.929	.832	.000	.868	.917	.943	.792	.438	.948	.750	.750	.896	.000	.865	.722	.950	.760	.700	.500	.951	.961



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File Name : NE 800 Blk_NE 167 St_PM
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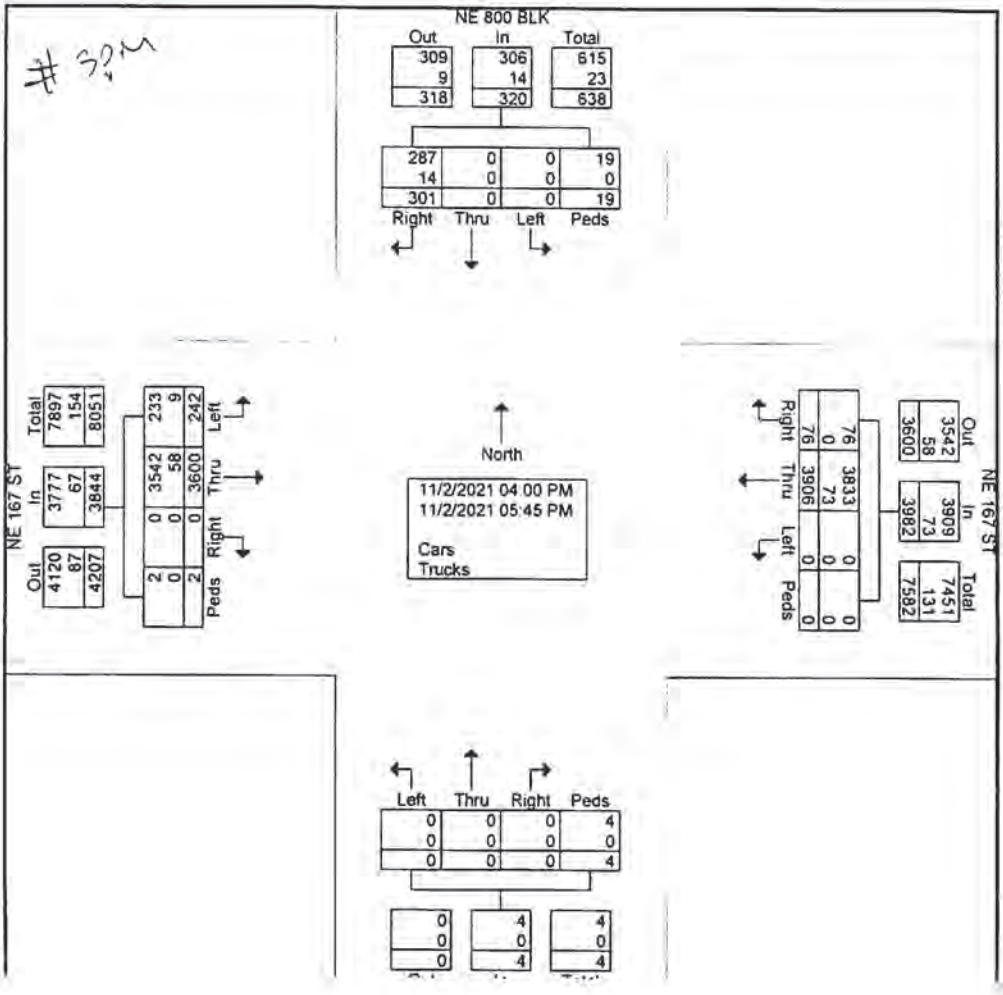
Page No : 1

Groups Printed- Cars - Trucks

	NE 800 BLK Southbound					NE 167 ST Westbound					NE 800 BLK Northbound					NE 167 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int Total
04:00 PM	37	0	0	4	41	6	460	0	0	466	0	0	0	0	0	0	471	35	1	507	1014
04:15 PM	48	0	0	0	48	9	493	0	0	502	0	0	0	0	0	0	431	24	0	455	1005
04:30 PM	32	0	0	0	32	14	518	0	0	532	0	0	0	1	1	0	453	33	0	486	1051
04:45 PM	40	0	0	4	44	11	475	0	0	486	0	0	0	0	0	0	422	20	0	442	972
Total	157	0	0	8	165	40	1946	0	0	1986	0	0	0	1	1	0	1777	112	1	1890	4042
05:00 PM	34	0	0	4	38	8	488	0	0	496	0	0	0	0	0	0	482	33	0	515	1049
05:15 PM	31	0	0	1	32	9	504	0	0	513	0	0	0	1	1	0	415	32	0	447	993
05:30 PM	41	0	0	5	46	6	525	0	0	531	0	0	0	2	2	0	477	34	1	512	1091
05:45 PM	38	0	0	1	39	13	443	0	0	456	0	0	0	0	0	0	449	31	0	480	975
Total	144	0	0	11	155	36	1960	0	0	1996	0	0	0	3	3	0	1823	130	1	1954	4108
Grand Total	301	0	0	19	320	76	3906	0	0	3982	0	0	0	4	4	0	3600	242	2	3844	8150
Apprch %	94.1	0	0	5.9		1.9	98.1	0	0		0	0	0	100		0	93.7	6.3	0.1		
Total %	3.7	0	0	0.2	3.9	0.9	47.9	0	0	48.9	0	0	0	0	0	0	44.2	3	0	47.2	
Cars	287	0	0	19	306	76	3833	0	0	3909	0	0	0	4	4	0	3542	233	2	3777	7996
% Cars	95.3	0	0	100	95.6	100	98.1	0	0	98.2	0	0	0	100	100	0	98.4	96.3	100	98.3	98.1
Trucks	14	0	0	0	14	0	73	0	0	73	0	0	0	0	0	0	58	9	0	67	154
% Trucks	4.7	0	0	0	4.4	0	1.9	0	0	1.8	0	0	0	0	0	0	1.6	3.7	0	1.7	1.9



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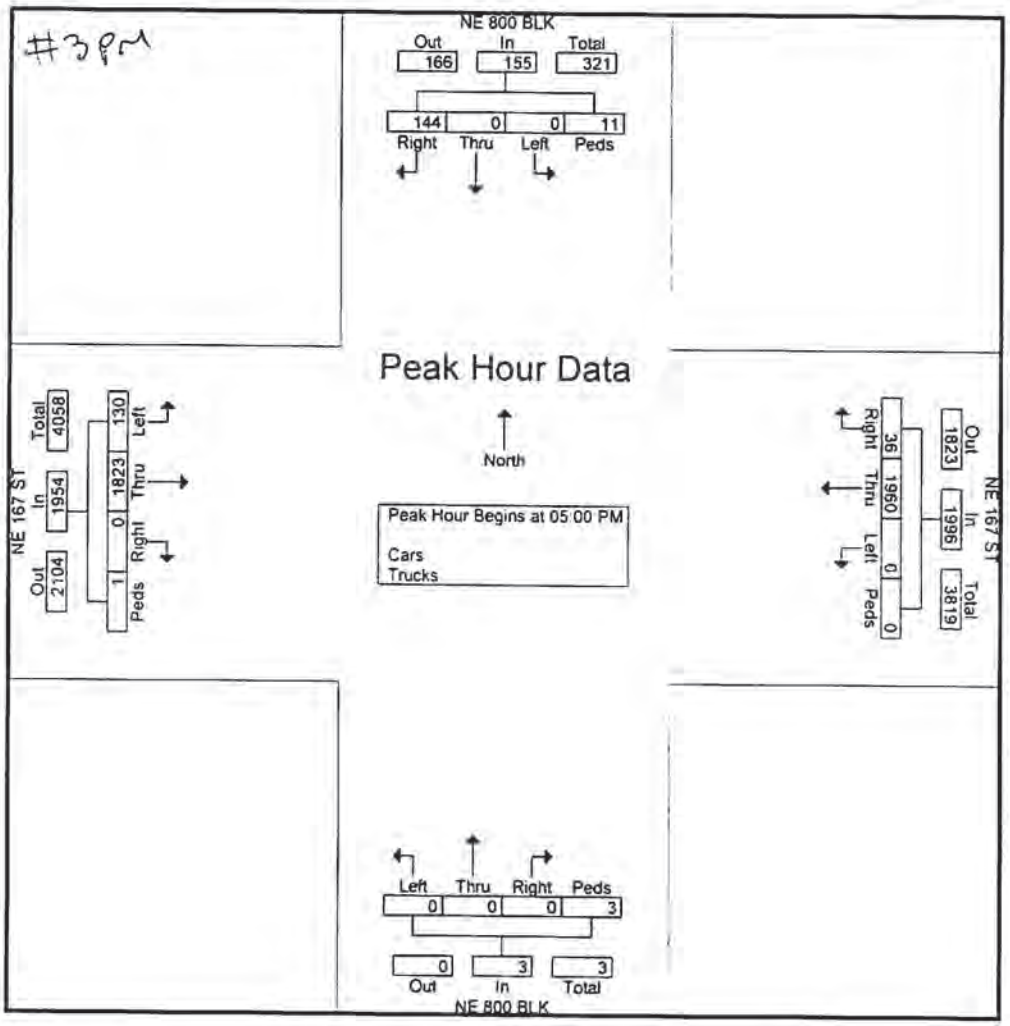
File Name : NE 800 Blk_NE 167 St_PM
Site Code : 00000000
Start Date : 11/2/2021
Page No : 2

	NE 800 BLK Southbound					NE 167 ST Westbound					NE 800 BLK Northbound					NE 167 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	34	0	0	4	38	8	488	0	0	496	0	0	0	0	0	0	**482**	33	0	**515**	1049
05:15 PM	31	0	0	1	32	9	504	0	0	513	0	0	0	1	1	0	415	32	0	447	993
05:30 PM	**41**	0	0	**5**	**46**	6	**525**	0	0	**531**	0	0	0	**2**	**2**	0	477	**34**	1	512	**1091**
05:45 PM	38	0	0	1	39	**13**	443	0	0	456	0	0	0	0	0	0	449	31	0	480	975
Total Volume	144	0	0	11	155	36	1960	0	0	1996	0	0	0	3	3	0	1823	130	1	1954	4108
% App. Total	92.9	0	0	7.1		1.8	98.2	0	0		0	0	0	100		0	93.3	6.7	0.1		
PHF	.878	.000	.000	.550	.842	.692	.933	.000	.000	.940	.000	.000	.000	.375	.375	.000	.946	.956	.250	.949	.941



