

DATE: March 16th, 2022
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TO: Grady Campbell
Trulieve, Inc.
3494 Martin Hurst Road,
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SUBJECT: Trulieve North Miami Beach – Traffic Impact Study

Engineer's Certification

I, Juan S. Calderon, certify that I currently hold an active Professional Engineer's License in the State of Florida and I am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me, or under my responsible charge, as required by Chapter 61G15-18. F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

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1.0 Executive Summary

CALTRAN Engineering Group, Inc. (CALTRAN) was retained by Trulieve, Inc. to provide a traffic impact study for a proposed Marijuana Dispensary re-development expected to be fully operational by the year 2024.

This Traffic Impact Analysis evaluates the potential traffic impacts, identifies short-term roadway mitigations, and identifies any critical traffic issues that should be addressed upon the planning process.

The Marijuana Dispensary is proposed to be located at the Oberti Luxury World Sunglasses store located at 2250 NE 163rd Street, North Miami Beach, FL 33612 within the Railway Plaza.

The proposed dispensary is to occupy 3,945 Sqf. one story retail space; additionally, the Railway Plaza provides a total of 96 shared parking spaces

As part of the Traffic Impact Analysis, CALTRAN has prepared the following scope following the criteria as per Miami-Dade County level 1 and the City of North Miami Beach methodologies:

- Existing Geometric Conditions; Assessment of the impact area.
- Traffic Data Collection; Perform Turning Movement Counts (TMC) at three (3) critical intersections and three (3) critical driveways. As well as collect three (3) 24-Hr volume counts near intersections.
- Evaluation of existing and future traffic operations; Level of Service, Concurrency Analysis.
- Traffic growth analysis including committed developments assessment.
- Provide a micro-simulation of existing and future conditions (opening year 2022) during AM and PM periods.
- Determine recommendations to mitigate possible impacts.

As the analysis concluded, the re-development for Trulieve could generate about 736 daily-trips and a maximum of 37 and 70 trips for the AM and PM peak period of the adjacent roadway, respectively.

- The turn lane evaluation analysis concluded that it is NOT necessary to provide right or left turn lanes to access the proposed development driveways along adjacent roadway network.
- Under HCM methodologies, the studied intersections are expected to experience nominal delays after applying the growth rate factors as well as the forecasted trips generated by Trulieve development. However, it was concluded that most of the intersections will be able to operate at acceptable level of service and/or to maintain similar conditions to those in Scenario 2 - future no build conditions during the highest peak traffic demands created by this re-development.

In summary, the proposed re-development of Trulieve will not have an adverse impact on the surrounding roadway network and/or affect other traffic generators in the area.

Please refer to **Figure 1** for the proposed development location. Architectural plans can be found in **Appendix A**.

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2.0 Methodology

Traffic impact analysis was performed in accordance with FDOT (Florida Department of Transportation) Traffic Impact Handbook; as well as, by following the Traffic Study Methodology provided in the Miami Dade County Traffic Impact Study Standard Methodology Handbook.

This report includes field observations, data collection, and traffic operations analyzed using the capacity analysis methodology published in the Highway Capacity Manual (HCM) through Synchro 11 analysis software.

Three re-development scenarios were analyzed as part of the Traffic Impact Analysis. The three scenarios are:

- Scenario 1 - *2022 Existing Conditions*: Evaluation of current conditions to establish a baseline condition during a typical weekday between the peak hours of 11:00 AM to 1:00 PM and 4:00 PM to 6:00 PM.
- Scenario 2 - *2024 Background Conditions*: Consistent with background traffic historical trends and/or the Southeast Regional Planning, a growth rate was factored into the Existing Conditions (Scenario 1) analysis. It is important to note that three (3) committed developments were to be found in the nearby vicinity within the opening year 2024.
- Scenario 3 - *2024 Future Conditions*: Evaluation of future traffic by adding new trips anticipated to be generated by the proposed project.

For each of the scenarios, a level of service analysis is provided at the following intersections and driveways:

- US-1/Biscayne Boulevard at NE 163rd Street
- West Dixie Highway/ NE 22nd Avenue at NE 163rd Street
- West Dixie Highway/ NE 22nd Avenue at NE 162nd Street
- NE 162nd Street and existing driveway (in 2250 NE 163rd Street)
- NE 163rd Street and existing driveway (in 2250 NE 163rd Street)

3.0 Introduction

The proposed re-development for Trulieve is bounded by US-1/Biscayne Boulevard on the west, NE 163rd Street on the north, and West Dixie Highway/ NE 22nd Avenue on the west. The roadway impact boundaries for this proposed project are US-1/Biscayne Boulevard, NE 163rd Street, and West Dixie Highway/ NE 22nd Avenue. **Figure 1** on the following page shows the location of the proposed project site relative to the surrounding roadway network.

Upon buildout, the proposed development is to be 3,945 Sqf. Inbound/outbound access to the proposed project will be served by five (5) driveways without gates located along both NE 163rd Street and NE 162nd Street. For purposes of this traffic study, the project is anticipated to be built and occupied by the year 2024. A site plan of the proposed project is included in **Appendix A**.

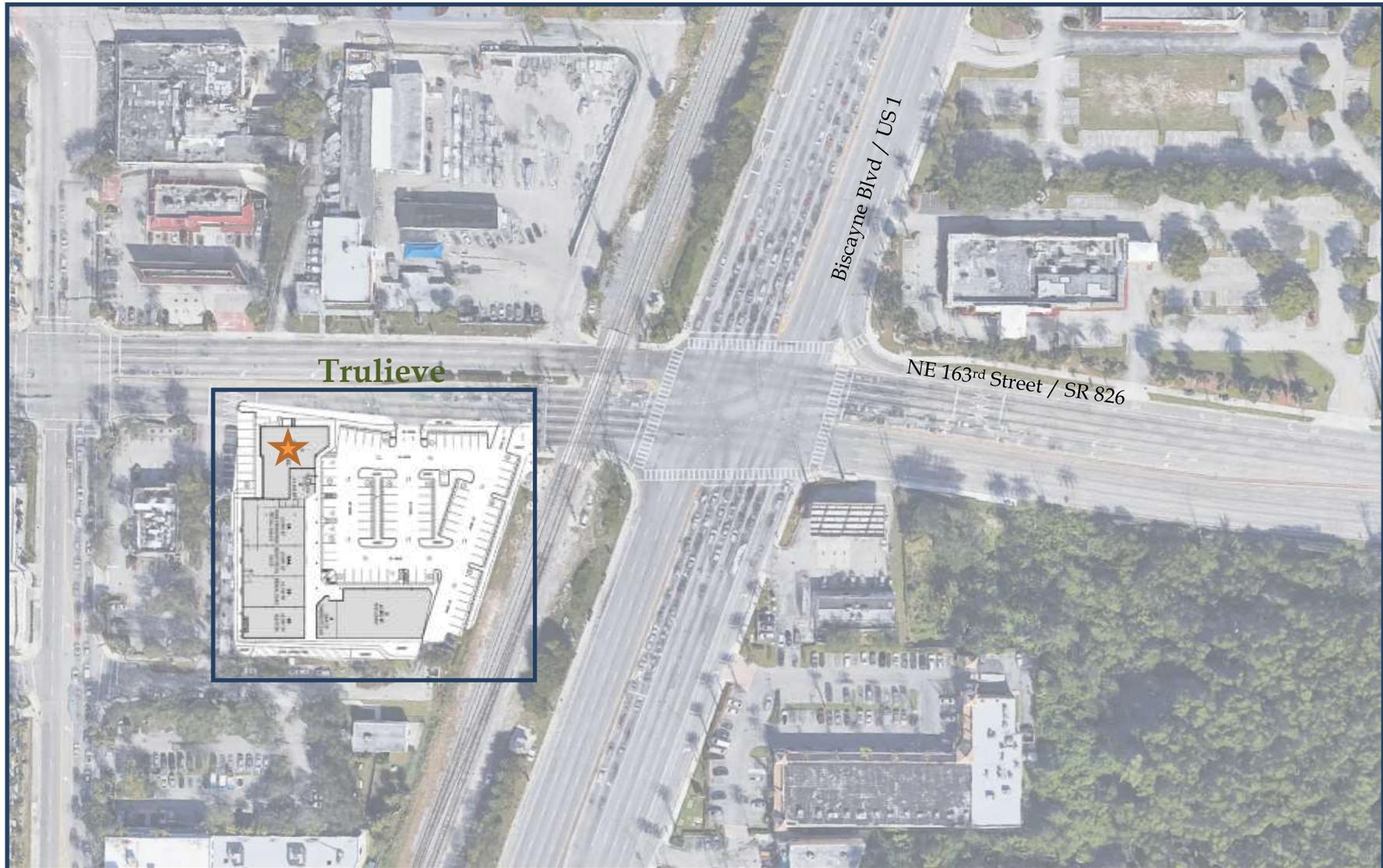


Figure 1: Proposed Site Location

4.0 Existing Roadway Condition

▪ Roadway Segments:

Within study area, the segments characteristics are as follows,

➤ NE 163rd Street/ N. Miami Beach Boulevard

NE 163rd Street is an east-west, two-way, Urban Principal Arterial under FDOT Section ID 87170000. This road segment serves to residential and industrial mixed-use areas. Characteristics are as follows:

Posted Speed Limit: 45MPH.

Lane width: Six lanes, 3-11 feet through lanes.

Median Type: 28 feet Curb and Vegetation.

Outside Shoulder: 2 feet Curb and Gutter.

Inside Shoulder: 2 feet Curb and Gutter.

Sidewalk Width: Six feet sidewalk present along the north and south side of the roadway segment.

➤ Biscayne Blvd / US 1

Biscayne Blvd is a north-south, two-way, Urban Principal Arterial under FDOT Section ID 87030000. This road segment serves to residential and industrial mixed-use areas. Characteristics are as follows:

Posted Speed Limit: 45MPH.

Lane width: 8 lanes, 4-11 feet through lanes.

Median Type: 28 feet raised traffic separator.

Outside Shoulder: 2 feet Curb and Gutter.

Inside Shoulder: 2 feet Curb and Gutter.

Sidewalk Width: Six feet sidewalk present along the east and west side of the roadway segment.

➤ NE 162nd Street

NE 162nd Street is an east-west, two-way, local road. This road segment serves to residential and industrial mixed-use areas. Characteristics are as follows:

Posted Speed Limit: 30MPH.

Lane width: Two lanes, 2-11 feet through lanes.

Median Type: No median.

Outside Shoulder: 2 feet Curb and Gutter.

Inside Shoulder: 2 feet Curb and Gutter.

Sidewalk Width: Six feet sidewalk present along the north and south side of the roadway segment.

➤ **SR 909/West Dixie Highway/ NE 22nd Avenue**

NE 22nd Avenue is a north-south, two-way, Urban Minor Collector under FDOT Section ID 87190000. This road segment serves to residential and industrial mixed-use areas. Characteristics are as follows:

Posted Speed Limit: 30MPH.

Lane width: four lanes, 2-11 feet through lanes.

Median Type: No median

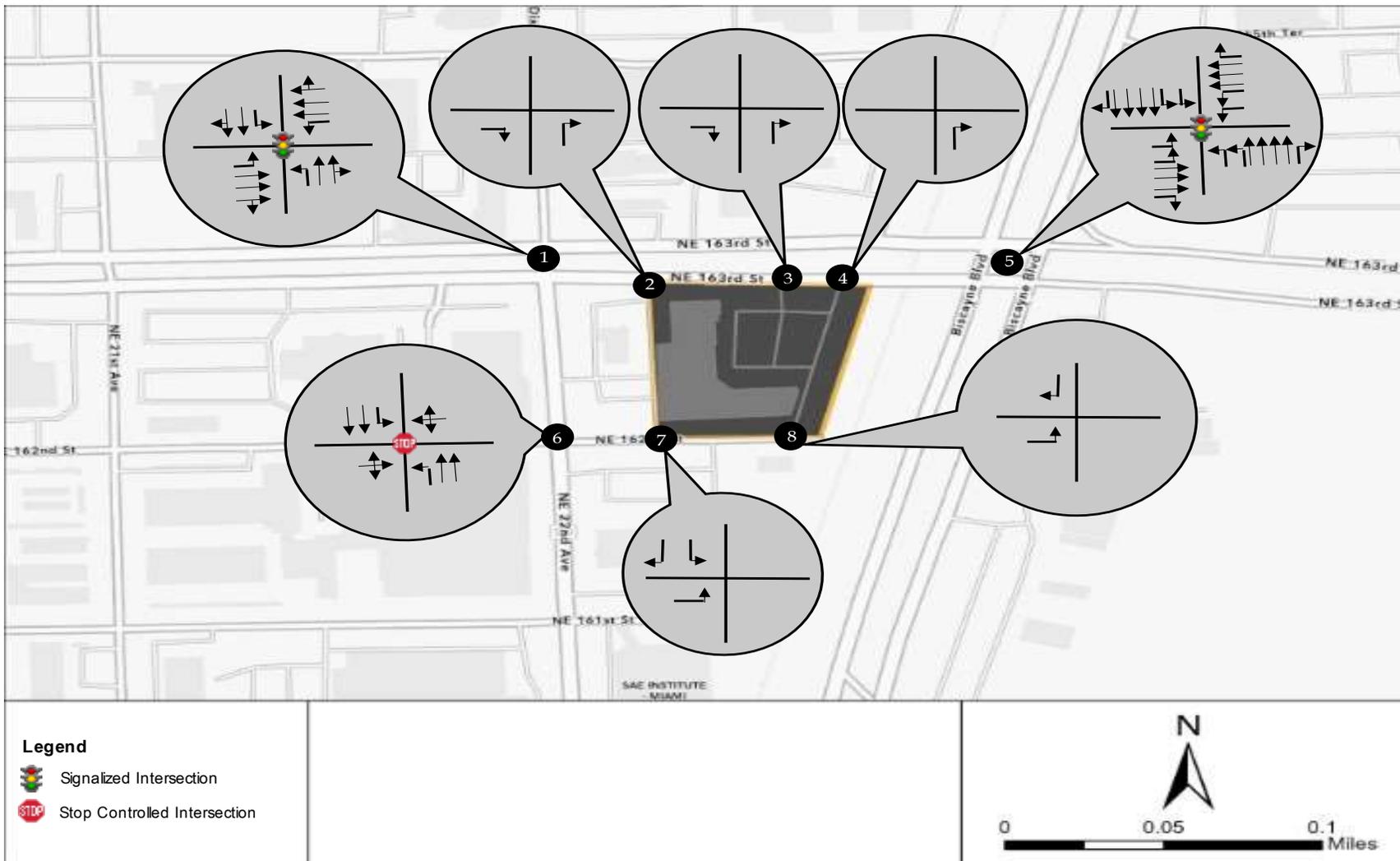
Outside Shoulder: 2 feet Curb and Gutter.

Inside Shoulder: 2 feet Curb and Gutter.