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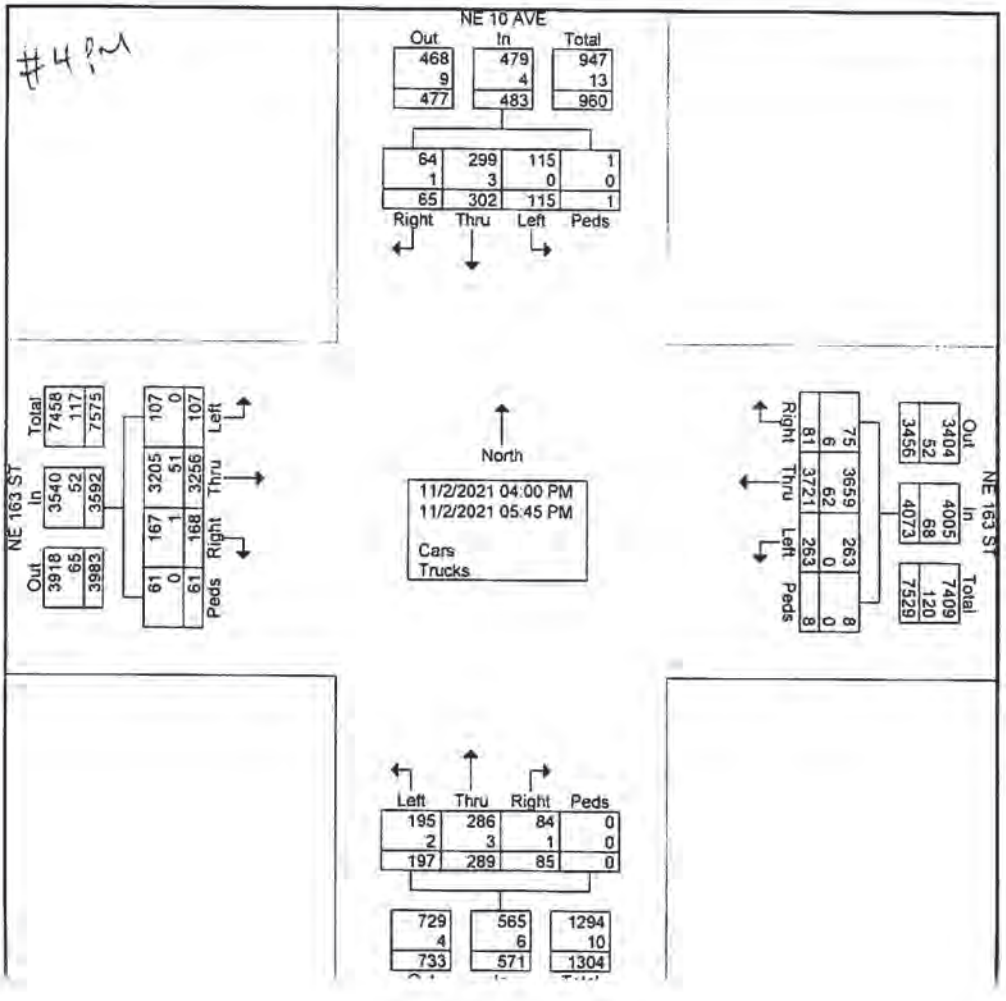
File Name : NE 10 Ave_NE 163 St_PM
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Cars - Trucks

	NE 10 AVE Southbound					NE 163 ST Westbound						NE 10 AVE Northbound					NE 163 ST Eastbound						
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turns	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turns	Peds	App Total	Int Total
04:00 PM	16	63	23	0	102	14	427	34	1	0	476	14	38	24	0	76	21	418	15	8	0	462	1116
04:15 PM	9	34	20	0	63	12	470	33	0	0	515	7	38	22	0	67	20	383	11	6	3	423	1068
04:30 PM	10	35	11	0	56	9	493	25	2	0	529	7	42	29	0	78	23	430	12	10	0	475	1138
04:45 PM	9	30	13	0	52	6	449	33	0	0	488	11	33	27	0	71	15	376	14	3	0	408	1019
Total	44	162	67	0	273	41	1839	125	3	0	2008	39	151	102	0	292	79	1607	52	27	3	1768	4341
05:00 PM	5	30	13	1	49	6	469	23	1	0	499	13	31	26	0	70	22	453	14	12	1	502	1120
05:15 PM	4	31	12	0	47	9	488	40	0	2	539	8	33	21	0	62	19	365	11	5	1	401	1049
05:30 PM	5	37	12	0	54	15	501	41	0	1	558	10	44	24	0	78	25	436	18	3	0	482	1172
05:45 PM	7	42	11	0	60	10	424	34	0	1	469	15	30	24	0	69	23	395	12	8	1	439	1037
Total	21	140	48	1	210	40	1882	138	1	4	2065	46	138	95	0	279	89	1649	55	28	3	1824	4378
Grand Total	65	302	115	1	483	81	3721	263	4	4	4073	85	289	197	0	571	168	3256	107	55	6	3592	8719
Apprch %	13.5	62.5	23.8	0.2		2	91.4	6.5	0.1	0.1		14.9	50.6	34.5	0		4.7	90.6	3	1.5	0.2		
Total %	0.7	3.5	1.3	0	5.5	0.9	42.7	3	0	0	46.7	1	3.3	2.3	0	6.5	1.9	37.3	1.2	0.6	0.1	41.2	
Cars	64	299	115	1	479	75	3659	263	4	4	4005	84	286	195	0	565	167	3205	107	55	6	3540	8589
% Cars	98.5	99	100	100	99.2	92.6	98.3	100	100	100	98.3	98.8	99	99	0	98.9	99.4	98.4	100	100	100	98.6	98.5
Trucks	1	3	0	0	4	6	62	0	0	0	68	1	3	2	0	6	1	51	0	0	0	52	130
% Trucks	1.5	1	0	0	0.8	7.4	1.7	0	0	0	1.7	1.2	1	1	0	1.1	0.6	1.6	0	0	0	1.4	1.5



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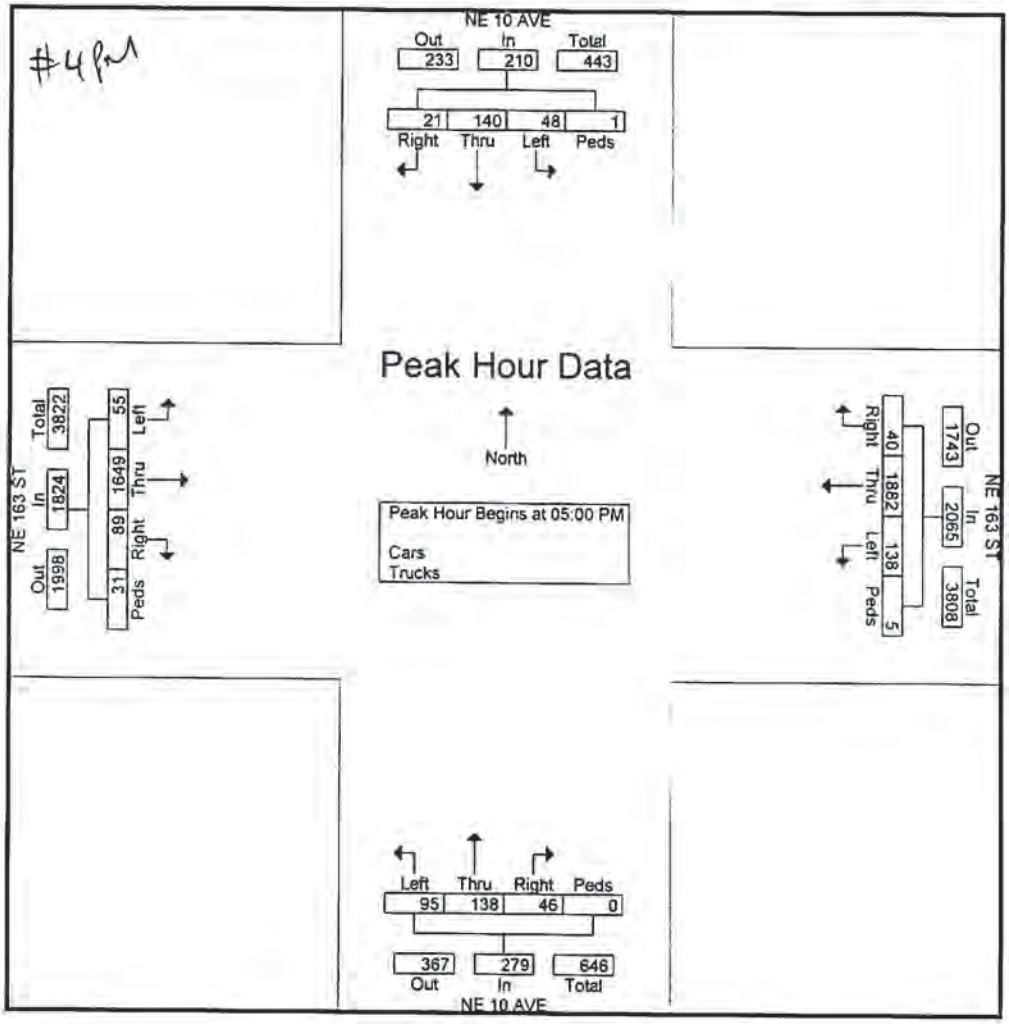
File Name : NE 10 Ave_NE 163 St_PM
Site Code : 00000000
Start Date : 11/2/2021
Page No : 2

	NE 10 AVE Southbound					NE 163 ST Westbound						NE 10 AVE Northbound					NE 163 ST Eastbound						
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turns	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turns	Peds	App Total	Int Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 05:00 PM																							
05:00 PM	5	30	13	1	49	6	469	23	1	0	499	13	31	26	0	70	22	453	14	12	1	502	1120
05:15 PM	4	31	12	0	47	9	488	40	0	2	539	8	33	21	0	62	19	365	11	5	1	401	1049
05:30 PM	5	37	12	0	54	15	501	41	0	1	558	10	44	24	0	78	25	436	18	3	0	482	1172
05:45 PM	7	42	11	0	60	10	424	34	0	1	469	15	30	24	0	69	23	395	12	8	1	439	1037
Total Volume	21	140	48	1	210	40	1882	138	1	4	2065	46	138	95	0	279	89	1649	55	28	3	1824	4378
% App. Total	10	66.7	22.9	0.5		1.9	91.1	6.7	0	0.2		16.5	49.5	34.1	0		4.9	90.4	3	1.5	0.2		
PHF	.750	.833	.923	.250	.875	.667	.939	.841	.250	.500	.925	.767	.784	.913	.000	.894	.890	.910	.764	.583	.750	.908	.934



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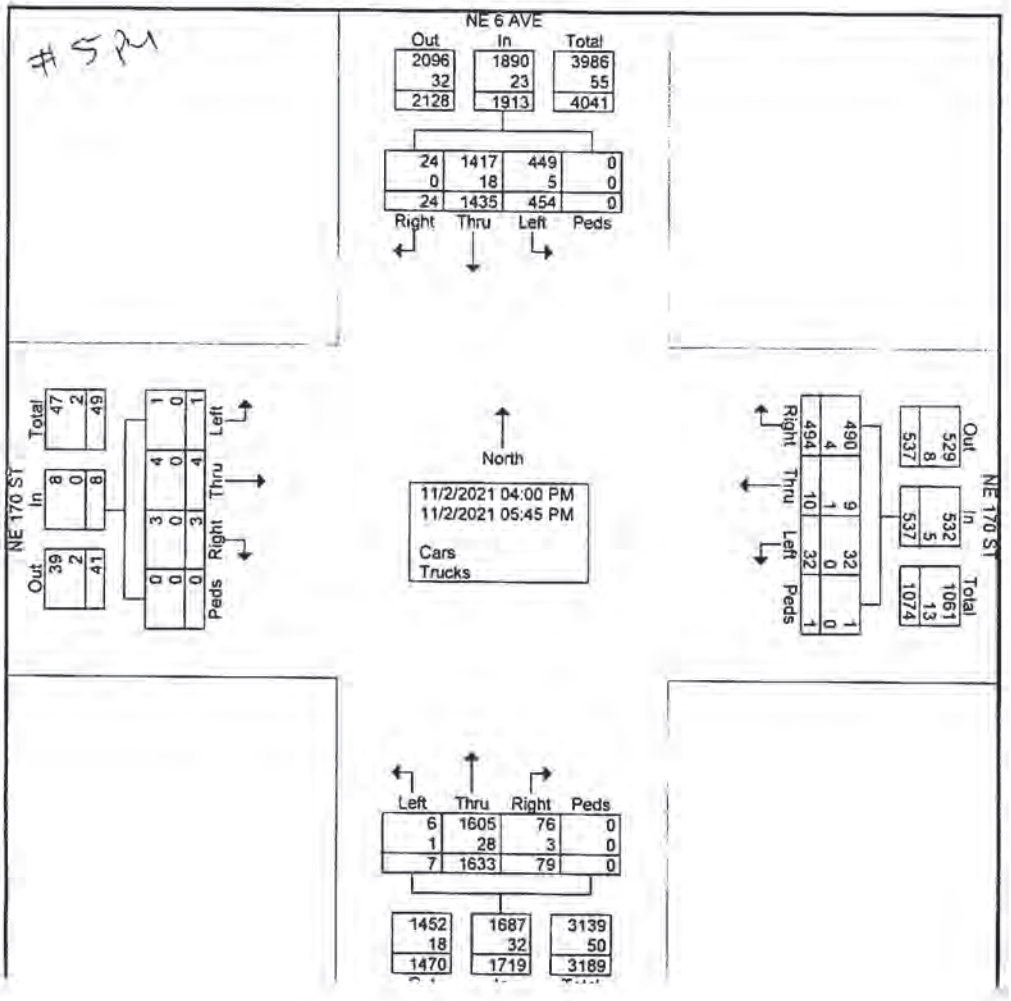
File Name : NE 6 Ave_NE 170 St_PM
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Cars - Trucks

	NE 6 AVE Southbound					NE 170 ST Westbound					NE 6 AVE Northbound					NE 170 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int. Total
04:00 PM	7	166	55	0	228	79	2	1	0	82	8	190	1	0	199	0	1	0	0	1	510
04:15 PM	2	181	55	0	238	59	0	4	0	63	6	190	1	0	197	0	0	0	0	0	498
04:30 PM	1	172	60	0	233	50	4	6	0	60	12	240	1	0	253	0	1	0	0	1	547
04:45 PM	2	156	45	0	203	62	0	5	0	67	8	205	1	0	214	0	0	0	0	0	484
Total	12	675	215	0	902	250	6	16	0	272	34	825	4	0	863	0	2	0	0	2	2039
05:00 PM	7	205	54	0	266	63	0	1	0	64	8	206	2	0	216	1	0	0	0	1	547
05:15 PM	2	167	59	0	228	70	0	4	0	74	12	199	0	0	211	2	1	0	0	3	516
05:30 PM	3	211	59	0	273	56	1	6	1	64	9	201	1	0	211	0	0	1	0	1	549
05:45 PM	0	177	67	0	244	55	3	5	0	63	16	202	0	0	218	0	1	0	0	1	526
Total	12	760	239	0	1011	244	4	16	1	265	45	808	3	0	856	3	2	1	0	6	2138
Grand Total	24	1435	454	0	1913	494	10	32	1	537	79	1633	7	0	1719	3	4	1	0	8	4177
Apprch %	1.3	75	23.7	0		92	1.9	6	0.2		4.6	95	0.4	0		37.5	50	12.5	0		
Total %	0.6	34.4	10.9	0	45.8	11.8	0.2	0.8	0	12.9	1.9	39.1	0.2	0	41.2	0.1	0.1	0	0	0.2	
Cars	24	1417	449	0	1890	490	9	32	1	532	76	1605	6	0	1687	3	4	1	0	8	4117
% Cars	100	98.7	98.9	0	98.8	99.2	90	100	100	99.1	96.2	98.3	85.7	0	98.1	100	100	100	0	100	98.6
Trucks	0	18	5	0	23	4	1	0	0	5	3	28	1	0	32	0	0	0	0	0	60
% Trucks	0	1.3	1.1	0	1.2	0.8	10	0	0	0.9	3.8	1.7	14.3	0	1.9	0	0	0	0	0	1.4



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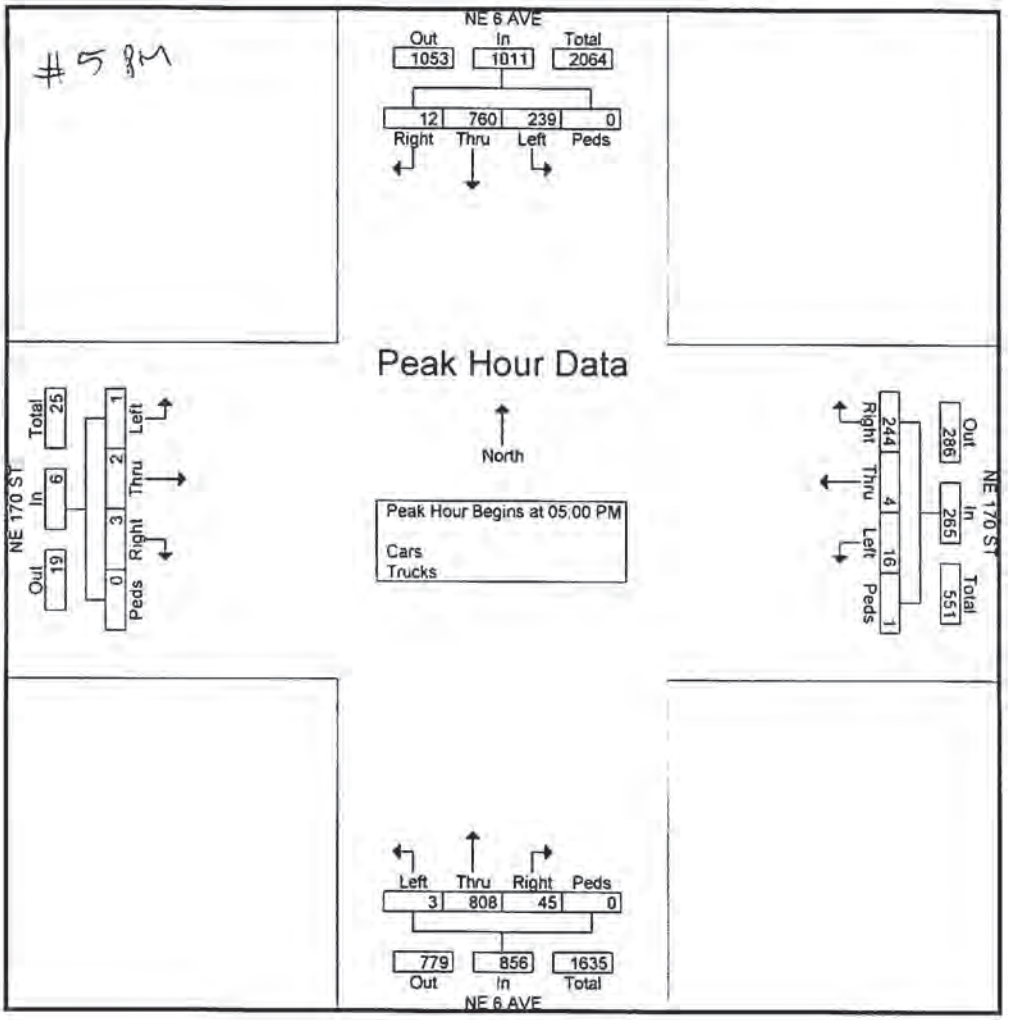
File Name : NE 6 Ave_NE 170 St_PM
Site Code : 00000000
Start Date : 11/2/2021
Page No : 2

	NE 6 AVE Southbound					NE 170 ST Westbound					NE 6 AVE Northbound					NE 170 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	7	205	54	0	266	63	0	1	0	64	8	**206**	2	0	216	1	0	0	0	1	547
05:15 PM	2	167	59	0	228	**70**	0	4	0	**74**	12	199	0	0	211	**2**	**1**	0	0	**3**	516
05:30 PM	3	**211**	59	0	**273**	56	1	**6**	**1**	64	9	201	1	0	211	0	0	**1**	0	1	**549**
05:45 PM	0	177	**67**	0	244	55	**3**	5	0	63	**16**	202	0	0	**218**	0	1	0	0	1	526
Total Volume	12	760	239	0	1011	244	4	16	1	265	45	808	3	0	856	3	2	1	0	6	2138
% App. Total																					
PHF	.429	.900	.892	.000	.926	.871	.333	.667	.250	.895	.703	.981	.375	.000	.982	.375	.500	.250	.000	.500	.974



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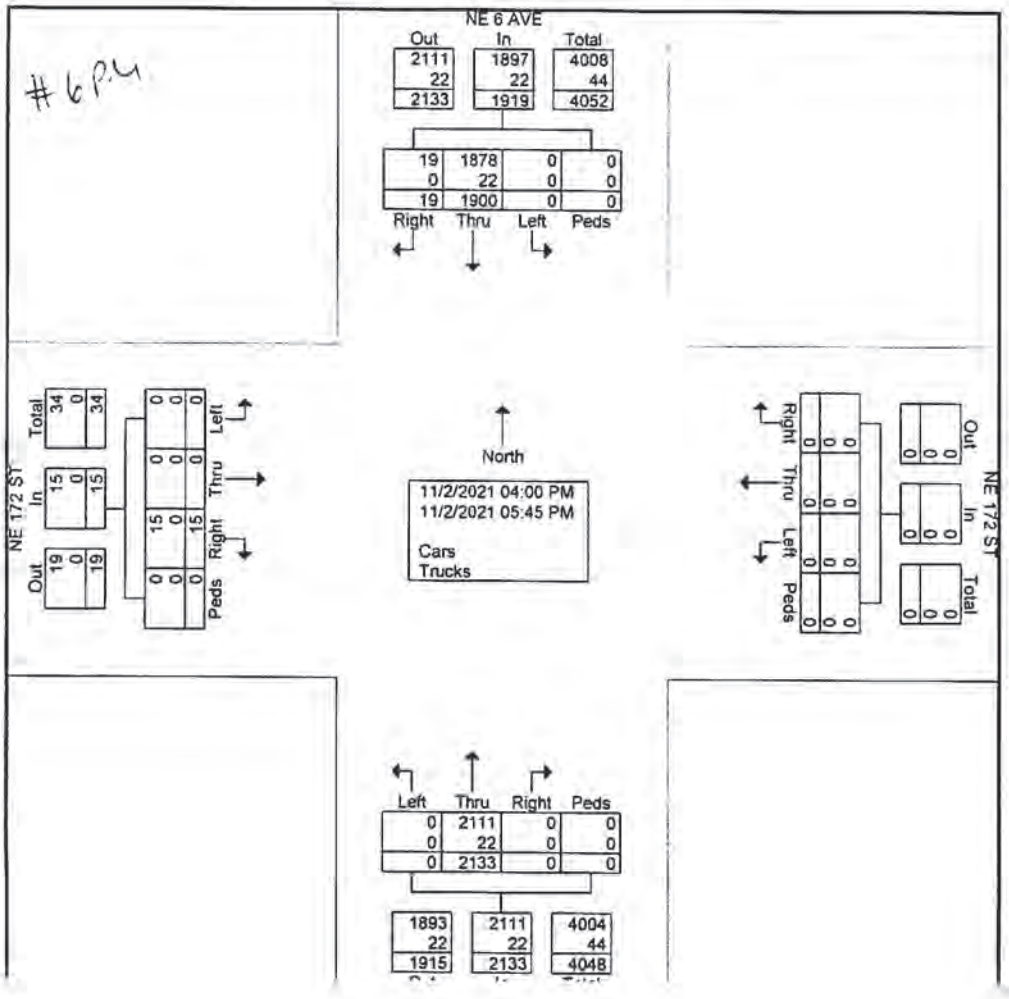
File Name : NE 6 Ave_NE 172 St_PM
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Cars - Trucks