Sidewalk Width: Six feet sidewalk present along the east and west side of the roadway segment.

Figure 2 presents the surrounding intersections' lane assignments configuration under existing condition within studied roadway network.

Figure 2: Existing Lane Approach Configuration



4.1 Traffic Data Collection

Consistent with the FDOT Data Collection standard methodologies, traffic data was collected on a typical weekday on Wednesday, February 16th, 2022 a school active weekday. Data collection includes three (3) 24-hour machine volume counts along NE 163rd Street west of the plaza, West Dixie Highway/ NE 22nd Avenue south of NE 163rd Street, and another station at US-1/ Biscayne Boulevard south of NE 163rd Street. Also Turning Movement Counts at three main intersections and driveways of the plaza. Raw traffic data reports can be found in **Appendix B**.

4.2 24-hour Machine Volume Counts

The 24-hour daily directional machine volume counts were collected at NE 163rd Street west of existing driveway, West Dixie Highway/ NE 22nd Avenue south of NE 163rd Street, and another station at US-1/ Biscayne Boulevard south of NE 163rd Street Traffic volumes are summarized in **Table 1** as follows:

Table 1: Daily and Peak Volume Counts

Location	Direction	Day	24-Hour Volume	AM Peak		PM Peak	
				Time	Volume	Time	Volume
NE 163 rd Street west of existing driveway	EB	Wednesday	26,696 vpd	8:45	1,587 vph	12:15	1,903 vph
	WB		26,282 vpd	8:00	1,485 vph	4:15	2,004 vph
Location	Direction	Day	24-Hour Volume	AM Peak		PM Peak	
				Time	Volume	Time	Volume
West Dixie Highway/ NE 22 nd Avenue south of NE 163 rd Street	NB	Wednesday	8,660 vpd	8:45	529 vph	4:45	759 vph
	SB		8,592 vpd	8:00	632 vph	3:15	681 vph

Location	Direction	Day	24-Hour Volume	AM Peak		PM Peak	
				Time	Volume	Time	Volume
US-1/ Biscayne Boulevard south of NE 163 rd Street	NB	Wednesday	28,924 vpd	8:15	1,712 vph	5:30	2,227 vph
	SB		29,914 vpd	8:15	2,025 vph	12:45	2,084 vph

Note: The adjustment factor corresponds to collected volume counts was applied:

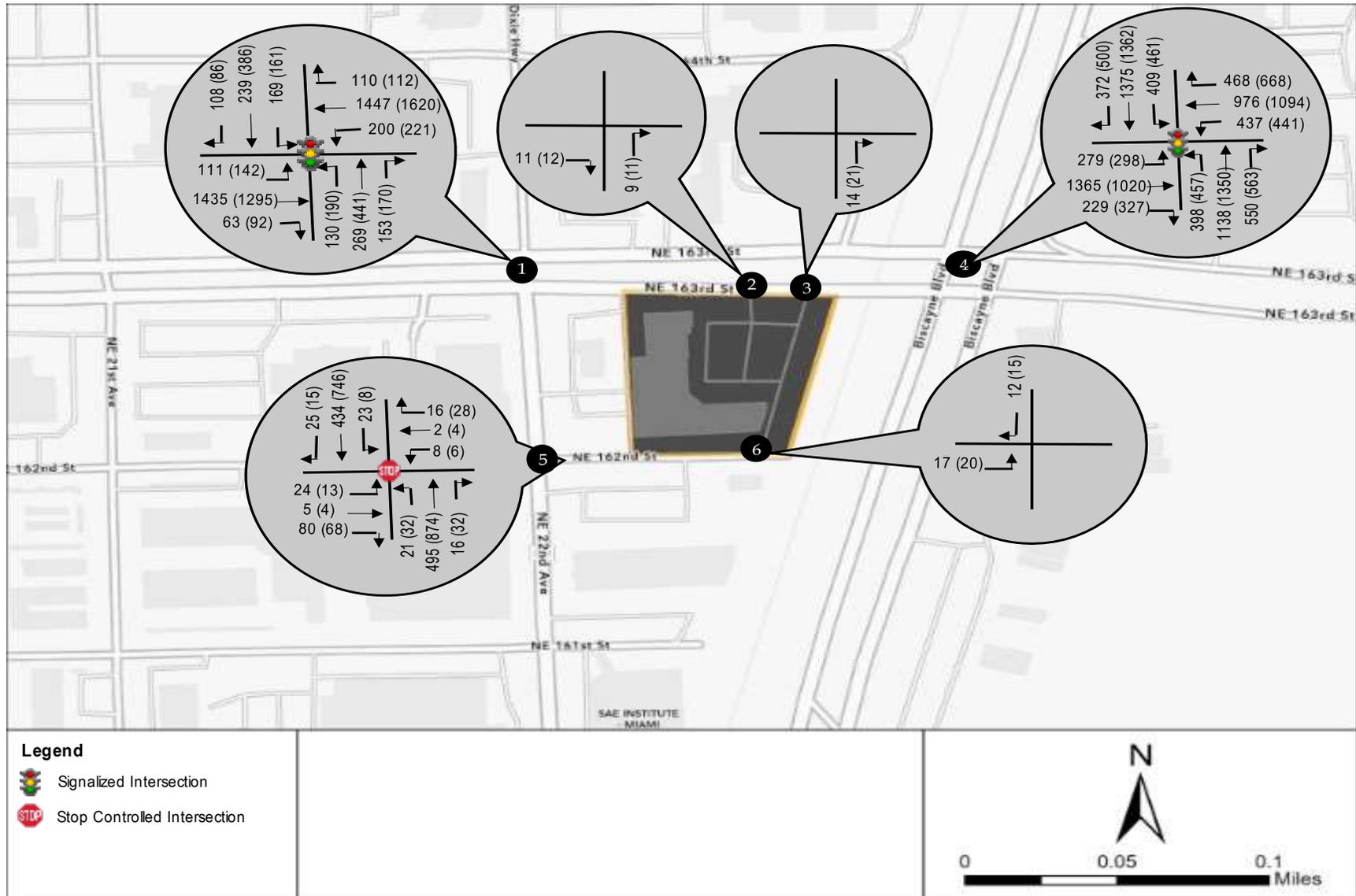
- SF Peak Season Correction Adjustment Factor = 1.00 (February 16th, 2022)

4.3 Turning Movement Counts

Peak Hours Turning Movement Counts were collected for each of the studied intersections during 15-Minute intervals AM and PM peak hour periods were determined for each of the intersections. The existing AM and PM peak hour traffic counts collected in the field were converted to peak season conditions using an adjustment factor of 1.00 obtained from the 2019 FDOT’s Peak Season Factor Category report (Refer to **Appendix C**).

The existing turning movement volumes, based on approach groups are illustrated in **Figure 3** for the 2022 Existing Conditions (*Scenario 1*).

Figure 3: Turning Movement Counts - Existing Conditions 2022 - Scenario 1



5.0 Future Growth Analysis

Future growth rates will be based on the most conservative values obtained through the FDOT Historical Trend Analysis and the South East Regional Planning Modal Version 8 (SERPM 8.0). The growth rate can be applied conservatively to account for traffic growth considering the roadway network area of influence located within the vicinity of the site.

The future volume adjustment will be applied by multiplying existing volume by the Growth Factor (GF) per year; calculated by using the following formula:

$$GF = (1+r)^y$$

r = Compound Annual Growth Rate

y = Number of Years

Appendix C provides the FDOT traffic data along with Traffic Trends Analysis projections.

5.1 South East Regional Planning Modal

Data analysis was performed as per the latest Southeast Florida Regional Planning Model (SERPM 8.0) to review the highest AADT's variations between the years of 2015 and 2045. Volume projections provided by the model are shown in **Table 2** including results of the future growth projections.

Table 2. Model AADT Growth Analysis

Source	Segment	Year	AADT
Model Forecast Volume	US 1/Biscayne Blvd @ NE 163 rd Street	2015	52,646
		2045	71,406
Model Trend Calculation			
Distribution	Model Growth Rate	Trend R-square	
Linear	1.19%	100%	
Exponential	1.02%		
Decaying Exponential	1.05%		

Notes: R-Squared is an accuracy statistical measure of how regression line approximates real data points. Since there are only two input values for this analysis (2015 and 2045), the R-Squared for the three statistical distributions is 100%.

5.2 FDOT Trend Analysis

In order to obtain a historical growth rate, FDOT station 87-5219 and 87-0556 was selected due to the proximity and location within the study area. Said stations are located along US-1, 300 feet south of NE 163rd Street and NE 163rd Street 1,700 feet east of US-1.

Table 3 summarizes the historical trend results of FDOT traffic stations 87-5219 and 87-0556

Table 3. Historical AADT Growth Analysis

Traffic Station	Location	Year	AADT
875219	US-1 300 feet south of NE 163 rd Street	2015	60,000
		2016	63,500
		2017	63,500
		2018	59,500
		2019	61,000
Historical Traffic Growth Analysis			
Distribution	Compounded Annual Historic Growth Rate	Trend R-square	
Linear	-0.32%	2.76%	
Exponential	-0.32%	2.68%	
Decay Exponential	0.00%	0.00%	

Traffic Station	Location	Year	AADT
870556	NE 163 rd Street 1,700 feet east of US-1	2015	64,000
		2016	65,500
		2017	63,500
		2018	59,500
		2019	61,500
Historical Traffic Growth Analysis			
Distribution	Compounded Annual Historic Growth Rate	Trend R-square	
Linear	-1.69%	55.50%	
Exponential	-1.74%	55.14%	
Decay Exponential	-1.57%	46.04%	

As results yielded negative growth rates for historical data and just slightly above 1.00% based on model data analysis, a conservative growth factor of 1.01 per year was factored into the existing conditions under the assumption of a 1% annual growth rate.

4.1 Committed Developments

It is important to note that the City of North Miami Beach provided three (3) committed developments for this project.

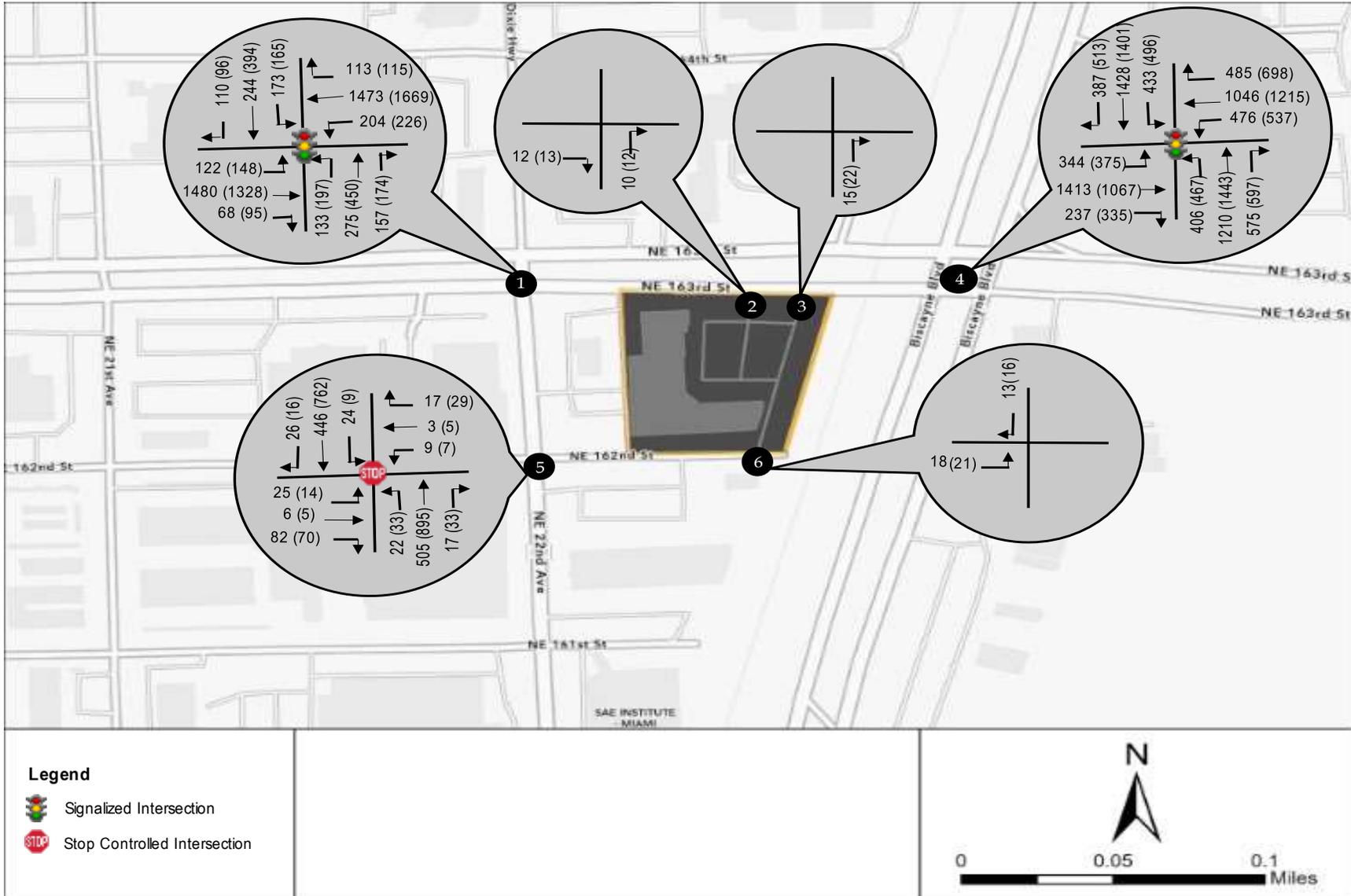
Appendix D shows the committed developments trip distribution and generation.

- Soleste NoMi Beach - multifamily housing (high-rise) with 751 dwelling units, hotel with 160 rooms and 9,360 Sqf. of retail space.
- Uptown Biscayne - 245 rental apartments, 136,324 Sqf. of retail space, 42,124 Sqf. of office space, and 26,972 Sqf. of restaurant space
- North Miami Beach High rise- High Rise Multifamily Housing - 383 units
Retail - 5,849 Sqf. feet

Scenario 2 - Future No-Built turning movement volumes are illustrated in **Figure 4**.

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Figure 4: 2022 Background Traffic - Scenario 2



6.0 Scenario 3 - Future Conditions, Proposed Re-Development Build-Out Condition

6.1 ITE Trip Generation

Vehicular trip generation for the proposed re-development was calculated using rates and equations contained in the Institute of Transportation Engineer’s (ITE) Trip Generation, 11th Edition. The trip generation for the proposed land used was determined using ITE Land Use Code 882; Marijuana Dispensary. **Table 4** provides the net additional vehicular volume added into the adjacent street roadway segment. The net trips are the result of subtracting/crediting the past Apparel Store from the proposed Marijuana Dispensary that will be in place. **Appendix D** provides the summary of trip generation.