	NE 6 AVE Southbound					NE 172 ST Westbound					NE 6 AVE Northbound					NE 172 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	228	0	0	231	0	0	0	0	0	0	267	0	0	267	2	0	0	0	2	500
04:15 PM	0	235	0	0	235	0	0	0	0	0	0	257	0	0	257	4	0	0	0	4	496
04:30 PM	3	232	0	0	235	0	0	0	0	0	0	292	0	0	292	2	0	0	0	2	529
04:45 PM	4	202	0	0	206	0	0	0	0	0	0	265	0	0	265	1	0	0	0	1	472
Total	10	897	0	0	907	0	0	0	0	0	0	1081	0	0	1081	9	0	0	0	9	1997
05:00 PM	2	266	0	0	268	0	0	0	0	0	0	267	0	0	267	3	0	0	0	3	538
05:15 PM	1	227	0	0	228	0	0	0	0	0	0	271	0	0	271	3	0	0	0	3	502
05:30 PM	6	269	0	0	275	0	0	0	0	0	0	260	0	0	260	0	0	0	0	0	535
05:45 PM	0	241	0	0	241	0	0	0	0	0	0	254	0	0	254	0	0	0	0	0	495
Total	9	1003	0	0	1012	0	0	0	0	0	0	1052	0	0	1052	6	0	0	0	6	2070
Grand Total	19	1900	0	0	1919	0	0	0	0	0	0	2133	0	0	2133	15	0	0	0	15	4067
Apprch %	1	99	0	0		0	0	0	0		0	100	0	0		100	0	0	0		
Total %	0.5	46.7	0	0	47.2	0	0	0	0	0	0	52.4	0	0	52.4	0.4	0	0	0	0.4	
Cars	19	1878	0	0	1897	0	0	0	0	0	0	2111	0	0	2111	15	0	0	0	15	4023
% Cars	100	98.8	0	0	98.9	0	0	0	0	0	0	99	0	0	99	100	0	0	0	100	98.9
Trucks	0	22	0	0	22	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	44
% Trucks	0	1.2	0	0	1.1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1.1



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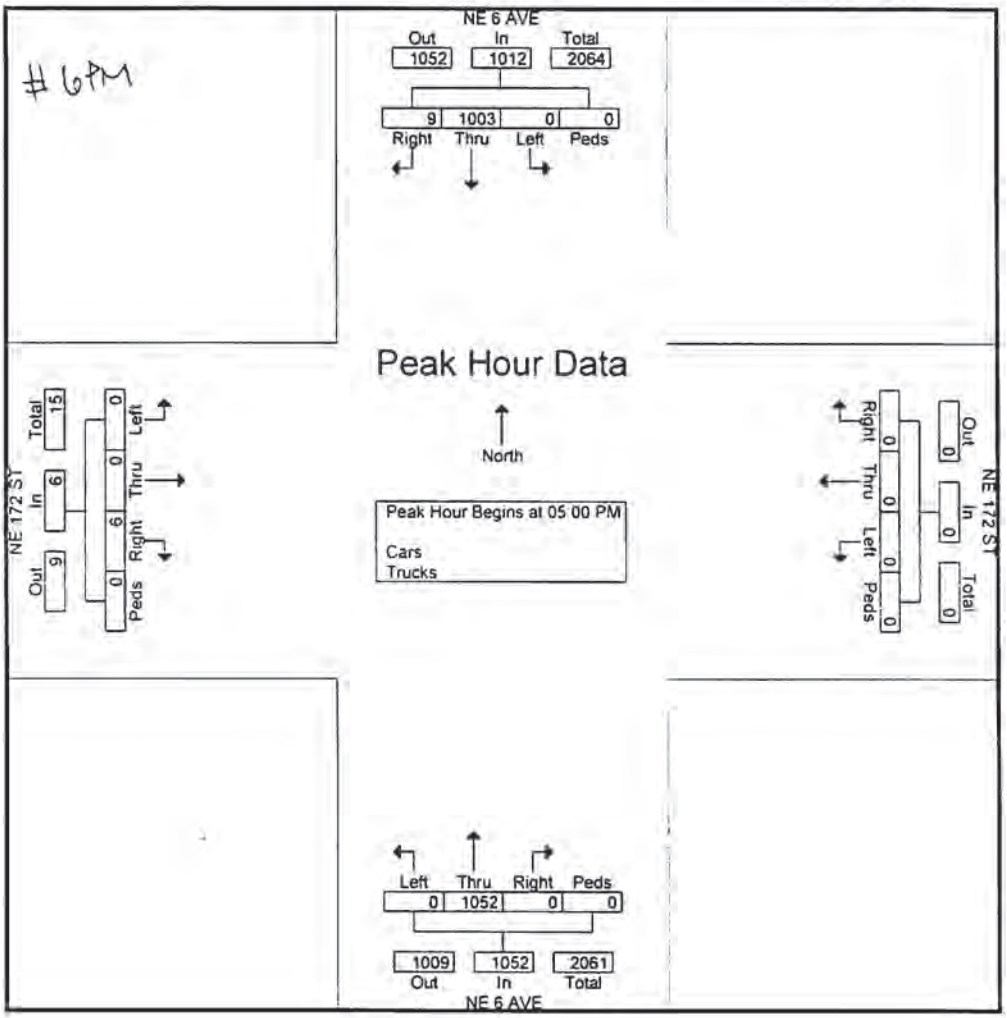
File Name : NE 6 Ave_NE 172 St_PM
Site Code : 00000000
Start Date : 11/2/2021
Page No : 2

	NE 6 AVE Southbound					NE 172 ST Westbound					NE 6 AVE Northbound					NE 172 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	266	0	0	268	0	0	0	0	0	0	267	0	0	267	3	0	0	0	3	538
05:15 PM	1	227	0	0	228	0	0	0	0	0	0	271	0	0	271	3	0	0	0	3	502
05:30 PM	6	269	0	0	275	0	0	0	0	0	0	260	0	0	260	0	0	0	0	0	535
05:45 PM	0	241	0	0	241	0	0	0	0	0	0	254	0	0	254	0	0	0	0	0	495
Total Volume	9	1003	0	0	1012	0	0	0	0	0	0	1052	0	0	1052	6	0	0	0	6	2070
% App. Total	0.9	99.1	0	0		0	0	0	0		0	100	0	0		100	0	0	0		
PHF	.375	.932	.000	.000	.920	.000	.000	.000	.000	.000	.000	.970	.000	.000	.970	.500	.000	.000	.000	.500	.962



Committed AM

TRIP GENERATION ANALYSIS
AM PEAK HOUR

Project Name: Home Improvement Superstore at Jeffereson Plaza (Committed Development)

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	AM PEAK HOUR TRIPS				
				%	IN	%	OUT	TOTAL
Proposed								
Home Improvement Superstore	117.228 Th.SF.	862	1.51	57%	101	43%	76	177
External Trips				**57%**	**101**	**43%**	**76**	**177**
[1] Pass-By Trips 28%				*57%*	*28*	*43%*	*21*	*49*
Net External Trips (External Trips - Pass By Trips)				**57%**	**73**	**43%**	**55**	**128**

Notes:

Sources: *ITE Trip Generation, 11th Edition & ITE Trip Generation Handbook, 3rd Edition.*

Th.SF.= 1,000 Square Feet

[1] Pass-by trip percentage was estimated using an AM to PM ratio and pass-by trip percentage for the PM peak as per ITE.

Committed PM

TRIP GENERATION ANALYSIS
PM PEAK HOUR

Project Name: Home Improvement Superstore at Jeffereson Plaza (Committed Development)

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	PM PEAK HOUR TRIPS				
				%	IN	%	OUT	TOTAL
Proposed								
Home Improvement Superstore	117.228 Th.SF.	862	2.29	49%	131	51%	137	268
External Trips (Proposed Site Gross Trips)				**49%**	**131**	**51%**	**137**	**268**
[1] Pass-By Trips 42%				*49%*	*55*	*51%*	*58*	*113*
Net External Trips (External Trips - Pass By Trips)				**49%**	**76**	**51%**	**79**	**155**

Notes:

Sources: *ITE Trip Generation, 11th Edition & ITE Trip Generation Handbook, 3rd Edition.*

Th.SF.= 1,000 Square Feet

[1] Pass-by percentage was obtained from the ITE Trip Generation Handbook 3rd Edition.