Table 4. ITE Trip Generation

Proposed Land Use	Size (1000 Sq. Ft. GLA)	Weekday			Weekday, Peak Hour Of Adjacent Street Traffic, One hour between 7 -9 AM			Weekday, Peak Hour Of Adjacent Street Traffic, One hour between 4 -6 PM		
		Entry	Exit	Total	Entry	Exit	Total	Entry	Exit	Total
882 - Marijuana Dispensary	3.95	499	499	898	23	18	41	43	43	86
876 - Apparel Store		131	131	262	3	1	4	8	8	16
Net Trips		368	368	736	20	17	37	35	35	70

6.2 Trip Distribution

Traffic circulation for the re-development was determined based on the interpolation 2015-2045 Miami-Dade Long Range Transportation Plan Traffic Analysis Zone (TAZ) 182 (see **Appendix D**) is provided in **Table 5**.

Table 5. Trip Distribution Interpolation for Proposed Re-Development

County TAZ	Regional TAZ	Year	Category	Cardinal Directions							Total	
				NNE	ENE	ESE	SSE	SSW	WSW	WNW		NNW
182	3082	2015	Trips	576	122	22	150	648	409	403	365	2,706
			Percentages	21.4	4.5	0.8	5.6	24.0	15.2	15.0	13.6	100.0
		2045	Trips	827	120	18	260	928	574	537	466	3,817
			Percentages	22.2	3.2	0.5	7.0	24.9	15.4	14.4	12.5	100.0
		2022	Trips	635	122	21	176	713	448	434	389	2,938
			Percentages	21.6	4.2	0.7	5.9	24.2	15.2	14.9	13.3	100.0

According to the 2022 trip distribution percentages, following assumptions can be made for the trip distribution for the proposed development as follows:

SSW/SSE

A total of 30.1% of the forecasted trips could enter the Railway Plaza by performing a northbound left turn at the intersection of Biscayne Blvd and NE 163rd Street, followed by a left turn at the intersection of NE 22nd Avenue at NE 163rd Street prior to entering the Railway Plaza.

NNW/NNE

A total of 34.9% of the forecasted trips could enter the Railway Plaza by performing a southbound right turn at the intersection of Biscayne Blvd and NE 163rd Street, followed by a left turn at the intersection of NE 22nd Avenue at NE 163rd Street prior to entering the Railway Plaza.

WNW/WSW

A total of 30.1% of the forecasted trips could enter the Railway Plaza by performing an eastbound right turn movement, west, of Biscayne Blvd and NE 163rd Street.

ENE/ESE

A total of 4.9% of the forecasted trips could enter the Railway Plaza by performing a through movement at the intersection of Biscayne Blvd and NE 163rd Street, followed by a left turn at the intersection of NE 22nd Avenue at NE 163rd Street prior to entering the Railway Plaza.

It is important to note that exit operations are expected to follow the above-mentioned entry procedures.

The new peak hour traffic generated by the proposed project was assigned to the nearby transportation network using the traffic distribution documented above. Trip origin and destination assignments for proposed Trulieve re-development is illustrated in **Figure 5**. The project traffic assignment and distribution are shown in **Figure 6** for AM and PM peak hours.

Figure 5: Project Trip Distribution and Assignment

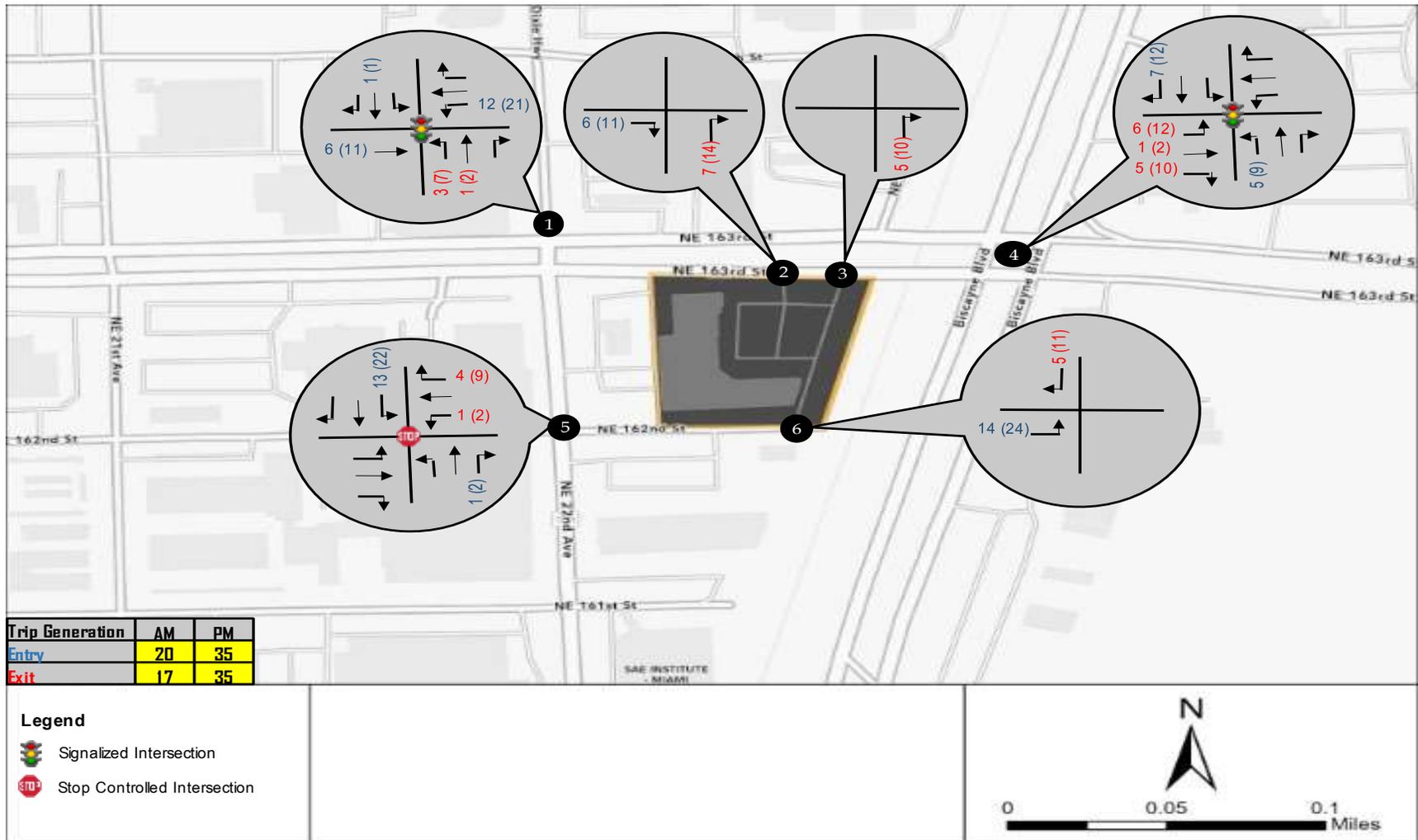
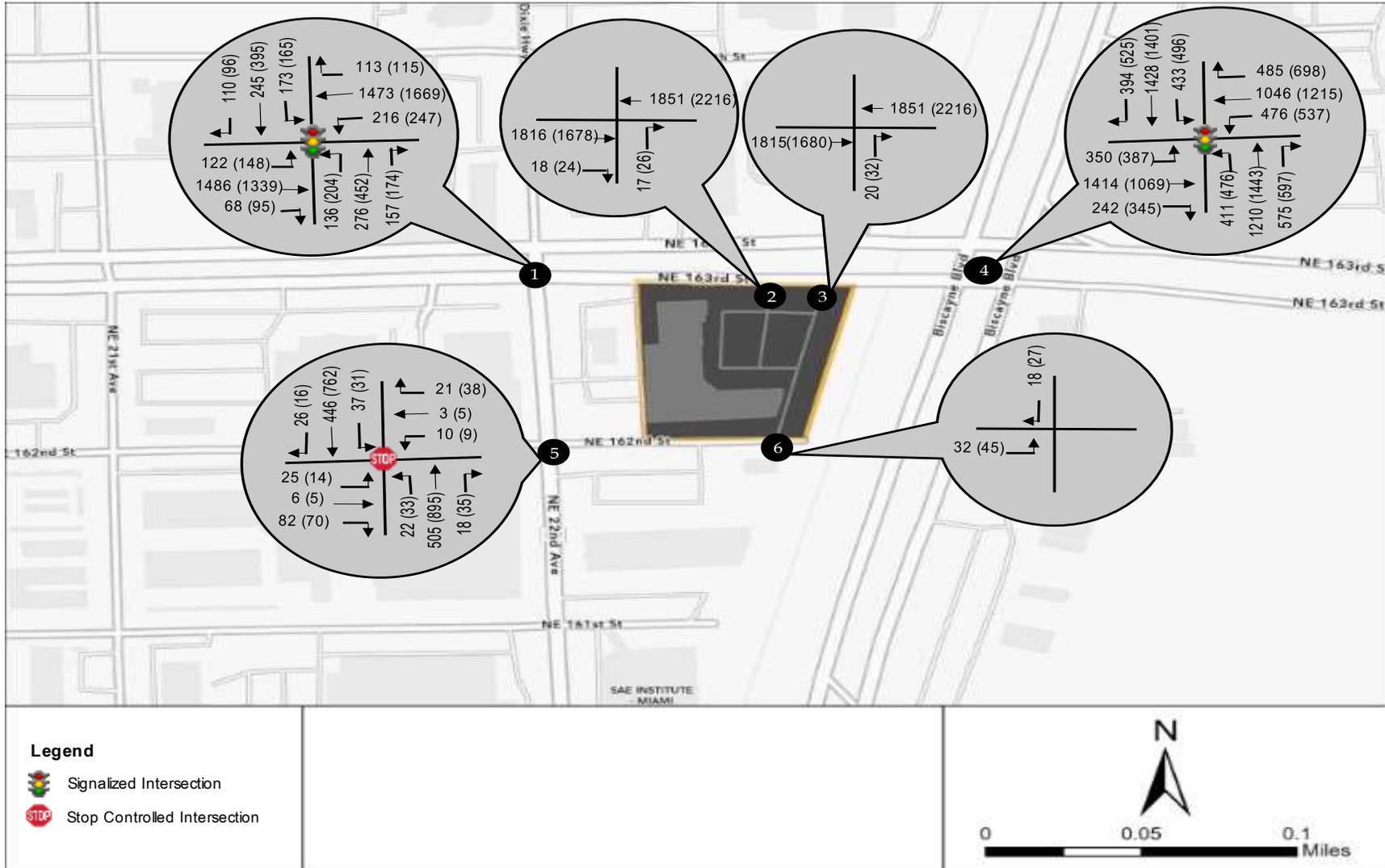


Figure 6: 2024 Future Built-Out Traffic - Scenario 3



7.0 Intersection Level of Service Analysis (LOS)

Intersection Level of Service analyses were performed for *Scenario 1* (2022 existing conditions), *Scenario 2* (2024 future no-built background conditions), and *Scenario 3* (2024 future-built conditions) for each of the studied intersections.

The analyses were undertaken using SYNCHRO 11.0, which applies the methodologies outlined in the Highway Capacity Manual. LOS Analysis for signalized and unsignalized intersections are based on the amount of delay which is a measurement in seconds per vehicle that act as an indicator of lost time, fuel consumption, frustration and driver's discomfort at the signalized intersections. The level of service is a scale from "A" to "F" in accordance with control delay thresholds that range from less than 10 seconds to greater than 80 seconds of delay per vehicle.

In order to perform this analysis, cycle lengths and clearance intervals used in the analysis are consistent with the current Miami-Dade County signal operating plans for the study intersections.

Table 6 summarizes the results of the level of service analyses for each of the three scenarios (2022 Existing, 2024 Background, and 2024 Future conditions). **Table 7** shows the proposed driveways level of service. Details of the LOS results are documented in **Appendix E**.

Table 6. Roadway Network Intersections Level of Service Analysis

Segment / Intersection	Approach	AM						PM						
		Scenario 1		Scenario 2		Scenario 3		Scenario 1		Scenario 2		Scenario 3		
		LOS	Delay											
Trulieve	US-1/Biscayne Boulevard & NE 163 rd Street	EB	E	64.3	E	72.9	E	73.0	E	55.5	E	61.5	E	61.6
		WB	D	51.9	E	56.4	E	56.6	E	61.1	E	73.2	E	74.1
		NB	E	61.9	E	66.0	E	66.1	E	61.3	E	67.3	E	68.2
		SB	E	62.5	E	65.6	E	65.9	E	62.1	E	65.8	E	67.0
		Overall	E	60.3	E	65.2	E	65.4	E	60.3	E	67.4	E	68.1
	West Dixie Highway/ NE 22 nd Ave & NE 163 rd Street	EB	C	25.0	C	26.1	C	26.6	C	26.4	C	27.9	C	28.9
		WB	C	23.6	C	25.0	C	25.4	C	26.9	C	28.8	C	29.9
		NB	F	80.8	F	82.4	F	83.0	F	127.3	F	125.4	F	124.0
		SB	E	64.0	E	64.6	E	65.3	F	88.3	F	92.1	F	94.0
		Overall	D	35.9	D	37.1	D	37.6	D	51.0	D	52.4	D	53.2
	West Dixie Highway/ NE 22 nd Ave & NE 162 nd Street	EB	B	14.8	C	15.4	C	15.9	C	21.7	C	24.2	D	26.4
		WB	C	15.4	C	16.3	C	16.5	C	24.1	D	27.6	D	29.5
		NB	A	0.3	A	0.3								
		SB	A	0.4	A	0.4	A	0.6	A	0.1	A	0.1	A	0.4
		Overall	A	2.1	A	2.2	A	2.4	A	1.7	A	1.9	A	2.4

Table 7. Proposed Driveways Level of Service Analysis

		Approach	AM						PM					
			Scenario 1		Scenario 2		Scenario 3		Scenario 1		Scenario 2		Scenario 3	
			LOS	Delay										
Trulieve	NE 163 rd Street (West)	EB	A	0	A	0	A	0	A	0	A	0	A	0
		WB	A	0	A	0	A	0	A	0	A	0	A	0
		NB	C	20.1	C	20.8	C	21.4	C	18.7	C	19.2	A	20.4
		SB	-	-	-	-	-	-	-	-	-	-	-	-
		Overall	A	0.1										
	NE 163 rd Street (East)	EB	A	0	A	0	A	0	A	0	A	0	A	0
		WB	A	0	A	0	A	0	A	0	A	0	A	0
		NB	C	20.3	C	21.0	C	21.4	C	19.1	C	19.6	C	20.1
		SB	-	-	-	-	-	-	-	-	-	-	-	-
		Overall	A	0.1	A	0.2								
	NE 162 nd Street (South)	EB	A	7.2	A	7.2	A	7.3	A	7.2	A	7.2	A	7.3
		WB	A	0	A	0	A	0	A	0	A	0	A	0
		NB	-	-	-	-	-	-	-	-	-	-	-	-
		SB	A	8.4										
		Overall	A	7.4	C	7.5	C	7.5	A	7.5	A	7.5	A	7.6

8.0 Concurrency Analysis

Pursuant to the Miami-Dade County Concurrency Management System, the study area traffic count station on the roadway adjacent to the Amendment Site has to be operating at an acceptable level of service during the peak hour period of the proposed development. Available capacity and acceptable level of service is maintained for the adjacent count station, and the study area roadway segment, meet the traffic concurrency standards from the Miami-Dade County.

Please refer to **Table 8** for a summary of the concurrency analysis. Miami-Dade County table can be found in **Appendix G**.

Table 8. Concurrency Analysis as per the Miami-Dade County Table

Station	Location	LOS D Traffic Volume	2020 PM Peak Volume	2022 PM Peak Volume	PM Peak Truelieve Forecasted Trips	Buildout Traffic Volume
5219	US-1, 300' S NE 163 ST	6,060	3,844	3,921	70	3,991
5225	NE 163 ST, 100' E OF NE 20 AVE	4,500	3,077	3,139	70	3,208

In order to maintain acceptable *Level of Service* traffic demands along US-1 and NE 163rd Street, total traffic demands should be below 6,060 and 4,500 vehicles per hour, respectively. Those demands should be maintained regardless of the additional vehicular generated by proposed developments within the surrounding roadway network.

As summarized on **Table 8**, the trip generation yielded a total of 70 PM peak hour vehicle trips that are being forecasted to travel through US-1 and NE 163rd Street without negatively impacting the adopted LOS traffic volumes will not exceed the remaining capacity of those roads.

9.0 Turn Lane Evaluation

Based on the FDOT Access Management Guidebook criteria, a right turn deceleration lane shall be required at each access point if the development will generate or contain:

- 1) 80 to 125 or more right turn/hour at a posted speed of 45 MPH or less.
- 2) 33 to 55 or more right turn/hour at a posted speed of over 45 MPH.

The proposed re-development is also not anticipated to require exclusive right turn lanes as it is only expected to generate 24 right-in volumes during the PM peak hour traffic at the northwest driveway.

As shown in **Table 7**, the development of Trulieve is expected to generate 45 Left turn vehicle-trips during the PM peak hour traffic at the south driveway of the proposed development:

Table 9. Left Turn Vehicle Trips

Driveways	Number of Left turns vehicle-trips; AM (PM)
Along NE 162 nd Street (South Driveway)	32 (45)

Following AASHTO 7th edition, left turn lane in compliance with the Florida’s Green Book shall be provided at each access point with an average peak hour inbound left turn volume of 50 vehicles or more if oncoming through traffic generates 50 or more vehicles.

Additionally, through W Dixie Highway, a total of 37 vehicles will be performing a southbound left turn movement at NE 162nd Street, which has a 50-foot storage bay length, has the capacity to withstand forecasted demands based on SimTraffic’s 95th percentile queue of 46 feet in the AM scenario 3.

10.0 Parking Analysis

After review of North Miami Beach Off-Street Loading Requirements Sec. 24-96, shopping centers less than 400,000 Sq.Ft. require 4.0 spaces per 1,000 Sq.Ft. Existing parking ratio includes 4.766 spaces per 1,000 Sq.Ft. For parking ratio calculations, please refer to site plan located in **Appendix A**.

11.0 Conclusion

The proposed memorandum analyzes and evaluates the trip generation produced by the Trulieve re-development located 2250 NE 163rd Street, North Miami Beach, FL 33612.

The dispensary is proposed to be a 3,945 Sqf. one story retail space; additionally, the Railway Plaza provides a total of 96 shared parking spaces.

For the proposed re-development, trip generation analysis contemplated the most conservative scenario of trip generation forecast rates. The trip generation analysis was performed under the following Land Use:

- 882 - Marijuana Dispensary

The trip generation calculations indicate a total of 736 net external daily trips, 37 AM trips, and 70 PM trips.

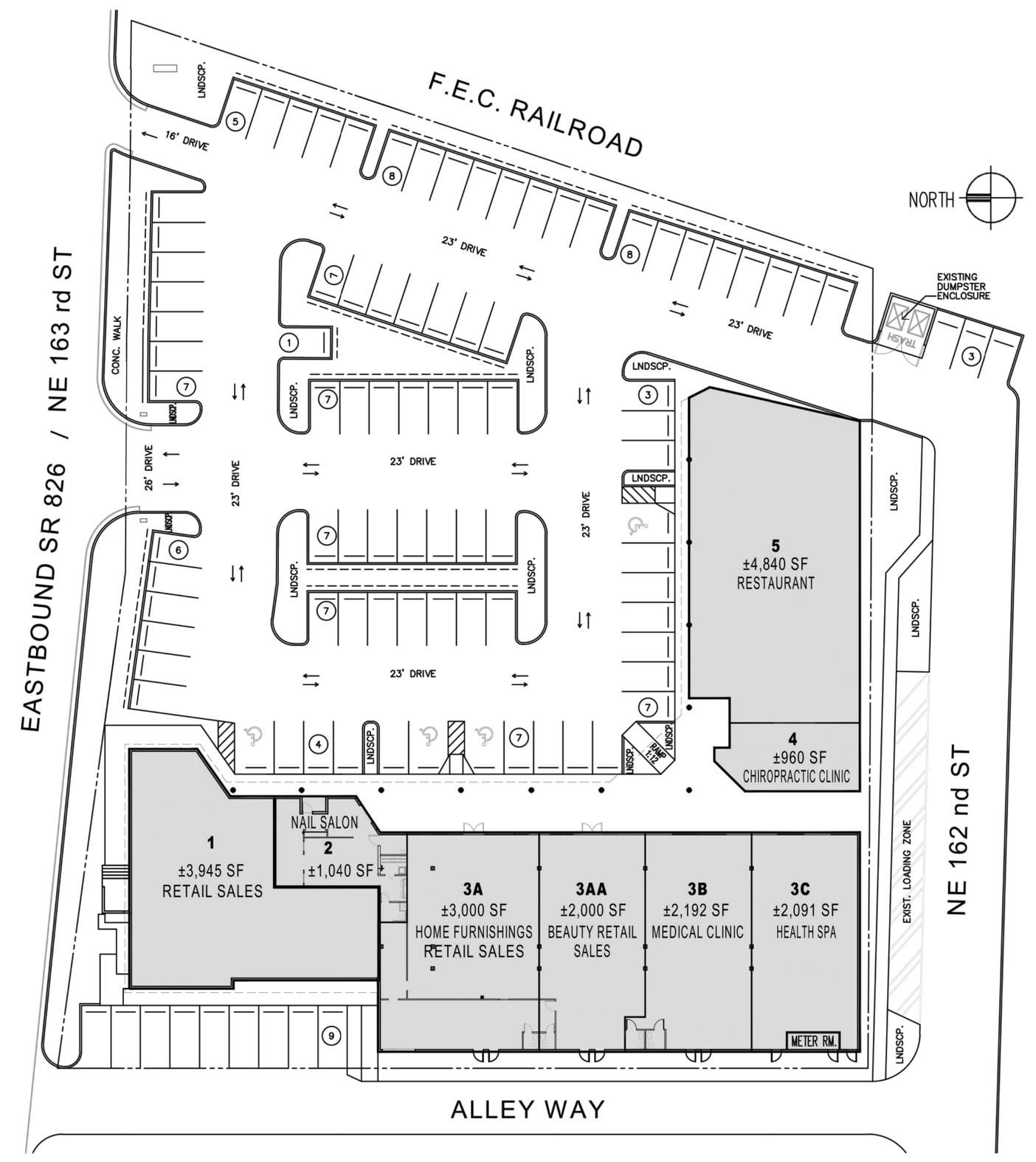
The results of concurrency analysis performed along US 1 and NE 163rd Street indicates that study segments will be able to maintain acceptable level of service upon additional traffic demands by the proposed re-development.

Overall, this re-development will not adversely affect the surrounding network performance.

Appendix A

Architectural Plans

This document is diagrammatic and is intended only to show proposed and preliminary intentions. It does not purport to show exact dimensions nor the final location of any structural, architectural elements or utilities. The landlord makes no representations or warranties of any kind, that any particular tenant or any number of tenants will actually occupy space in the shopping center.



SITE DATA	
BUILDING AREAS	
EXISTING BUILDING SF: (SITE TOTAL)	±20,144 SF
PARKING COUNT	
EXISTING SITE PLAN PARKING SPACE COUNT: (SITE TOTAL)	96
PARKING RATIOS	
EXISTING PARKING RATIO: (SITE TOTAL)	96 SPACES/±20,144 SF =4.766 SPACES/1,000 SF

SHOPPING CENTERS
SEC: 24-95
20,144 SF/1000 SF = 20.1 X 4
= 80.5 SPACES REQUIRED
96 SPACES PROVIDED

EXISTING SITE PLAN
SCALE: 1"=35' PG-1 of 1

GATOR
INVESTMENTS

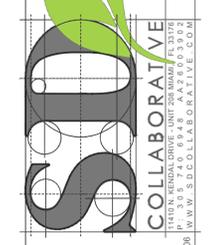
RAILWAY PLAZA
EXISTING SITE PLAN
2250 NE 163rd STREET
NORTH MIAMI BEACH, FLORIDA 33162

PROJECT NO.:	21-017-00
ISSUE DATE:	06-09-2021
SCALE:	AS NOTED
DRAWN BY:	MFC
CHECKED:	DC/PEC

PROJECT: PLANNING AND ZONING APPROVAL
TRULIEVE DISPENSARY - NMB
2250 NE 163 STREET, SUITE 1
NORTH MIAMI BEACH, FL

REV NO.	DATE	COMMENTS

OWNERSHIP AND USE OF THESE DOCUMENTS & SPECIFICATIONS AS INSTRUMENTS OF SERVICE ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT WHETHER THE PROJECT THEY ARE MADE FOR IS EXECUTED OR NOT. THEY SHALL NOT BE USED BY THE OWNER OR OTHERS ON OTHER PROJECTS OR FOR ADDITIONS TO THIS PROJECT BY OTHERS, EXCEPT BY AGREEMENT IN WRITING AND WITH APPROPRIATE COMPENSATION TO THE ARCHITECT.



DULCEM CONDE RA ARCHITECT A00015803
11410 N. KENDAL DRIVE - UNIT 208 MIAMI, FL 33178
PRIMITIVE CONDE RA ARCHITECT A0014408
P.O. BOX 10000 MIAMI, FL 33101
WWW.SCOLLABORATIVE.COM

Appendix B

Data Collection

County: 99
 Station: 1315
 Description: NE 163RD STREET WEST OF US 1/BISCAYNE BLVD
 Start Date: 02/16/2022
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	67	63	66	53	249	108	107	79	67	361	610	
0100	41	41	33	30	145	58	42	35	35	170	315	
0200	26	31	29	19	105	43	18	38	29	128	233	
0300	17	25	18	34	94	17	17	24	12	70	164	
0400	30	30	47	41	148	25	19	30	30	104	252	
0500	53	102	111	195	461	29	49	54	96	228	689	
0600	202	259	326	384	1171	109	123	106	211	549	1720	
0700	350	411	382	381	1524	253	334	313	332	1232	2756	
0800	386	383	394	408	1571	330	418	365	372	1485	3056	
0900	377	406	396	448	1627	318	374	364	391	1447	3074	
1000	415	412	431	459	1717	337	369	296	418	1420	3137	
1100	405	394	438	467	1704	391	409	388	369	1557	3261	
1200	416	491	492	458	1857	356	433	425	454	1668	3525	
1300	462	475	450	461	1848	401	463	436	431	1731	3579	
1400	298	441	437	458	1634	175	524	470	505	1674	3308	
1500	409	392	407	441	1649	430	485	490	488	1893	3542	
1600	345	380	366	407	1498	441	542	467	540	1990	3488	
1700	390	395	385	412	1582	455	494	487	522	1958	3540	
1800	379	415	407	372	1573	424	481	415	398	1718	3291	
1900	322	424	342	309	1397	298	394	322	282	1296	2693	
2000	286	295	262	243	1086	261	342	278	256	1137	2223	
2100	235	211	212	208	866	244	262	241	227	974	1840	
2200	207	145	194	171	717	205	201	212	136	754	1471	
2300	143	111	111	108	473	223	197	164	154	738	1211	
24-Hour Totals:					26696						26282	52978

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	1587	800	1485	800	3056
P.M.	1215	1903	1615	2004	1415	3674
Daily	1215	1903	1615	2004	1415	3674

County: 99
 Station: 1316
 Description: W DIXIE HWY SOUTH OF NE 163RD STREET
 Start Date: 02/16/2022
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	24	17	16	13	70	39	32	18	19	108	178		
0100	22	11	9	8	50	22	13	11	8	54	104		
0200	4	3	3	8	18	7	2	11	9	29	47		
0300	3	6	2	9	20	10	4	5	4	23	43		
0400	3	6	10	5	24	8	2	9	11	30	54		
0500	11	16	21	34	82	7	15	17	31	70	152		
0600	39	36	69	58	202	41	32	51	92	216	418		
0700	85	86	110	120	401	128	110	143	127	508	909		
0800	159	112	125	129	525	186	144	162	140	632	1157		
0900	117	140	143	106	506	158	137	148	138	581	1087		
1000	111	113	118	133	475	125	101	113	111	450	925		
1100	139	123	129	86	477	131	88	125	102	446	923		
1200	126	128	134	137	525	115	92	123	132	462	987		
1300	166	151	154	154	625	152	105	161	136	554	1179		
1400	144	172	157	133	606	147	118	155	158	578	1184		
1500	169	149	168	158	644	149	168	203	144	664	1308		
1600	157	139	180	173	649	166	136	176	168	646	1295		
1700	205	182	199	150	736	167	162	181	160	670	1406		
1800	169	158	147	146	620	153	116	135	118	522	1142		
1900	122	120	100	91	433	117	109	110	66	402	835		
2000	118	86	98	76	378	86	80	87	61	314	692		
2100	79	59	61	63	262	78	73	44	53	248	510		
2200	60	44	40	47	191	34	49	46	35	164	355		
2300	42	32	36	31	141	83	60	37	41	221	362		
24-Hour Totals:						8660						8592	17252

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	529	800	632	800	1157
P.M.	1645	759	1515	681	1645	1437
Daily	1645	759	1515	681	1645	1437