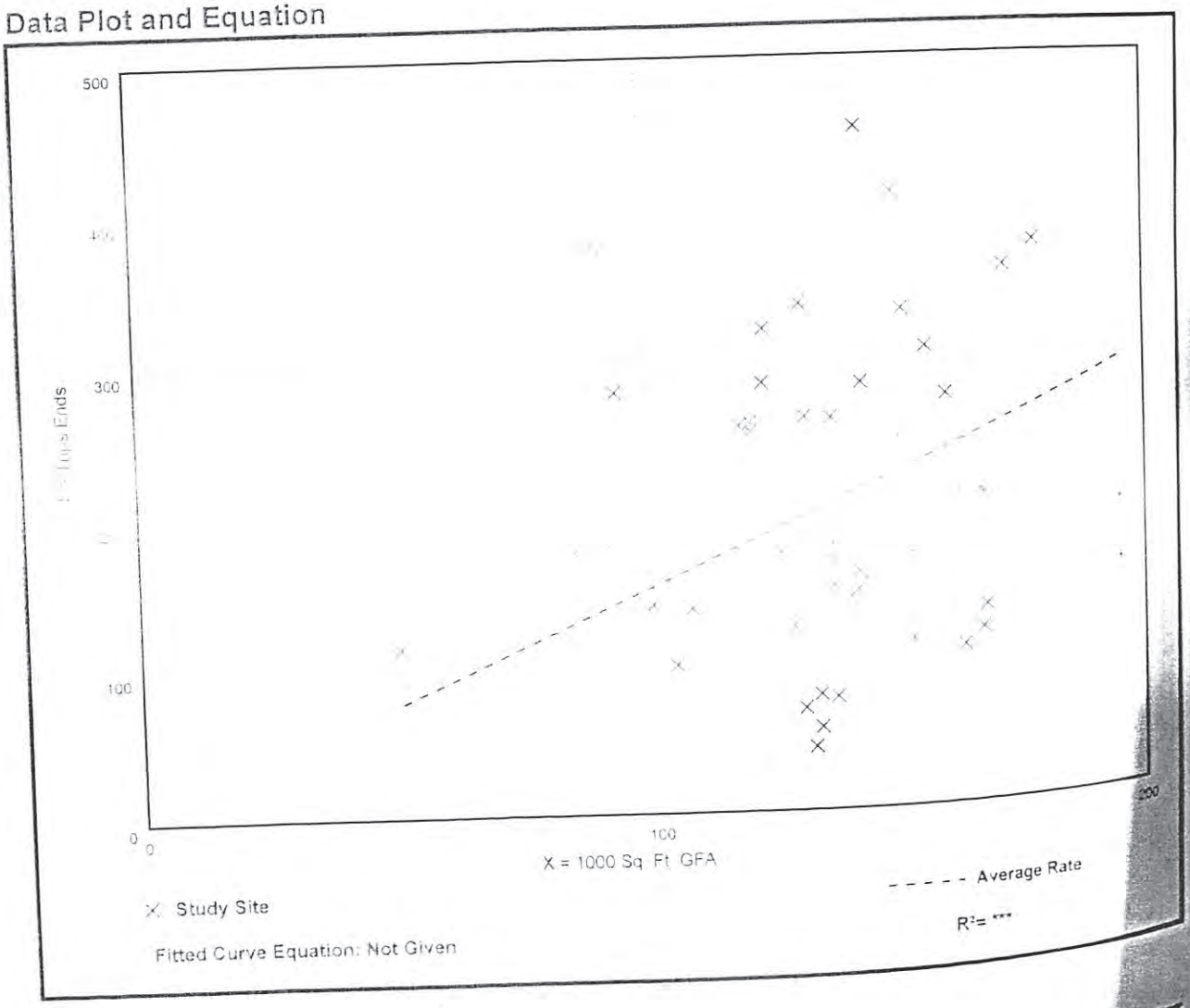
Home Improvement Superstore
(862)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 51
Avg. 1000 Sq. Ft. GFA: 136
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.51	0.32 - 4.16	0.76

Data Plot and Equation



Home Improvement Superstore (862)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 62
Avg. 1000 Sq. Ft. GFA: 136
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.29	0.85 - 4.34	0.77

Data Plot and Equation

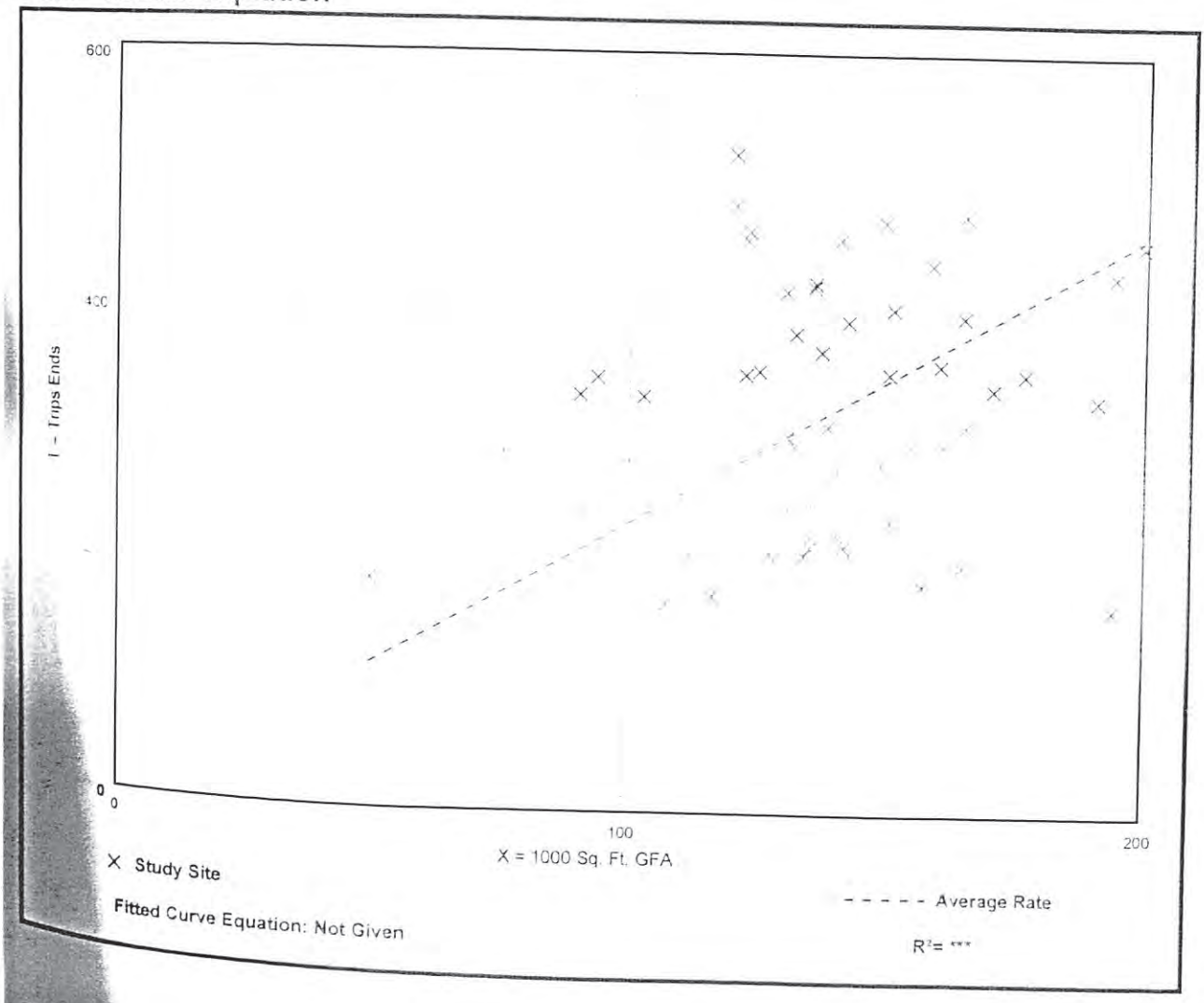


Table E.18 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 857—Discount Club

SIZE (1,000 SQ. FT. GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			SOURCE
							PRIMARY	DIVERTED	TOTAL	
137	12	Lancaster, PA	June 2009	160	4:00–6:00 p.m.	38	—	—	62	719
149	12	Harrisburg, PA	June 2009	228	4:00–6:00 p.m.	33	—	—	67	719
149	12	Robinson, PA	June 2009	147	4:00–6:00 p.m.	29	—	—	71	719
149	12	Cranberry, PA	June 2009	218	4:00–6:00 p.m.	50	—	—	50	719
149	12	Frederick, MD	July 2010	255	4:00–6:00 p.m.	34	—	—	66	719

Average Pass-By Trip Percentage: 37
"—" means no data were provided

Table E.19 Pass-By and Non-Pass-By Trips Saturday, Mid-Day Peak Period Land Use Code 857—Discount Club

SIZE (1,000 SQ. FT. GFA)	VEHICLE FUELING POSITIONS	LOCATION	SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			SOURCE
							PRIMARY	DIVERTED	TOTAL	
137	12	Lancaster, PA	June 2009	462	12:00–3:00 p.m.	26	—	—	74	719
149	12	Harrisburg, PA	June 2009	203	12:00–3:00 p.m.	16	—	—	84	719
149	12	Robinson, PA	June 2009	240	12:00–3:00 p.m.	37	—	—	63	719
149	12	Cranberry, PA	June 2009	267	12:00–3:00 p.m.	39	—	—	61	719
149	12	Frederick, MD	July 2010	209	12:00–3:00 p.m.	31	—	—	69	719

Average Pass-By Trip Percentage: 30
"—" means no data were provided

Table E.20 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 862—Home Improvement Superstore

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
107	Casselberry, FL	1992	488	2:00–6:00 p.m.	44	32	24	56	—	TPD Inc.
91	Daytona Beach, FL	1993	111	2:00–6:00 p.m.	46	—	—	54	—	TPD Inc.
100	Orlando, FL	1993	147	2:00–6:00 p.m.	54	—	—	46	—	TPD Inc.
142	Clearwater, FL	May 2010	153	2:00–6:00 p.m.	25	—	—	75	3,888	731

Average Pass-By Trip Percentage: 42
"—" means no data were provided

ITE RATE
AM 1.51
PM 2.29

AM PASS-BY = PM PASS-BY (42%) $\left(\frac{1.51}{2.29}\right)$ = 27.7%

Table 2 - Revised
AM Peak Hour - Trip Generation

Land Use	ITE Code	Intensity		Trip Generation Rate	In	Out	Total Trips		
							In	Out	Total
Existing									
Supermarket	850	37,021	Square Feet	T=3.82(X)	60%	40%	85	56	141
Sub-Total							85	57	141
10% Internalization							8	6	14
Total							76	51	127
Proposed									
Shopping Center	820	49,529	Square Feet	T=0.50(X)+151.78	62%	38%	109	68	177
Supermarket	850	51,908	Square Feet	T=3.82(X)	60%	40%	119	79	198
Home Improvement Store	862	117,228	Square Feet	T=1.57(X)	57%	43%	105	79	184
Sub-Total							333	226	559
10% Internalization							33	23	56
Sub-Total							300	203	503
Convenience Store with Gasoline Pumps	853	2,824	Square Feet	T=40.59(X)	50%	50%	57	57	114
Pass-By Traffic (78%)							44	44	88
Sub-Total							13	13	26
Total							313	216	529
Driveway Trips							357	260	617
Net New Trips							236	166	402