County: 99
 Station: 1317
 Description: US 1/BISCAYNE BLVD SOUTH OF NE 163RD STREET
 Start Date: 02/16/2022
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	80	63	49	47	239	77	74	56	61	268	507		
0100	37	37	21	30	125	36	42	27	17	122	247		
0200	31	16	16	16	79	23	22	19	15	79	158		
0300	8	17	21	20	66	25	18	30	23	96	162		
0400	14	18	23	31	86	27	20	34	45	126	212		
0500	26	37	67	77	207	41	53	80	116	290	497		
0600	117	113	160	250	640	162	168	283	449	1062	1702		
0700	283	388	320	349	1340	506	328	440	383	1657	2997		
0800	384	373	455	470	1682	418	488	521	504	1931	3613		
0900	414	360	411	388	1573	512	474	488	422	1896	3469		
1000	351	371	393	442	1557	520	424	469	452	1865	3422		
1100	418	462	428	453	1761	458	439	475	465	1837	3598		
1200	475	501	469	483	1928	451	488	491	513	1943	3871		
1300	451	506	477	460	1894	529	482	560	506	2077	3971		
1400	460	537	607	546	2150	466	453	483	563	1965	4115		
1500	519	528	522	432	2001	471	525	518	470	1984	3985		
1600	486	528	512	519	2045	463	512	423	561	1959	4004		
1700	505	533	561	539	2138	466	532	458	543	1999	4137		
1800	560	567	511	486	2124	493	466	489	474	1922	4046		
1900	508	454	478	425	1865	430	426	422	355	1633	3498		
2000	401	388	342	254	1385	335	300	286	272	1193	2578		
2100	256	252	220	202	930	252	227	230	198	907	1837		
2200	183	171	148	149	651	180	142	173	140	635	1286		
2300	145	105	107	101	458	135	137	110	86	468	926		
24-Hour Totals:						28924						29914	58838

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1712	815	2025	815	3737
P.M.	1730	2227	1245	2084	1430	4242
Daily	1730	2227	1245	2084	1430	4242

US 1 (Biscayne Blvd) at NE 163rd Street

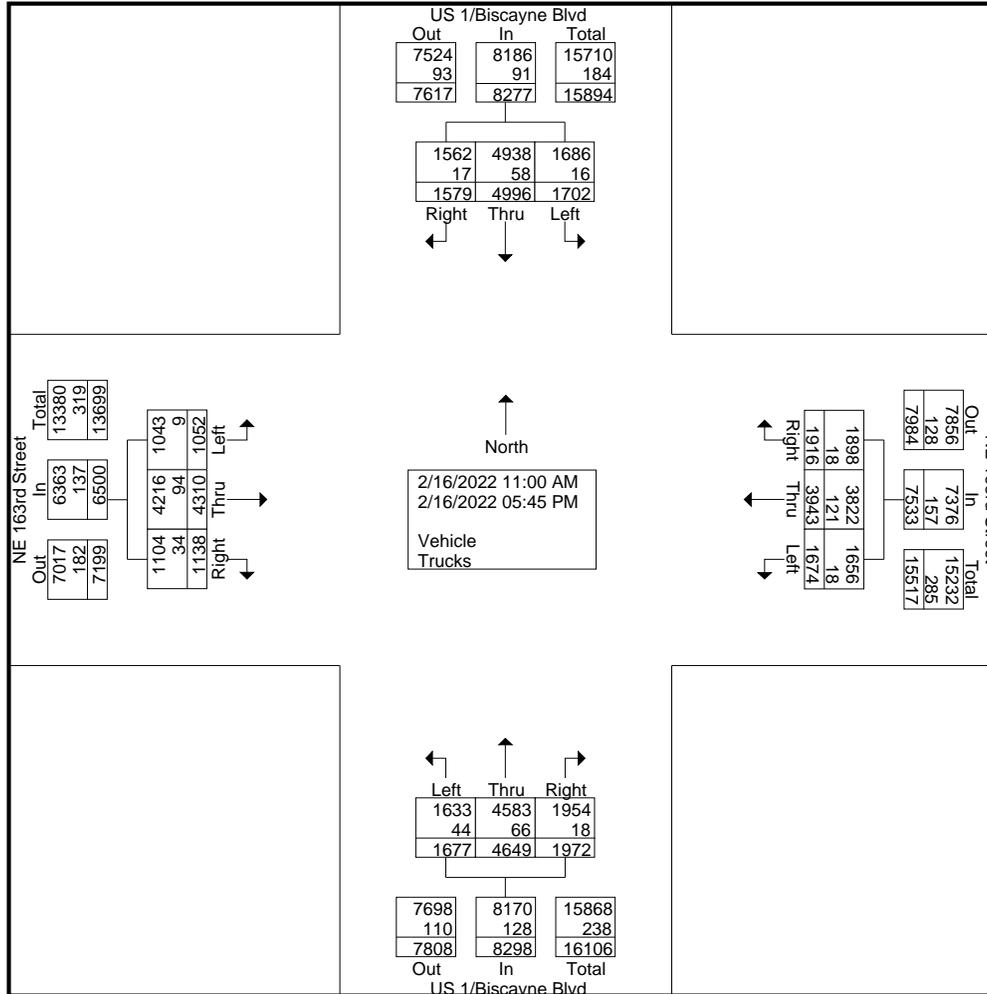
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 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	US 1/Biscayne Blvd Southbound					US 1/Biscayne Blvd Northbound					NE 163rd Street Westbound					NE 163rd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
11:00 AM	0	108	295	48	451	2	99	248	71	420	0	88	259	71	418	0	54	272	76	402	1691
11:15 AM	2	100	269	56	427	5	99	287	113	504	0	122	225	69	416	0	64	228	70	362	1709
11:30 AM	0	129	292	73	494	0	96	242	81	419	0	88	227	102	417	0	56	294	65	415	1745
11:45 AM	0	104	279	87	470	1	83	312	91	487	0	122	190	127	439	0	81	295	56	432	1828
Total	2	441	1135	264	1842	8	377	1089	356	1830	0	420	901	369	1690	0	255	1089	267	1611	6973
12:00 PM	0	71	289	95	455	1	57	299	99	456	0	66	220	121	407	0	44	331	66	441	1759
12:15 PM	0	106	337	84	527	0	102	295	116	513	0	131	223	122	476	0	82	315	53	450	1966
12:30 PM	0	127	340	85	552	1	119	252	137	509	0	83	252	102	437	0	70	349	47	466	1964
12:45 PM	0	89	356	93	538	0	102	248	177	527	0	140	243	105	488	0	72	318	54	444	1997
Total	0	393	1322	357	2072	2	380	1094	529	2005	0	420	938	450	1808	0	268	1313	220	1801	7686
*** BREAK ***																					
04:00 PM	0	125	262	100	487	4	134	267	127	532	0	76	235	109	420	0	52	235	84	371	1810
04:15 PM	0	93	339	137	569	2	101	304	147	554	0	133	270	106	509	0	69	220	76	365	1997
04:30 PM	0	110	246	105	461	0	117	271	129	517	0	80	279	101	460	0	54	253	78	385	1823
04:45 PM	0	91	370	131	592	3	106	314	138	561	0	117	258	133	508	0	65	210	96	371	2032
Total	0	419	1217	473	2109	9	458	1156	541	2164	0	406	1042	449	1897	0	240	918	334	1492	7662
05:00 PM	0	125	282	95	502	0	121	305	117	543	0	65	263	157	485	0	62	259	92	413	1943
05:15 PM	0	103	357	159	619	2	84	352	141	579	0	134	228	181	543	0	86	202	84	372	2113
05:30 PM	0	107	297	104	508	0	122	325	156	603	0	104	303	163	570	0	79	271	66	416	2097
05:45 PM	0	112	386	127	625	2	112	328	132	574	0	125	268	147	540	0	62	258	75	395	2134
Total	0	447	1322	485	2254	4	439	1310	546	2299	0	428	1062	648	2138	0	289	990	317	1596	8287
Grand Total	2	1700	4996	1579	8277	23	1654	4649	1972	8298	0	1674	3943	1916	7533	0	1052	4310	1138	6500	30608
Apprch %	0	20.5	60.4	19.1		0.3	19.9	56	23.8		0	22.2	52.3	25.4		0	16.2	66.3	17.5		
Total %	0	5.6	16.3	5.2	27	0.1	5.4	15.2	6.4	27.1	0	5.5	12.9	6.3	24.6	0	3.4	14.1	3.7	21.2	
Vehicle	2	1684	4938	1562	8186	23	1610	4583	1954	8170	0	1656	3822	1898	7376	0	1043	4216	1104	6363	30095
% Vehicle	100	99.1	98.8	98.9	98.9	100	97.3	98.6	99.1	98.5	0	98.9	96.9	99.1	97.9	0	99.1	97.8	97	97.9	98.3
Trucks	0	16	58	17	91	0	44	66	18	128	0	18	121	18	157	0	9	94	34	137	513
% Trucks	0	0.9	1.2	1.1	1.1	0	2.7	1.4	0.9	1.5	0	1.1	3.1	0.9	2.1	0	0.9	2.2	3	2.1	1.7

US 1 (Biscayne Blvd) at NE 163rd Street

File Name : TMC-1 US 1 (Biscayne Blvd) at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 2



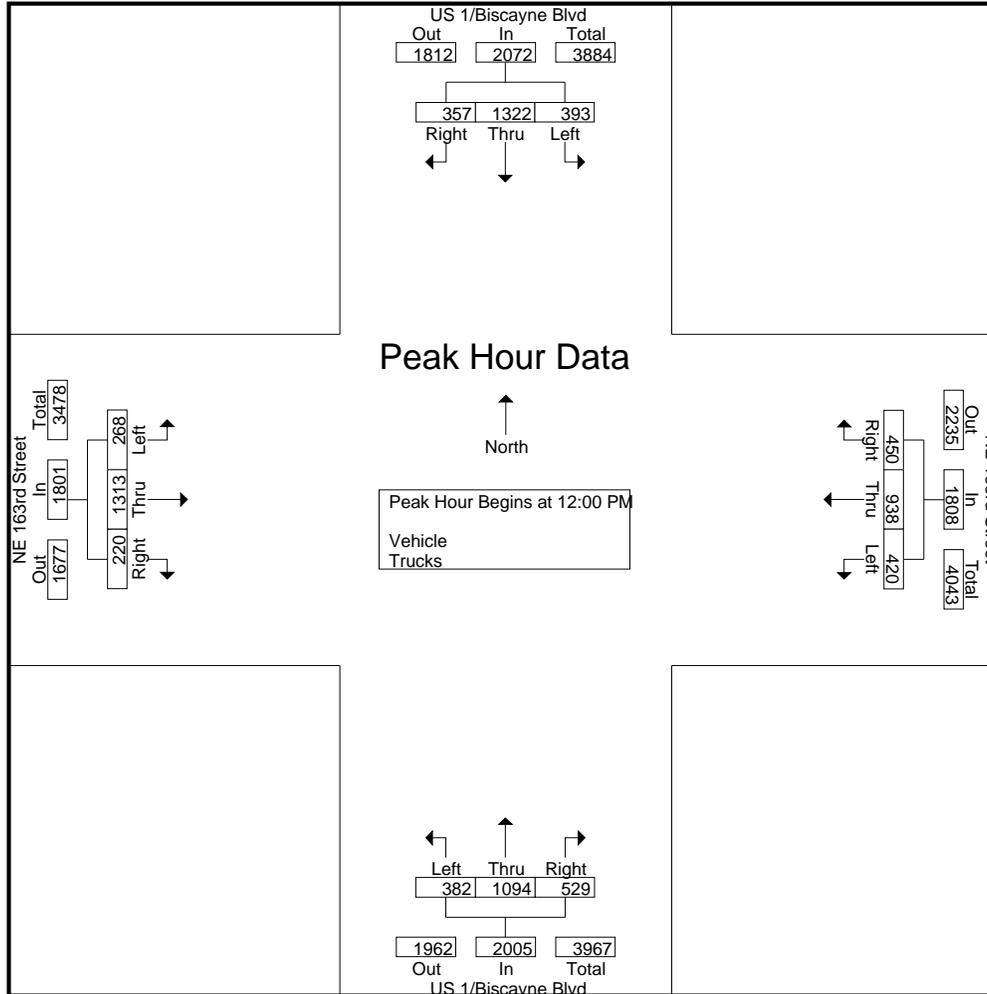
US 1 (Biscayne Blvd) at NE 163rd Street

File Name : TMC-1 US 1 (Biscayne Blvd) at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 3

Start Time	US 1/Biscayne Blvd Southbound					US 1/Biscayne Blvd Northbound					NE 163rd Street Westbound					NE 163rd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	71	289	95	455	1	57	299	99	456	0	66	220	121	407	0	44	331	66	441	1759
12:15 PM	0	106	337	84	527	0	102	295	116	513	0	131	223	122	476	0	82	315	53	450	1966
12:30 PM	0	127	340	85	552	1	119	252	137	509	0	83	252	102	437	0	70	349	47	466	1964
12:45 PM	0	89	356	93	538	0	102	248	177	527	0	140	243	105	488	0	72	318	54	444	1997
Total Volume	0	393	1322	357	2072	2	380	1094	529	2005	0	420	938	450	1808	0	268	1313	220	1801	7686
% App. Total	0	19	63.8	17.2		0.1	19	54.6	26.4		0	23.2	51.9	24.9		0	14.9	72.9	12.2		
PHF	.000	.774	.928	.939	.938	.500	.798	.915	.747	.951	.000	.750	.931	.922	.926	.000	.817	.941	.833	.966	.962

US 1 (Biscayne Blvd) at NE 163rd Street

File Name : TMC-1 US 1 (Biscayne Blvd) at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 4



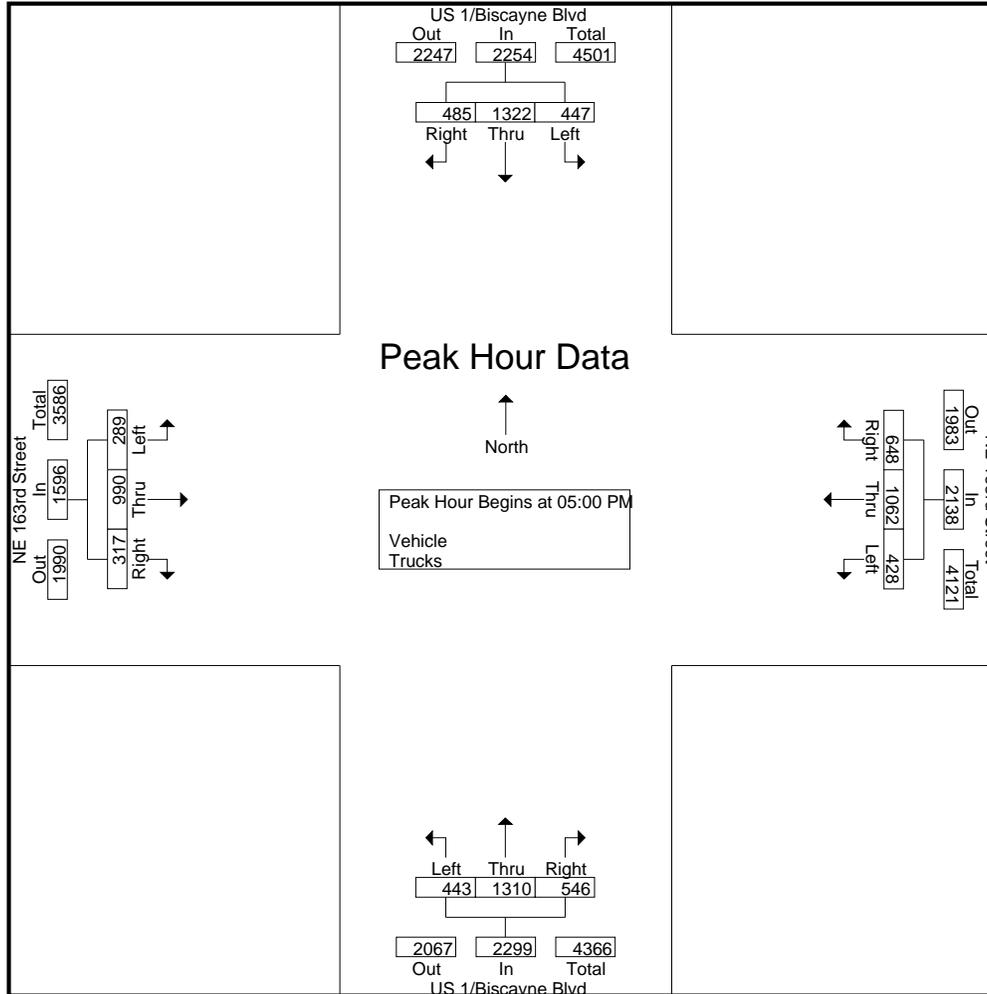
US 1 (Biscayne Blvd) at NE 163rd Street

File Name : TMC-1 US 1 (Biscayne Blvd) at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 5

Start Time	US 1/Biscayne Blvd Southbound					US 1/Biscayne Blvd Northbound					NE 163rd Street Westbound					NE 163rd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. 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	0	125	282	95	502	0	121	305	117	543	0	65	263	157	485	0	62	259	92	413	1943
05:15 PM	0	103	357	159	619	2	84	352	141	579	0	134	228	181	543	0	86	202	84	372	2113
05:30 PM	0	107	297	104	508	0	122	325	156	603	0	104	303	163	570	0	79	271	66	416	2097
05:45 PM	0	112	386	127	625	2	112	328	132	574	0	125	268	147	540	0	62	258	75	395	2134
Total Volume	0	447	1322	485	2254	4	439	1310	546	2299	0	428	1062	648	2138	0	289	990	317	1596	8287
% App. Total	0	19.8	58.7	21.5		0.2	19.1	57	23.7		0	20	49.7	30.3		0	18.1	62	19.9		
PHF	.000	.894	.856	.763	.902	.500	.900	.930	.875	.953	.000	.799	.876	.895	.938	.000	.840	.913	.861	.959	.971

US 1 (Biscayne Blvd) at NE 163rd Street

File Name : TMC-1 US 1 (Biscayne Blvd) at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 6



US 1 (Biscayne Blvd) at NE 163rd Street

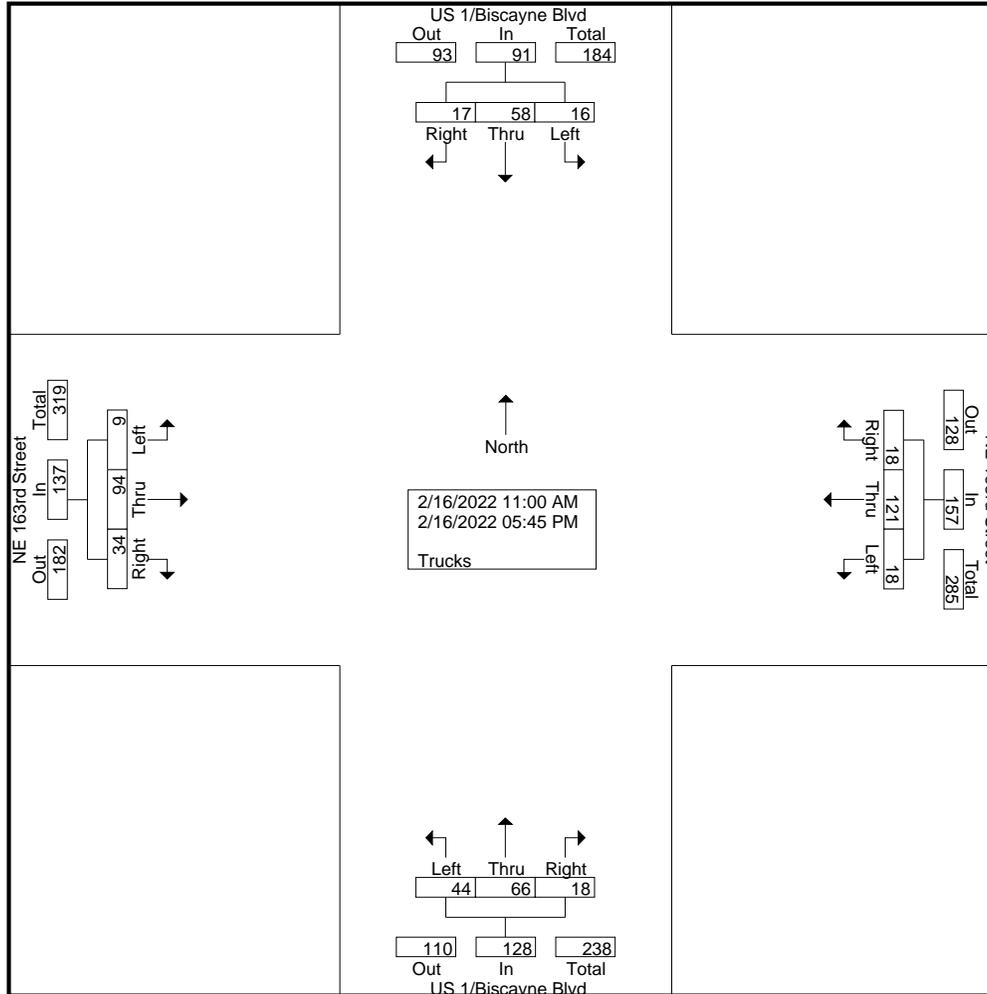
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 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 1

Groups Printed- Trucks

Start Time	US 1/Biscayne Blvd Southbound					US 1/Biscayne Blvd Northbound					NE 163rd Street Westbound					NE 163rd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
11:00 AM	0	2	2	0	4	0	4	3	1	8	0	0	10	0	10	0	0	5	6	11	33
11:15 AM	0	1	9	3	13	0	4	8	1	13	0	2	2	3	7	0	0	4	1	5	38
11:30 AM	0	2	5	0	7	0	5	2	0	7	0	0	13	1	14	0	0	9	3	12	40
11:45 AM	0	2	4	1	7	0	0	3	2	5	0	3	4	1	8	0	1	3	1	5	25
Total	0	7	20	4	31	0	13	16	4	33	0	5	29	5	39	0	1	21	11	33	136
12:00 PM	0	2	2	0	4	0	5	8	2	15	0	1	11	1	13	0	3	18	3	24	56
12:15 PM	0	2	3	1	6	0	7	5	5	17	0	2	10	1	13	0	1	12	1	14	50
12:30 PM	0	2	4	0	6	0	1	2	0	3	0	1	14	1	16	0	2	11	1	14	39
12:45 PM	0	2	5	4	11	0	3	7	4	14	0	1	7	1	9	0	0	10	5	15	49
Total	0	8	14	5	27	0	16	22	11	49	0	5	42	4	51	0	6	51	10	67	194
*** BREAK ***																					
04:00 PM	0	0	9	0	9	0	0	3	1	4	0	0	8	2	10	0	1	4	3	8	31
04:15 PM	0	1	2	2	5	0	3	3	0	6	0	0	3	0	3	0	1	2	1	4	18
04:30 PM	0	0	3	1	4	0	2	5	0	7	0	3	8	0	11	0	0	3	0	3	25
04:45 PM	0	0	2	2	4	0	2	3	0	5	0	0	3	4	7	0	0	3	3	6	22
Total	0	1	16	5	22	0	7	14	1	22	0	3	22	6	31	0	2	12	7	21	96
05:00 PM	0	0	0	1	1	0	2	4	1	7	0	0	10	1	11	0	0	4	3	7	26
05:15 PM	0	0	4	0	4	0	1	5	0	6	0	2	7	1	10	0	0	1	1	2	22
05:30 PM	0	0	1	1	2	0	3	1	1	5	0	0	6	0	6	0	0	3	1	4	17
05:45 PM	0	0	3	1	4	0	2	4	0	6	0	3	5	1	9	0	0	2	1	3	22
Total	0	0	8	3	11	0	8	14	2	24	0	5	28	3	36	0	0	10	6	16	87
Grand Total	0	16	58	17	91	0	44	66	18	128	0	18	121	18	157	0	9	94	34	137	513
Apprch %	0	17.6	63.7	18.7		0	34.4	51.6	14.1		0	11.5	77.1	11.5		0	6.6	68.6	24.8		
Total %	0	3.1	11.3	3.3	17.7	0	8.6	12.9	3.5	25	0	3.5	23.6	3.5	30.6	0	1.8	18.3	6.6	26.7	

US 1 (Biscayne Blvd) at NE 163rd Street

File Name : TMC-1 US 1 (Biscayne Blvd) at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 2



US 1 (Biscayne Blvd) at NE 163rd Street

File Name : TMC-1 US 1 (Biscayne Blvd) at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 3

Start Time	US 1/Biscayne Blvd Southbound					US 1/Biscayne Blvd Northbound					NE 163rd Street Westbound					NE 163rd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	2	2	0	4	0	5	8	2	15	0	1	11	1	13	0	3	18	3	24	56
12:15 PM	0	2	3	1	6	0	7	5	5	17	0	2	10	1	13	0	1	12	1	14	50
12:30 PM	0	2	4	0	6	0	1	2	0	3	0	1	14	1	16	0	2	11	1	14	39
12:45 PM	0	2	5	4	11	0	3	7	4	14	0	1	7	1	9	0	0	10	5	15	49
Total Volume	0	8	14	5	27	0	16	22	11	49	0	5	42	4	51	0	6	51	10	67	194
% App. Total	0	29.6	51.9	18.5		0	32.7	44.9	22.4		0	9.8	82.4	7.8		0	9	76.1	14.9		
PHF	.000	1.00	.700	.313	.614	.000	.571	.688	.550	.721	.000	.625	.750	1.00	.797	.000	.500	.708	.500	.698	.866

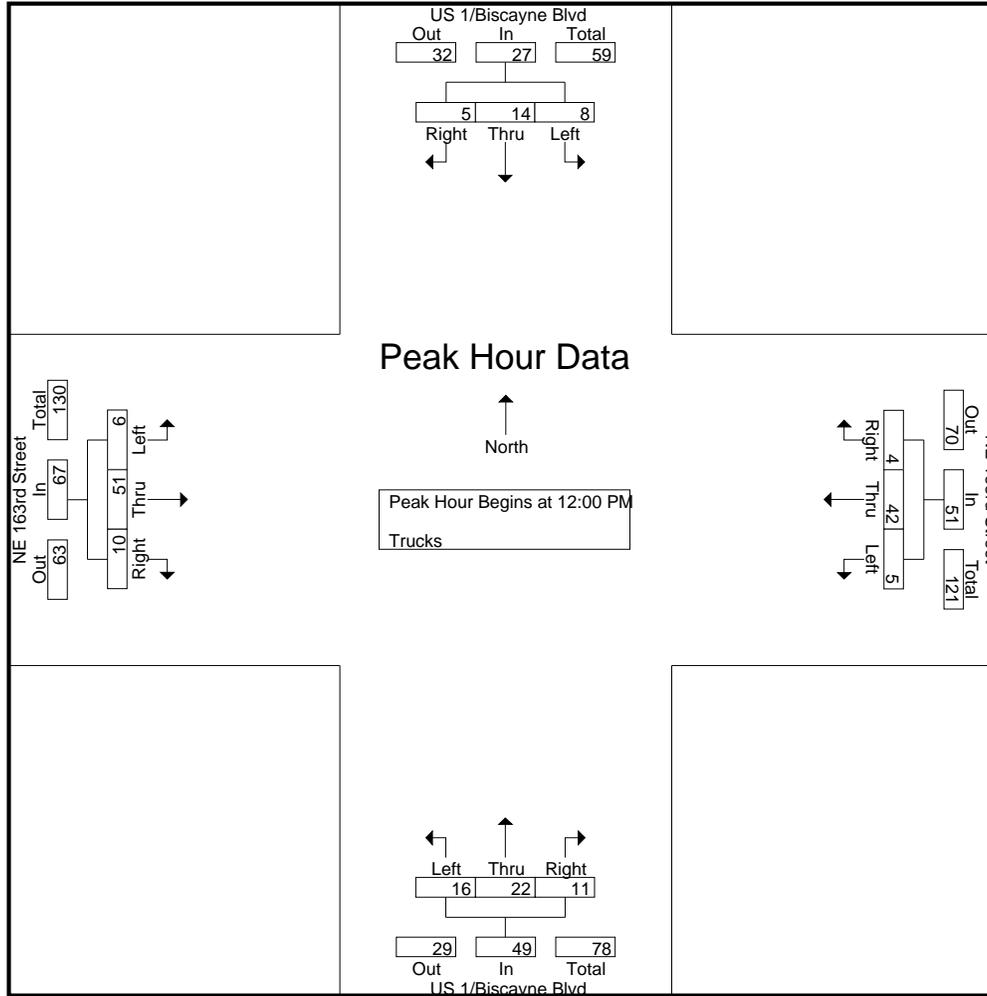
US 1 (Biscayne Blvd) at NE 163rd Street

File Name : TMC-1 US 1 (Biscayne Blvd) at NE 163rd Street

Site Code : 00000000

Start Date : 2/16/2022

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US 1 (Biscayne Blvd) at NE 163rd Street

File Name : TMC-1 US 1 (Biscayne Blvd) at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 5

Start Time	US 1/Biscayne Blvd Southbound					US 1/Biscayne Blvd Northbound					NE 163rd Street Westbound					NE 163rd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	9	0	9	0	0	3	1	4	0	0	8	2	10	0	1	4	3	8	31
04:15 PM	0	1	2	2	5	0	3	3	0	6	0	0	3	0	3	0	1	2	1	4	18
04:30 PM	0	0	3	1	4	0	2	5	0	7	0	3	8	0	11	0	0	3	0	3	25
04:45 PM	0	0	2	2	4	0	2	3	0	5	0	0	3	4	7	0	0	3	3	6	22
Total Volume	0	1	16	5	22	0	7	14	1	22	0	3	22	6	31	0	2	12	7	21	96
% App. Total	0	4.5	72.7	22.7		0	31.8	63.6	4.5		0	9.7	71	19.4		0	9.5	57.1	33.3		
PHF	.000	.250	.444	.625	.611	.000	.583	.700	.250	.786	.000	.250	.688	.375	.705	.000	.500	.750	.583	.656	.774