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition

Table 3 - Revised
PM Peak Hour - Trip Generation

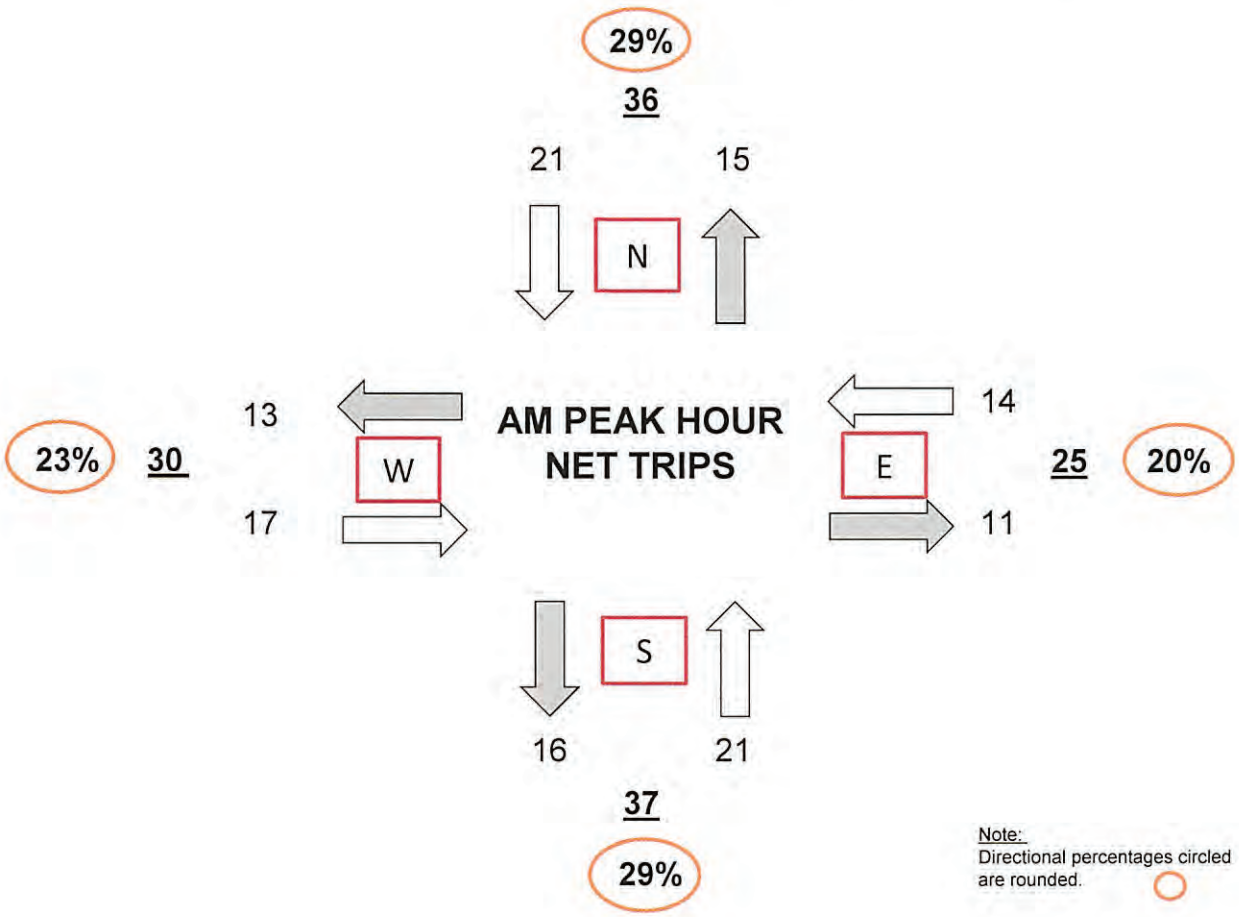
Land Use	ITE Code	Intensity		Trip Generation Rate	In	Out	Total Trips		
							In	Out	Total
Existing									
Supermarket	850	37,021	Square Feet	Ln(T)=0.75Ln(X)+3.21	51%	49%	190	182	372
Sub-Total							190	181	373
10% Internalization							19	18	37
Total							171	163	335
Proposed									
Shopping Center	820	49,529	Square Feet	Ln(T)=0.74Ln(X)+2.89	48%	52%	155	169	323
Supermarket	850	51,908	Square Feet	Ln(T)=0.75Ln(X)+3.21	51%	49%	244	235	479
Home Improvement Store	862	117,228	Square Feet	T=2.33(X)	49%	51%	134	139	273
Sub-Total							533	542	1,075
10% Internalization							53	54	107
Sub-Total							481	489	970
Convenience Store with Gasoline Pumps	853	2,824	Square Feet	T=49.29(X)	50%	50%	69	70	139
Pass-By Traffic (78%)							54	54	108
Sub-Total							15	16	31
Total							496	505	1,001
Driveway Trips							550	559	1,109
Net New Trips							324	342	666

Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition

Cardinal Distribution
AM Peak Hour (Weekday)
Traffic Analysis Zone (TAZ) 184

Project Name: Home Improvement Superstore at Jeffereson Plaza (Committed Development)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	DIRECTION	DISTRIBUTION	AM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
NNE ENE	13.41 15.20	NORTH	28.60%	21	15	36
ESE SSE	4.41 7.89	EAST	19.61%	14	11	25
SSW WSW	20.79 11.29	SOUTH	28.68%	21	16	37
WNW NNW	11.90 15.19	WEST	23.19%	17	13	30
TOTAL	100.00		100.00%	73	55	128



Note:
Directional percentages circled are rounded.

Cardinal Distribution
AM Peak Hour (Weekday)
Traffic Analysis Zone (TAZ) 184

Project Name: Home Improvement Superstore at Jeffereson Plaza (Committed Development)

DIRECTION	DISTRIBUTION PERCENTAGES (%)			AM PEAK HOUR TRIPS		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2015	2045	2023			
NNE	13.70	12.60	13.41	10	7	17
ENE	15.60	14.10	15.20	11	8	19
ESE	3.90	5.80	4.41	3	3	6
SSE	8.00	7.60	7.89	6	4	10
SSW	20.60	21.30	20.79	15	12	27
WSW	11.10	11.80	11.29	8	6	14
WNW	11.90	11.90	11.90	9	7	16
NNW	15.30	14.90	15.19	11	8	19
TOTAL	100.00	100.00	100.00	73	55	128

Note:

Based on Miami-Dade Transportation Planning Organization 2045 LRTP Directional Trip Distribution Report, September 2019. Since the current data is only available for the model years 2015 and 2045, the eight (8) cardinal directions were interpolated to the design year of 2023.

AM PEAK HOUR	IN	OUT	TOTAL
TRIPS:	73	55	128
PERCENT:	57.03%	42.97%	(Calculated)

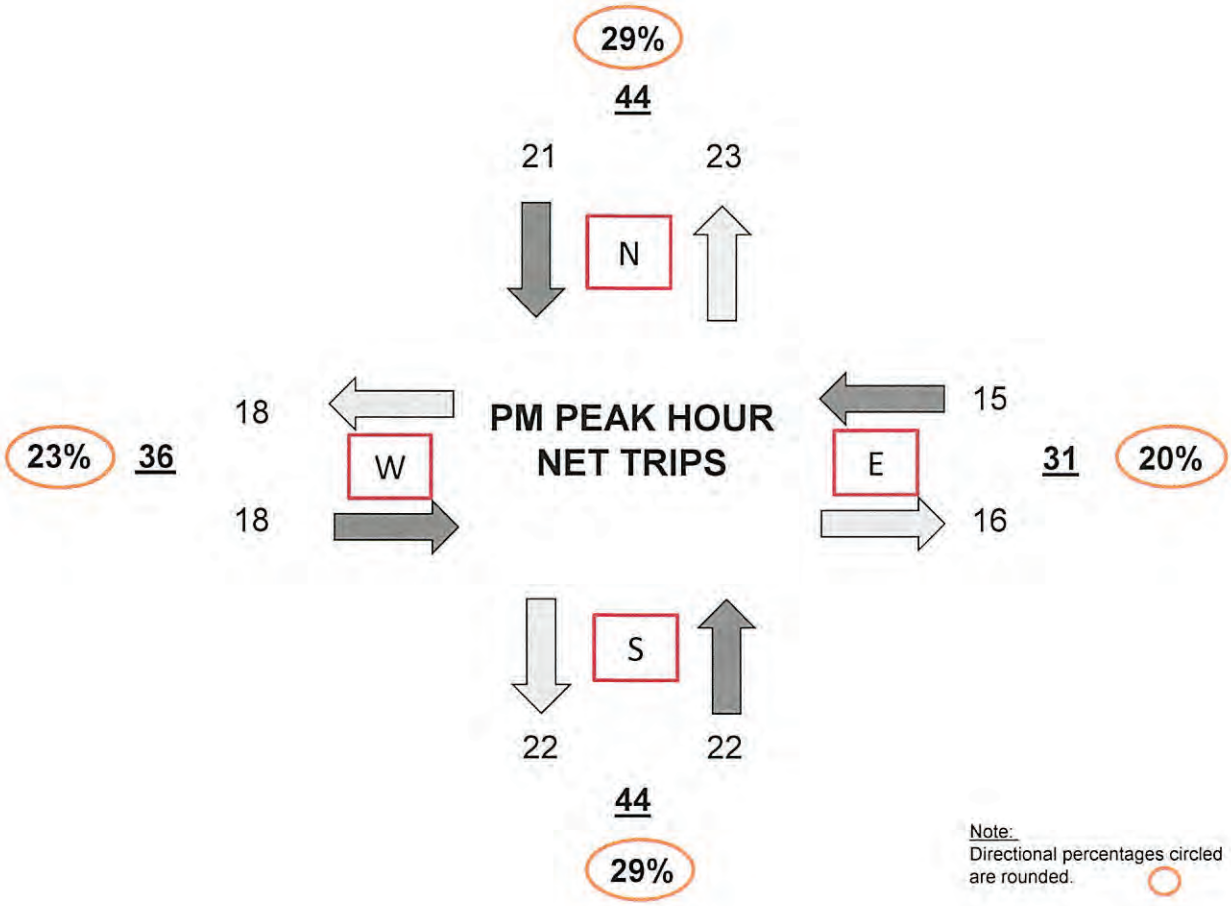
DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	13.41	9.787	10	7.374	7	17
ENE	15.20	11.096	11	8.360	8	19
ESE	4.41	3.217	3	2.424	3	6
SSE	7.89	5.762	6	4.341	4	10
SSW	20.79	15.174	15	11.433	12	27
WSW	11.29	8.239	8	6.208	6	14
WNW	11.90	8.687	9	6.545	7	16
NNW	15.19	11.091	11	8.356	8	19
TOTAL	100.00	73.054	73	55.040	55	128

Committed PM

Cardinal Distribution
PM Peak Hour (Weekday)
Traffic Analysis Zone (TAZ) 184

Project Name: Home Improvement Superstore at Jefferson Plaza (Committed Development)

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	DIRECTION	DISTRIBUTION	PM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
NNE	13.41	NORTH	28.60%	21	23	44
ENE	15.20					
ESE	4.41	EAST	19.61%	15	16	31
SSE	7.89					
SSW	20.79	SOUTH	28.68%	22	22	44
WSW	11.29					
WNW	11.90	WEST	23.19%	18	18	36
NNW	15.19					
TOTAL	100.00		100.00%	76	79	155



Note:
Directional percentages circled are rounded.

Cardinal Distribution
PM Peak Hour (Weekday)
Traffic Analysis Zone (TAZ) 184

Project Name: Home Improvement Superstore at Jeffereson Plaza (Committed Development)

DIRECTION	DISTRIBUTION PERCENTAGES (%)			PM PEAK HOUR TRIPS		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2015	2045	2023			
NNE	13.70	12.60	13.41	10	11	21
ENE	15.60	14.10	15.20	12	12	24
ESE	3.90	5.80	4.41	3	4	7
SSE	8.00	7.60	7.89	6	6	12
SSW	20.60	21.30	20.79	16	16	32
WSW	11.10	11.80	11.29	9	9	18
WNW	11.90	11.90	11.90	9	9	18
NNW	15.30	14.90	15.19	11	12	23
TOTAL	100.00	100.00	100.00	76	79	155

Note:

Based on Miami-Dade Transportation Planning Organization 2045 LRTP Directional Trip Distribution Report, September 2019. Since the current data is only available for the model years 2015 and 2045, the eight (8) cardinal directions were interpolated to the design year of 2023.