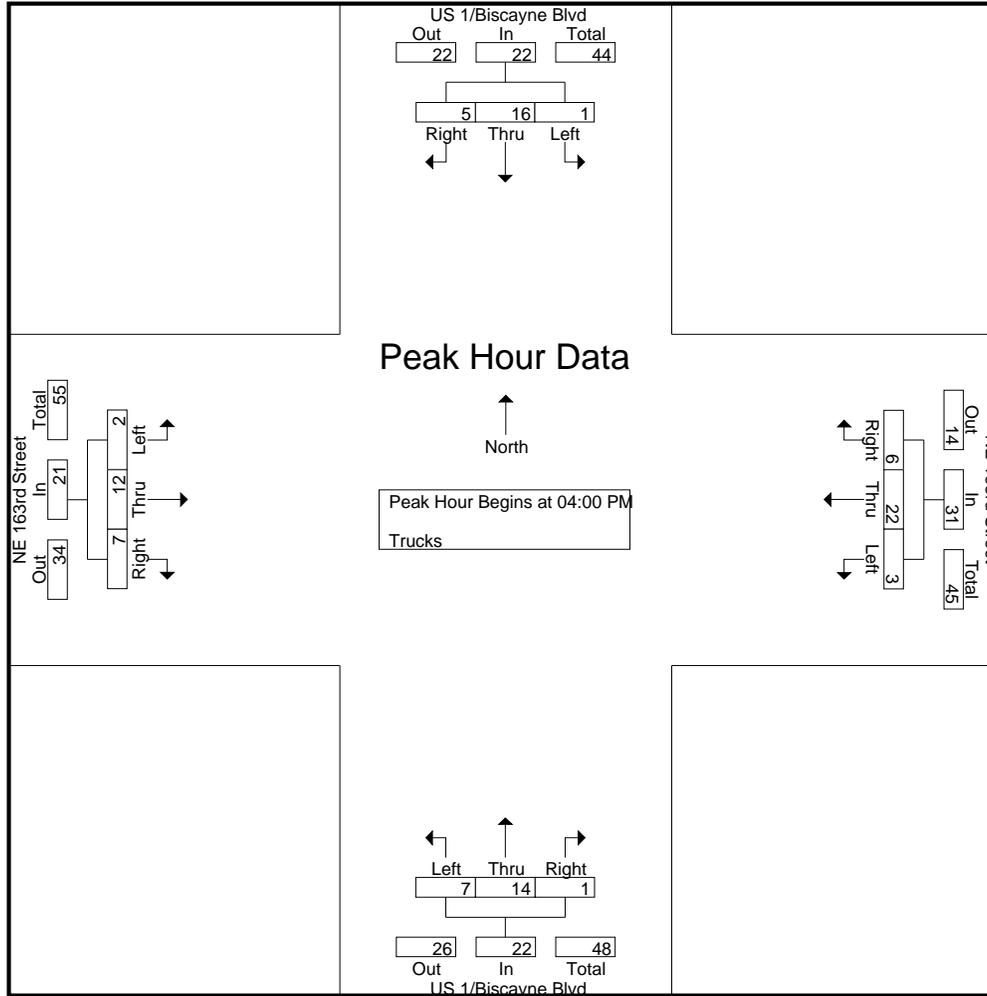
US 1 (Biscayne Blvd) at NE 163rd Street

File Name : TMC-1 US 1 (Biscayne Blvd) at NE 163rd Street

Site Code : 00000000

Start Date : 2/16/2022

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US 1 (Biscayne Blvd) at NE 163rd Street

File Name : TMC-1 US 1 (Biscayne Blvd) at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	US 1/Biscayne Blvd Southbound			US 1/Biscayne Blvd Northbound			NE 163rd Street Westbound			NE 163rd Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
11:00 AM	4	0	4	1	0	1	3	0	3	0	0	0	8
11:15 AM	0	3	3	0	0	0	5	0	5	1	1	2	10
11:30 AM	2	4	6	1	1	2	2	0	2	0	0	0	10
11:45 AM	1	4	5	0	0	0	0	0	0	1	0	1	6
Total	7	11	18	2	1	3	10	0	10	2	1	3	34
12:00 PM	1	3	4	2	0	2	0	2	2	0	0	0	8
12:15 PM	0	1	1	0	0	0	1	1	2	0	0	0	3
12:30 PM	1	1	2	1	0	1	0	0	0	1	0	1	4
12:45 PM	1	2	3	1	0	1	0	1	1	1	1	2	7
Total	3	7	10	4	0	4	1	4	5	2	1	3	22
*** BREAK ***													
04:00 PM	4	4	8	0	1	1	1	1	2	0	0	0	11
04:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
04:30 PM	4	1	5	0	0	0	0	2	2	3	0	3	10
04:45 PM	3	1	4	0	1	1	1	0	1	0	2	2	8
Total	11	7	18	0	2	2	2	3	5	3	2	5	30
05:00 PM	0	3	3	2	0	2	0	0	0	1	0	1	6
05:15 PM	6	2	8	3	0	3	3	1	4	0	0	0	15
05:30 PM	3	5	8	3	2	5	0	0	0	1	2	3	16
05:45 PM	1	0	1	0	1	1	1	0	1	1	2	3	6
Total	10	10	20	8	3	11	4	1	5	3	4	7	43
Grand Total	31	35	66	14	6	20	17	8	25	10	8	18	129
Apprch %	47	53		70	30		68	32		55.6	44.4		
Total %	24	27.1	51.2	10.9	4.7	15.5	13.2	6.2	19.4	7.8	6.2	14	

US 1 (Biscayne Blvd) at NE 163rd Street

File Name : TMC-1 US 1 (Biscayne Blvd) at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 2

Start Time	US 1/Biscayne Blvd Southbound			US 1/Biscayne Blvd Northbound			NE 163rd Street Westbound			NE 163rd Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:00 AM													
11:00 AM	4	0	4	1	0	1	3	0	3	0	0	0	8
11:15 AM	0	3	3	0	0	0	5	0	5	1	1	2	10
11:30 AM	2	4	6	1	1	2	2	0	2	0	0	0	10
11:45 AM	1	4	5	0	0	0	0	0	0	1	0	1	6
Total Volume	7	11	18	2	1	3	10	0	10	2	1	3	34
% App. Total	38.9	61.1		66.7	33.3		100	0		66.7	33.3		
PHF	.438	.688	.750	.500	.250	.375	.500	.000	.500	.500	.250	.375	.850

US 1 (Biscayne Blvd) at NE 163rd Street

File Name : TMC-1 US 1 (Biscayne Blvd) at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 3

Start Time	US 1/Biscayne Blvd Southbound			US 1/Biscayne Blvd Northbound			NE 163rd Street Westbound			NE 163rd Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. 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	3	1	4	0	1	1	1	0	1	0	2	2	8
05:00 PM	0	3	3	2	0	2	0	0	0	1	0	1	6
05:15 PM	6	2	8	3	0	3	3	1	4	0	0	0	15
05:30 PM	3	5	8	3	2	5	0	0	0	1	2	3	16
Total Volume	12	11	23	8	3	11	4	1	5	2	4	6	45
% App. Total	52.2	47.8		72.7	27.3		80	20		33.3	66.7		
PHF	.500	.550	.719	.667	.375	.550	.333	.250	.313	.500	.500	.500	.703

W Dixie Hwy at NE 163rd Street

File Name : TMC-2 W Dixie Hwy at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	W Dixie Hwy Southbound					W Dixie Hwy Northbound					NE 163rd Street Westbound					NE 163rd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
11:00 AM	0	38	60	20	118	0	41	62	32	135	4	53	315	20	392	0	31	303	14	348	993
11:15 AM	0	33	43	25	101	0	36	52	27	115	5	38	337	24	404	1	38	283	14	336	956
11:30 AM	0	36	45	22	103	0	34	51	42	127	1	48	296	17	362	0	21	316	22	359	951
11:45 AM	0	38	46	25	109	0	20	44	22	86	6	28	292	32	358	1	42	359	18	420	973
Total	0	145	194	92	431	0	131	209	123	463	16	167	1240	93	1516	2	132	1261	68	1463	3873
12:00 PM	0	36	47	23	106	0	36	71	33	140	2	41	285	13	341	8	22	333	18	381	968
12:15 PM	0	41	48	19	108	0	28	51	38	117	7	36	366	33	442	0	22	359	14	395	1062
12:30 PM	0	51	74	33	158	0	38	67	35	140	4	48	347	28	427	1	25	348	9	383	1108
12:45 PM	0	33	59	28	120	0	22	68	40	130	6	47	386	31	470	2	28	333	19	382	1102
Total	0	161	228	103	492	0	124	257	146	527	19	172	1384	105	1680	11	97	1373	60	1541	4240
*** BREAK ***																					
04:00 PM	0	48	95	18	161	0	55	85	36	176	5	44	355	28	432	0	29	253	18	300	1069
04:15 PM	0	32	74	19	125	0	40	82	11	133	3	56	443	36	538	0	18	320	15	353	1149
04:30 PM	0	43	101	19	163	0	49	104	36	189	4	45	398	26	473	0	33	273	24	330	1155
04:45 PM	0	35	90	13	138	0	30	110	29	169	5	40	455	21	521	2	31	343	24	400	1228
Total	0	158	360	69	587	0	174	381	112	667	17	185	1651	111	1964	2	111	1189	81	1383	4601
05:00 PM	0	45	87	35	167	0	57	119	44	220	4	49	359	24	436	5	37	298	22	362	1185
05:15 PM	0	34	75	17	126	0	43	89	41	173	4	48	373	33	458	5	29	318	28	380	1137
05:30 PM	0	42	122	18	182	0	54	109	50	213	3	61	384	30	478	5	23	297	15	340	1213
05:45 PM	0	32	89	20	141	0	40	69	42	151	2	50	403	29	484	2	20	355	16	393	1169
Total	0	153	373	90	616	0	194	386	177	757	13	208	1519	116	1856	17	109	1268	81	1475	4704
Grand Total	0	617	1155	354	2126	0	623	1233	558	2414	65	732	5794	425	7016	32	449	5091	290	5862	17418
Apprch %	0	29	54.3	16.7		0	25.8	51.1	23.1		0.9	10.4	82.6	6.1		0.5	7.7	86.8	4.9		
Total %	0	3.5	6.6	2	12.2	0	3.6	7.1	3.2	13.9	0.4	4.2	33.3	2.4	40.3	0.2	2.6	29.2	1.7	33.7	
Vehicle	0	603	1130	345	2078	0	597	1221	554	2372	65	713	5645	408	6831	32	427	4977	279	5715	16996
% Vehicle	0	97.7	97.8	97.5	97.7	0	95.8	99	99.3	98.3	100	97.4	97.4	96	97.4	100	95.1	97.8	96.2	97.5	97.6
Trucks	0	14	25	9	48	0	26	12	4	42	0	19	149	17	185	0	22	114	11	147	422
% Trucks	0	2.3	2.2	2.5	2.3	0	4.2	1	0.7	1.7	0	2.6	2.6	4	2.6	0	4.9	2.2	3.8	2.5	2.4

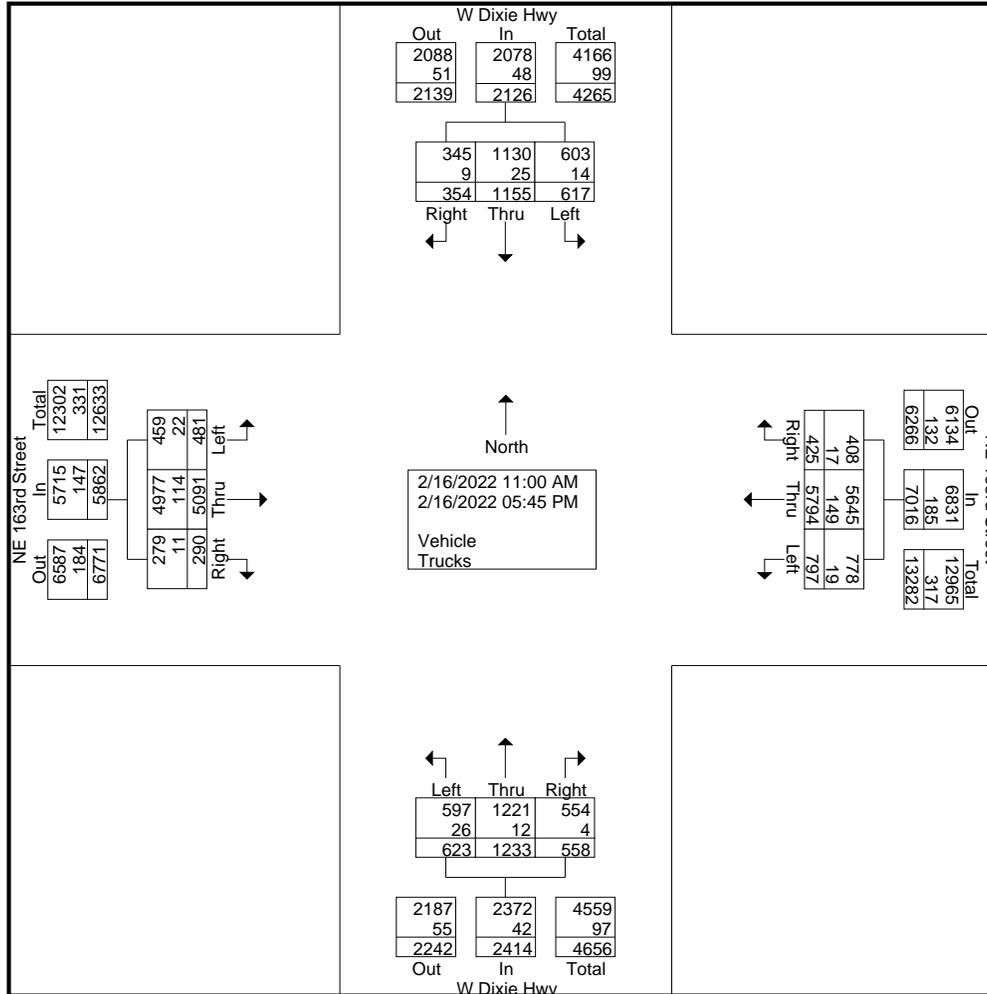
W Dixie Hwy at NE 163rd Street

File Name : TMC-2 W Dixie Hwy at NE 163rd Street

Site Code : 00000000

Start Date : 2/16/2022

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W Dixie Hwy at NE 163rd Street

File Name : TMC-2 W Dixie Hwy at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 3