PM PEAK HOUR	IN	OUT	TOTAL
TRIPS:	76	79	155
PERCENT:	49.03%	50.97%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	13.41	10.189	10	10.591	11	21
ENE	15.20	11.552	12	12.008	12	24
ESE	4.41	3.349	3	3.481	4	7
SSE	7.89	5.999	6	6.236	6	12
SSW	20.79	15.798	16	16.421	16	32
WSW	11.29	8.578	9	8.916	9	18
WNW	11.90	9.044	9	9.401	9	18
NNW	15.19	11.547	11	12.003	12	23
TOTAL	100.00	76.056	76	79.058	79	155

Appendix E: Intersection Capacity / LOS Analysis

TABLE: A7

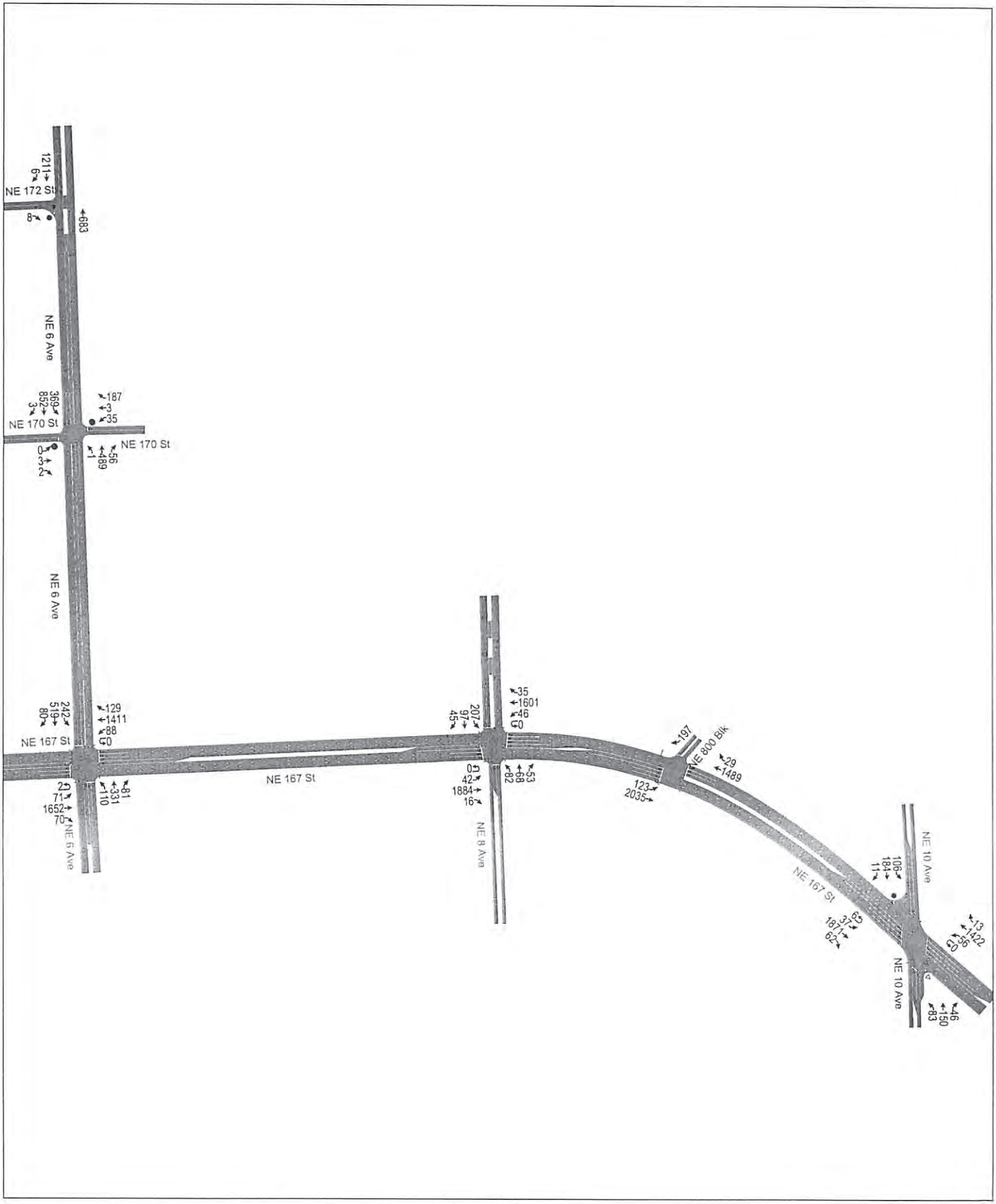
Level of Service (LOS) Summary - AM & PM Peak Hour

Project Name: 851 NE 167 Street

Existing Condition			AM Peak Hour					PM Peak Hour				
	Location	Intersection Control	Overall		Critical Approach TWSC			Overall		Critical Approach TWSC		
			LOS	Delay (sec)	Approach	LOS	Delay (sec)	LOS	Delay (sec)	Approach	LOS	Delay (sec)
1	NE 167 Street (SR 826) & NE 6 Avenue (SR 915)	Traffic Signal	D	49.7	-	-	-	D	49.8	-	-	-
2	NE 167 Street (SR 826) & NE 8 Avenue	Traffic Signal	C	23.8	-	-	-	C	29.2	-	-	-
3	NE 167 Street (SR 826) & NE 800 Block	Traffic Signal	A	9.0	-	-	-	B	10.3	-	-	-
4	NE 167 Street/NE 163 Street (SR 826) & NE 10 Avenue	Traffic Signal	C	23.5	-	-	-	C	21.8	-	-	-
5	NE 6 Avenue (SR 915) & NE 170 Street	Two-Way Stop	A	4.6	EB	E	37.7	A	3.8	EB	D	30.2
6	NE 6 Avenue (SR 915) & NE 172 Street	Two-Way Stop	A	0.1	EB	B	13.5	A	0.0	EB	B	12.4
Future Condition without Project			**AM Peak Hour**					**PM Peak Hour**				
	Location	Intersection Control	Overall		Critical Approach TWSC			Overall		Critical Approach TWSC		
			LOS	Delay (sec)	Approach	LOS	Delay (sec)	LOS	Delay (sec)	Approach	LOS	Delay (sec)
1	NE 167 Street (SR 826) & NE 6 Avenue (SR 915)	Traffic Signal	D	51.4	-	-	-	D	51.8	-	-	-
2	NE 167 Street (SR 826) & NE 8 Avenue	Traffic Signal	C	25.4	-	-	-	C	31.7	-	-	-
3	NE 167 Street (SR 826) & NE 800 Block	Traffic Signal	A	9.6	-	-	-	B	10.8	-	-	-
4	NE 167 Street/NE 163 Street (SR 826) & NE 10 Avenue	Traffic Signal	C	23.6	-	-	-	C	23.3	-	-	-
5	NE 6 Avenue (SR 915) & NE 170 Street	Two-Way Stop	A	4.8	EB	E	40.0	A	4.0	EB	D	31.9
6	NE 6 Avenue (SR 915) & NE 172 Street	Two-Way Stop	A	0.1	EB	B	13.7	A	0.0	EB	B	12.5
Future Condition with Project			**AM Peak Hour**					**PM Peak Hour**				
	Location	Intersection Control	Overall		Critical Approach TWSC			Overall		Critical Approach TWSC		
			LOS	Delay (sec)	Approach	LOS	Delay (sec)	LOS	Delay (sec)	Approach	LOS	Delay (sec)
1	NE 167 Street (SR 826) & NE 6 Avenue (SR 915)	Traffic Signal	D	52.7	-	-	-	D	53.3	-	-	-
2	NE 167 Street (SR 826) & NE 8 Avenue	Traffic Signal	C	29.7	-	-	-	D	38.1	-	-	-
3	NE 167 Street (SR 826) & NE 800 Block	Traffic Signal	B	10.0	-	-	-	B	10.8	-	-	-
4	NE 167 Street/NE 163 Street (SR 826) & NE 10 Avenue	Traffic Signal	C	24.0	-	-	-	C	25.6	-	-	-
5	NE 6 Avenue (SR 915) & NE 170 Street	Two-Way Stop	A	4.8	EB	E	40.3	A	4.0	EB	D	32.5
6	NE 6 Avenue (SR 915) & NE 172 Street	Two-Way Stop	A	0.1	EB	B	13.8	A	0.0	EB	B	12.6
7	NE 8 Avenue & Main Driveway (DW1)	Two-Way Stop	A	0.5	WB	B	12.0	A	1.6	WB	C	15.0
8	NE 8 Avenue & Alley (Access to Driveways)	Two-Way Stop	A	0.7	WB	B	11.0	A	2.0	WB	B	13.3
9	Alley & Parking Garage Entrance (DW2)	Two-Way Stop	A	2.1	NB	A	8.9	A	4.8	NB	A	9.2
10	Alley & Additional Driveway (DW3)	Two-Way Stop	A	7.1	NB	A	8.5	A	5.4	NB	A	8.6

851 NE 167 Street

Existing Condition - AM Peak Hour



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	71	1652	70	88	1411	129	110	331	81	242	519
Future Volume (vph)	2	71	1652	70	88	1411	129	110	331	81	242	519
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.1		6.0	6.1		6.4	7.4		6.4	7.4
Lane Util. Factor		1.00	0.91		1.00	0.91		1.00	0.95		1.00	0.95
Frt		1.00	0.99		1.00	0.99		1.00	0.97		1.00	0.98
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)		1752	5005		1752	4973		1752	3402		1752	3435
Flt Permitted		0.08	1.00		0.05	1.00		0.19	1.00		0.19	1.00
Satd. Flow (perm)		155	5005		93	4973		357	3402		348	3435
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	77	1796	76	96	1534	140	120	360	88	263	564
RTOR Reduction (vph)	0	0	2	0	0	5	0	0	12	0	0	6
Lane Group Flow (vph)	0	79	1870	0	96	1669	0	120	436	0	263	645
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	custom	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA
Protected Phases		5	2		1	6		3	8		7	4
Permitted Phases	5	2			6			8			4	
Actuated Green, G (s)		111.9	103.1		118.9	106.6		46.7	32.8		65.1	44.8
Effective Green, g (s)		111.9	103.1		118.9	106.6		46.7	32.8		65.1	44.8
Actuated g/C Ratio		0.56	0.52		0.59	0.53		0.23	0.16		0.33	0.22
Clearance Time (s)		6.0	6.1		6.0	6.1		6.4	7.4		6.4	7.4
Vehicle Extension (s)		2.0	1.0		2.0	1.0		2.0	2.5		2.0	2.5
Lane Grp Cap (vph)		156	2580		157	2650		180	557		295	769
v/s Ratio Prot		0.02	c0.37		c0.04	c0.34		0.05	0.13		c0.12	c0.19
v/s Ratio Perm		0.26			0.32			0.11			c0.17	
v/c Ratio		0.51	0.72		0.61	0.63		0.67	0.78		0.89	0.84
Uniform Delay, d1		25.8	37.5		34.2	32.8		63.9	80.2		55.6	74.1
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.9	1.8		4.9	1.1		7.0	6.9		26.2	7.8
Delay (s)		26.7	39.3		39.1	34.0		71.0	87.0		81.8	82.0
Level of Service		C	D		D	C		E	F		F	F
Approach Delay (s)			38.8			34.3			83.6			81.9
Approach LOS			D			C			F			F

Intersection Summary			
HCM 2000 Control Delay	49.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	25.9
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

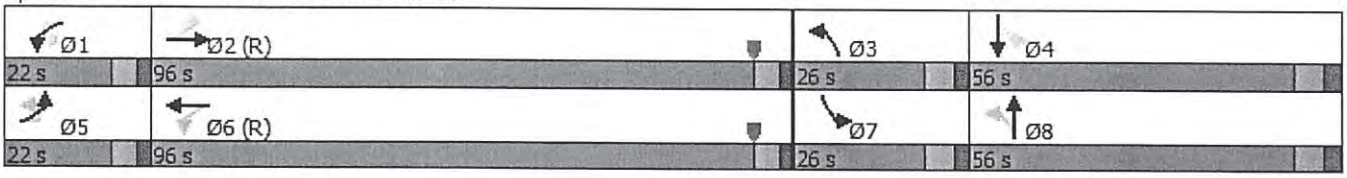
Movement	SBR
Lane Configurations	
Traffic Volume (vph)	80
Future Volume (vph)	80
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	87
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	3%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

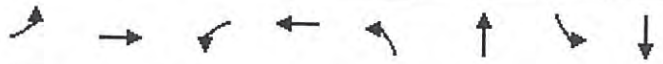
Lane Group	EBU	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	2	71	1652	88	1411	110	331	242	519
Future Volume (vph)	2	71	1652	88	1411	110	331	242	519
Turn Type	custom	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases		5	2	1	6	3	8	7	4
Permitted Phases	5	2		6		8		4	
Detector Phase	5	5	2	1	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.0	11.0	35.1	11.0	35.1	11.4	41.4	11.4	41.4
Total Split (s)	22.0	22.0	96.0	22.0	96.0	26.0	56.0	26.0	56.0
Total Split (%)	11.0%	11.0%	48.0%	11.0%	48.0%	13.0%	28.0%	13.0%	28.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.1	2.0	2.1	2.0	3.0	2.0	3.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.1	6.0	6.1	6.4	7.4	6.4	7.4
Lead/Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)		112.0	103.2	119.1	106.7	47.6	32.7	64.9	44.8
Actuated g/C Ratio		0.56	0.52	0.60	0.53	0.24	0.16	0.32	0.22
v/c Ratio		0.51	0.72	0.61	0.63	0.66	0.79	0.89	0.84
Control Delay		29.8	41.0	47.3	35.3	65.3	87.5	83.5	83.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		29.8	41.0	47.3	35.3	65.3	87.5	83.5	83.6
LOS		C	D	D	D	E	F	F	F
Approach Delay			40.6		36.0		82.8		83.6
Approach LOS			D		D		F		F

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 181 (91%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 51.2
Intersection LOS: D
Intersection Capacity Utilization 85.1%
ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: NE 6 Ave & NE 167 St





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	79	1872	96	1674	120	448	263	651
v/c Ratio	0.51	0.72	0.61	0.63	0.66	0.79	0.89	0.84
Control Delay	29.8	41.0	47.3	35.3	65.3	87.5	83.5	83.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	41.0	47.3	35.3	65.3	87.5	83.5	83.6
Queue Length 50th (ft)	42	702	55	561	113	298	272	428
Queue Length 95th (ft)	78	849	134	700	161	328	#443	497
Internal Link Dist (ft)		1120		1241		270		985
Turn Bay Length (ft)	295		245		200		200	
Base Capacity (vph)	219	2584	189	2655	232	837	295	848
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	0.36	0.72	0.51	0.63	0.52	0.54	0.89	0.77

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 (veh/h)	42	1884	16	46	1601	35	82	68	53	207	97	45
Future Volume (veh/h)	42	1884	16	46	1601	35	82	68	53	207	97	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	43	1922	16	47	1634	36	84	69	54	211	99	46
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	233	3134	26	195	3090	68	201	84	66	230	142	66
Arrive On Green	0.03	0.60	0.60	0.03	0.61	0.61	0.06	0.09	0.09	0.09	0.12	0.12
Sat Flow, veh/h	1767	5182	43	1767	5100	112	1767	965	755	1767	1198	557
Grp Volume(v), veh/h	43	1252	686	47	1082	588	84	0	123	211	0	145
Grp Sat Flow(s),veh/h/ln	1767	1689	1848	1767	1689	1835	1767	0	1720	1767	0	1755
Q Serve(g_s), s	1.2	30.3	30.3	1.3	24.1	24.2	5.6	0.0	9.1	11.3	0.0	10.3
Cycle Q Clear(g_c), s	1.2	30.3	30.3	1.3	24.1	24.2	5.6	0.0	9.1	11.3	0.0	10.3
Prop In Lane	1.00		0.02	1.00		0.06	1.00		0.44	1.00		0.32
Lane Grp Cap(c), veh/h	233	2043	1118	195	2046	1112	201	0	149	230	0	207
V/C Ratio(X)	0.18	0.61	0.61	0.24	0.53	0.53	0.42	0.00	0.82	0.92	0.00	0.70
Avail Cap(c_a), veh/h	301	2043	1118	262	2046	1112	257	0	251	230	0	257
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	0.89	0.89	0.89	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.5	16.1	16.1	13.3	14.9	14.9	50.3	0.0	58.4	52.3	0.0	55.1
Incr Delay (d2), s/veh	0.1	0.8	1.5	0.2	0.9	1.6	0.5	0.0	8.2	37.2	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	11.3	12.6	0.5	9.1	10.1	2.5	0.0	4.3	3.8	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	17.0	17.6	13.5	15.7	16.5	50.9	0.0	66.6	89.5	0.0	60.3
LnGrp LOS	B	B	B	B	B	B	D	A	E	F	A	E
Approach Vol, veh/h		1981			1717			207			356	
Approach Delay, s/veh		17.1			15.9			60.2			77.6	
Approach LOS		B			B			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	84.6	12.9	22.4	9.9	84.8	17.0	18.3				
Change Period (Y+Rc), s	6.0	6.0	* 5.7	7.0	6.0	6.0	* 5.7	7.0				
Max Green Setting (Gmax), s	9.0	66.0	* 11	19.0	9.0	66.0	* 11	19.0				
Max Q Clear Time (g_c+I1), s	3.3	32.3	7.6	12.3	3.2	26.2	13.3	11.1				
Green Ext Time (p_c), s	0.0	1.5	0.0	0.2	0.0	1.2	0.0	0.1				

Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Notes

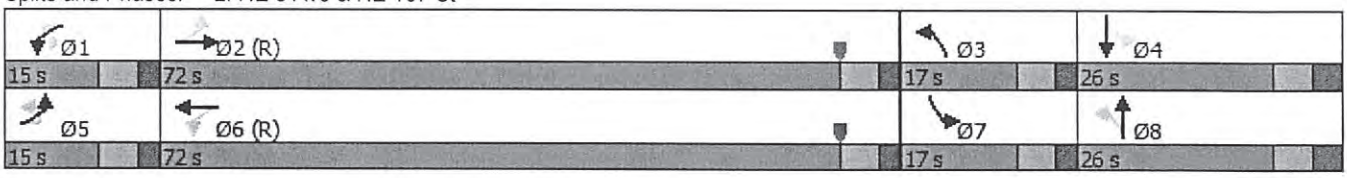
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	42	1884	46	1601	82	68	207	97
Future Volume (vph)	42	1884	46	1601	82	68	207	97
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases	2		6		8		4	
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.0	31.0	11.0	31.0	10.7	26.0	10.7	26.0
Total Split (s)	15.0	72.0	15.0	72.0	17.0	26.0	17.0	26.0
Total Split (%)	11.5%	55.4%	11.5%	55.4%	13.1%	20.0%	13.1%	20.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	4.0	3.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	7.0	5.7	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	77.6	72.8	77.9	72.9	22.8	12.4	35.2	19.7
Actuated g/C Ratio	0.60	0.56	0.60	0.56	0.18	0.10	0.27	0.15
v/c Ratio	0.25	0.69	0.34	0.59	0.33	0.66	0.64	0.52
Control Delay	14.3	23.9	13.9	20.5	38.6	61.0	47.7	51.8
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	14.3	23.9	13.9	20.6	38.6	61.0	47.7	51.8
LOS	B	C	B	C	D	E	D	D
Approach Delay		23.6		20.5		51.9		49.4
Approach LOS		C		C		D		D

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 52 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 25.9
Intersection LOS: C
Intersection Capacity Utilization 72.1%
ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 2: NE 8 Ave & NE 167 St



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	43	1938	47	1670	84	123	211	145
v/c Ratio	0.25	0.69	0.34	0.59	0.33	0.66	0.64	0.52
Control Delay	14.3	23.9	13.9	20.5	38.6	61.0	47.7	51.8
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	14.3	23.9	13.9	20.6	38.6	61.0	47.7	51.8
Queue Length 50th (ft)	13	440	9	381	53	81	144	100
Queue Length 95th (ft)	30	540	28	508	93	142	213	171
Internal Link Dist (ft)		1241		493		490		175
Turn Bay Length (ft)	205		140		80			
Base Capacity (vph)	211	2847	177	2845	284	273	328	296
Starvation Cap Reductn	0	0	0	275	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	0.20	0.68	0.27	0.65	0.30	0.45	0.64	0.49

Intersection Summary

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	123	2035	1489	29	0	197
Future Volume (vph)	123	2035	1489	29	0	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0			7.0
Lane Util. Factor	1.00	0.91	0.91			1.00
Frt	1.00	1.00	1.00			0.86
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1752	5036	5021			1596
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	1752	5036	5021			1596
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	126	2077	1519	30	0	201
RTOR Reduction (vph)	0	0	1	0	0	3
Lane Group Flow (vph)	126	2077	1548	0	0	198
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	NA			pt+ov
Protected Phases	5 7	2	6			7 5
Permitted Phases						
Actuated Green, G (s)	28.2	101.3	89.8			28.2
Effective Green, g (s)	21.2	101.3	89.8			28.2
Actuated g/C Ratio	0.16	0.78	0.69			0.22
Clearance Time (s)		6.0	6.0			
Vehicle Extension (s)		1.0	1.0			
Lane Grp Cap (vph)	285	3924	3468			346
v/s Ratio Prot	0.07	c0.41	0.31			c0.12
v/s Ratio Perm						
v/c Ratio	0.44	0.53	0.45			0.57
Uniform Delay, d1	49.1	5.4	9.0			45.5
Progression Factor	0.75	1.21	0.48			1.00
Incremental Delay, d2	0.3	0.4	0.4			1.4
Delay (s)	37.2	6.9	4.7			46.9
Level of Service	D	A	A			D
Approach Delay (s)		8.6	4.7		46.9	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			