Start Time	W Dixie Hwy Southbound					W Dixie Hwy Northbound					NE 163rd Street Westbound					NE 163rd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	36	47	23	106	0	36	71	33	140	2	41	285	13	341	8	22	333	18	381	968
12:15 PM	0	41	48	19	108	0	28	51	38	117	7	36	366	33	442	0	22	359	14	395	1062
12:30 PM	0	51	74	33	158	0	38	67	35	140	4	48	347	28	427	1	25	348	9	383	1108
12:45 PM	0	33	59	28	120	0	22	68	40	130	6	47	386	31	470	2	28	333	19	382	1102
Total Volume	0	161	228	103	492	0	124	257	146	527	19	172	1384	105	1680	11	97	1373	60	1541	4240
% App. Total	0	32.7	46.3	20.9		0	23.5	48.8	27.7		1.1	10.2	82.4	6.2		0.7	6.3	89.1	3.9		
PHF	.000	.789	.770	.780	.778	.000	.816	.905	.913	.941	.679	.896	.896	.795	.894	.344	.866	.956	.789	.975	.957

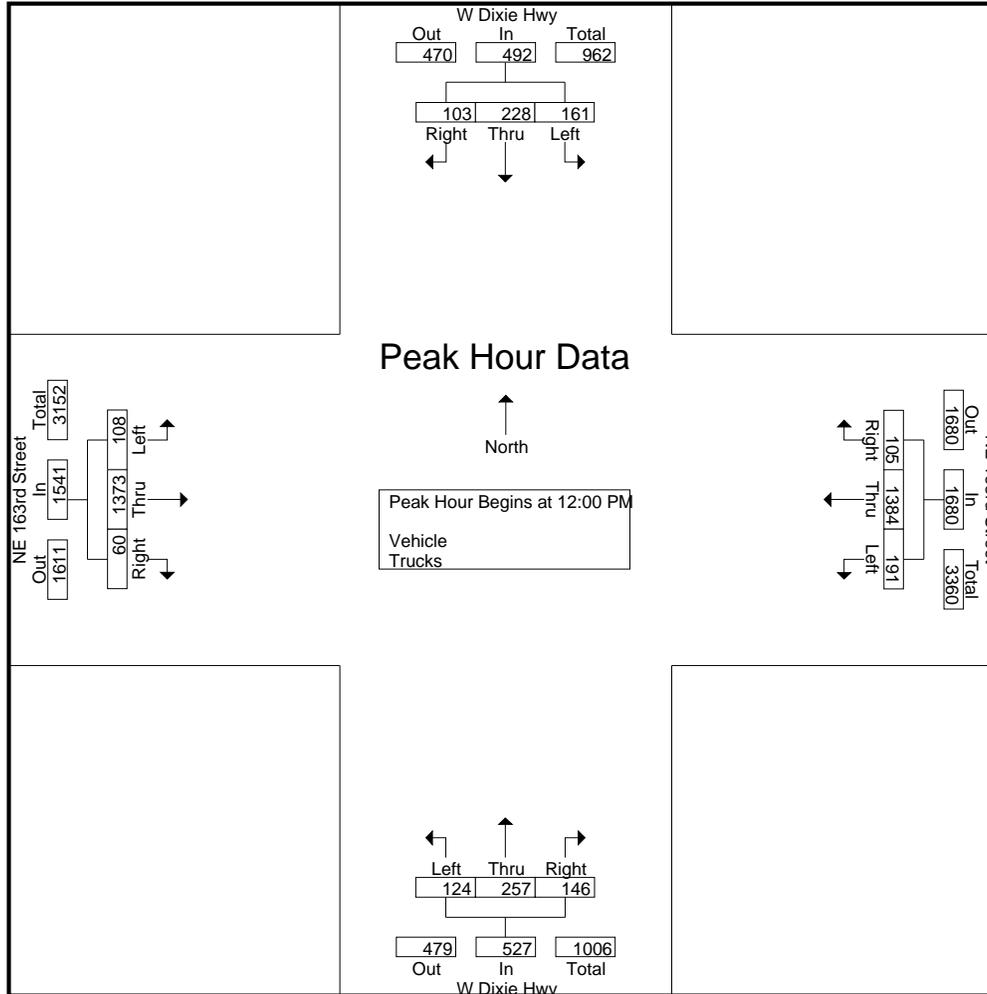
W Dixie Hwy at NE 163rd Street

File Name : TMC-2 W Dixie Hwy at NE 163rd Street

Site Code : 00000000

Start Date : 2/16/2022

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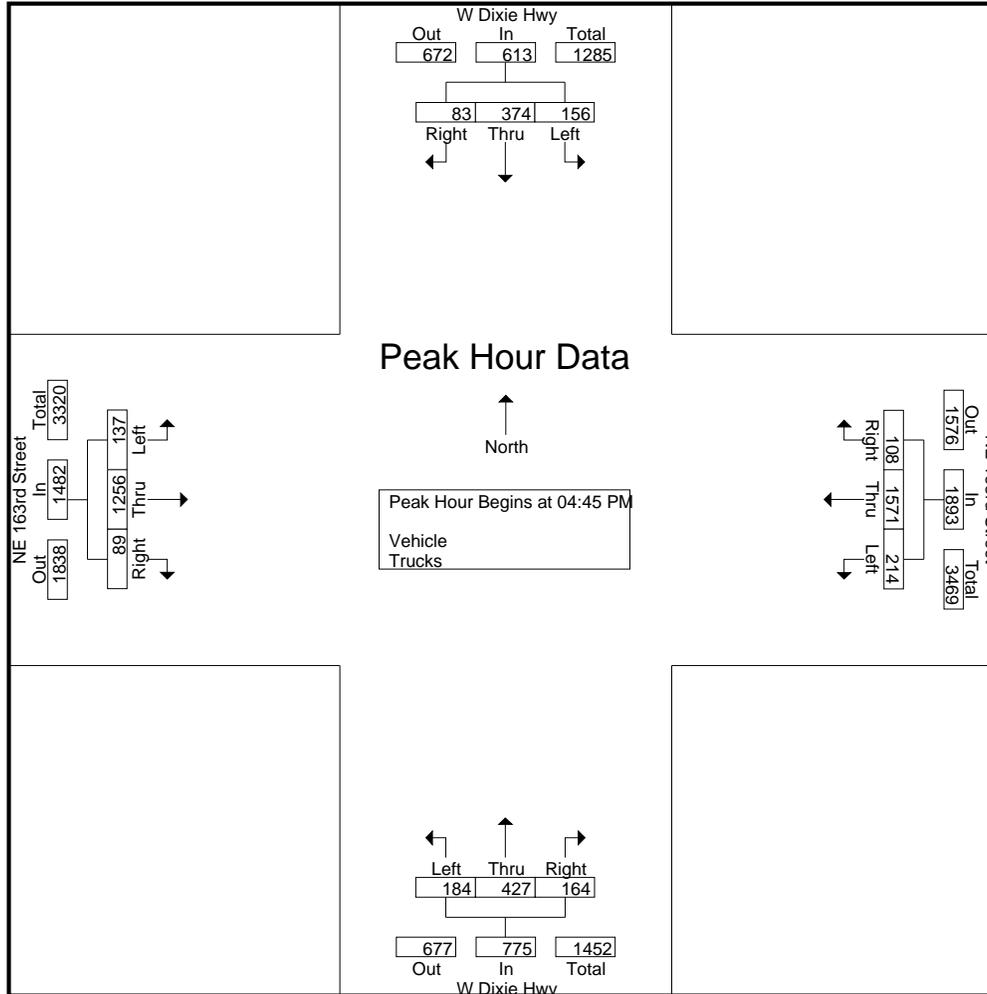
W Dixie Hwy at NE 163rd Street

File Name : TMC-2 W Dixie Hwy at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 5

Start Time	W Dixie Hwy Southbound					W Dixie Hwy Northbound					NE 163rd Street Westbound					NE 163rd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. 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	0	35	90	13	138	0	30	110	29	169	5	40	455	21	521	2	31	343	24	400	1228
05:00 PM	0	45	87	35	167	0	57	119	44	220	4	49	359	24	436	5	37	298	22	362	1185
05:15 PM	0	34	75	17	126	0	43	89	41	173	4	48	373	33	458	5	29	318	28	380	1137
05:30 PM	0	42	122	18	182	0	54	109	50	213	3	61	384	30	478	5	23	297	15	340	1213
Total Volume	0	156	374	83	613	0	184	427	164	775	16	198	1571	108	1893	17	120	1256	89	1482	4763
% App. Total	0	25.4	61	13.5		0	23.7	55.1	21.2		0.8	10.5	83	5.7		1.1	8.1	84.8	6		
PHF	.000	.867	.766	.593	.842	.000	.807	.897	.820	.881	.800	.811	.863	.818	.908	.850	.811	.915	.795	.926	.970

W Dixie Hwy at NE 163rd Street

File Name : TMC-2 W Dixie Hwy at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
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W Dixie Hwy at NE 163rd Street

File Name : TMC-2 W Dixie Hwy at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 1

Groups Printed- Trucks

Start Time	W Dixie Hwy Southbound					W Dixie Hwy Northbound					NE 163rd Street Westbound					NE 163rd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
11:00 AM	0	0	3	1	4	0	4	0	0	4	0	1	10	2	13	0	2	12	1	15	36
11:15 AM	0	1	2	0	3	0	3	1	1	5	0	0	10	0	10	0	2	4	2	8	26
11:30 AM	0	2	2	0	4	0	3	2	0	5	0	4	14	1	19	0	2	9	0	11	39
11:45 AM	0	0	2	2	4	0	1	1	0	2	0	0	4	2	6	0	1	5	1	7	19
Total	0	3	9	3	15	0	11	4	1	16	0	5	38	5	48	0	7	30	4	41	120
12:00 PM	0	1	2	1	4	0	1	2	1	4	0	4	11	1	16	0	0	19	0	19	43
12:15 PM	0	2	1	1	4	0	2	0	0	2	0	2	19	1	22	0	1	12	0	13	41
12:30 PM	0	1	1	3	5	0	3	1	0	4	0	3	11	3	17	0	1	11	0	12	38
12:45 PM	0	1	1	1	3	0	1	2	1	4	0	0	7	2	9	0	2	11	1	14	30
Total	0	5	5	6	16	0	7	5	2	14	0	9	48	7	64	0	4	53	1	58	152
*** BREAK ***																					
04:00 PM	0	1	2	0	3	0	2	0	0	2	0	0	7	0	7	0	5	6	0	11	23
04:15 PM	0	1	0	0	1	0	2	2	0	4	0	0	9	1	10	0	2	4	0	6	21
04:30 PM	0	1	3	0	4	0	2	0	0	2	0	2	8	0	10	0	2	4	2	8	24
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	7	1	8	0	1	5	0	6	15
Total	0	3	6	0	9	0	6	2	0	8	0	2	31	2	35	0	10	19	2	31	83
05:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	11	0	11	0	1	6	2	9	22
05:15 PM	0	0	3	0	3	0	0	0	0	0	0	1	6	1	8	0	0	1	1	2	13
05:30 PM	0	2	1	0	3	0	0	1	0	1	0	1	9	1	11	0	0	2	0	2	17
05:45 PM	0	0	1	0	1	0	1	0	1	2	0	1	6	1	8	0	0	3	1	4	15
Total	0	3	5	0	8	0	2	1	1	4	0	3	32	3	38	0	1	12	4	17	67
Grand Total	0	14	25	9	48	0	26	12	4	42	0	19	149	17	185	0	22	114	11	147	422
Apprch %	0	29.2	52.1	18.8		0	61.9	28.6	9.5		0	10.3	80.5	9.2		0	15	77.6	7.5		
Total %	0	3.3	5.9	2.1	11.4	0	6.2	2.8	0.9	10	0	4.5	35.3	4	43.8	0	5.2	27	2.6	34.8	

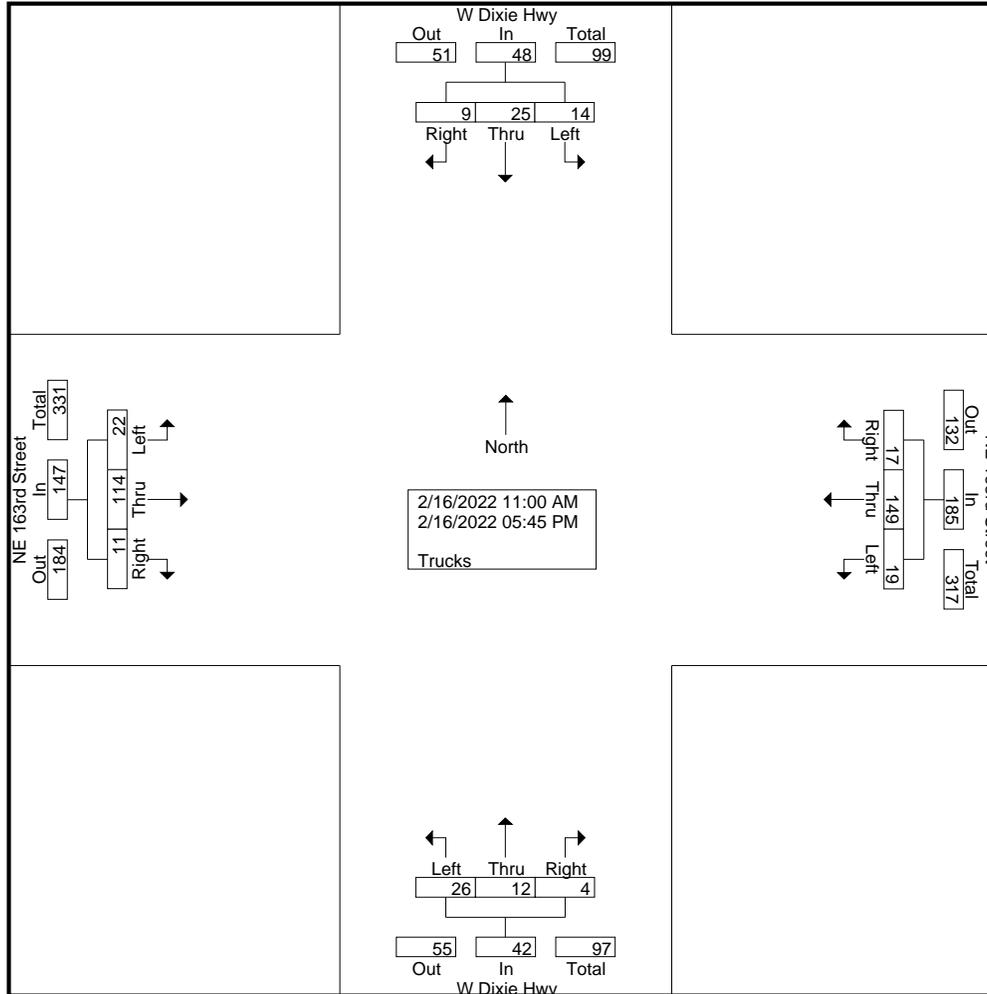
W Dixie Hwy at NE 163rd Street

File Name : TMC-2 W Dixie Hwy at NE 163rd Street

Site Code : 00000000

Start Date : 2/16/2022

Page No : 2



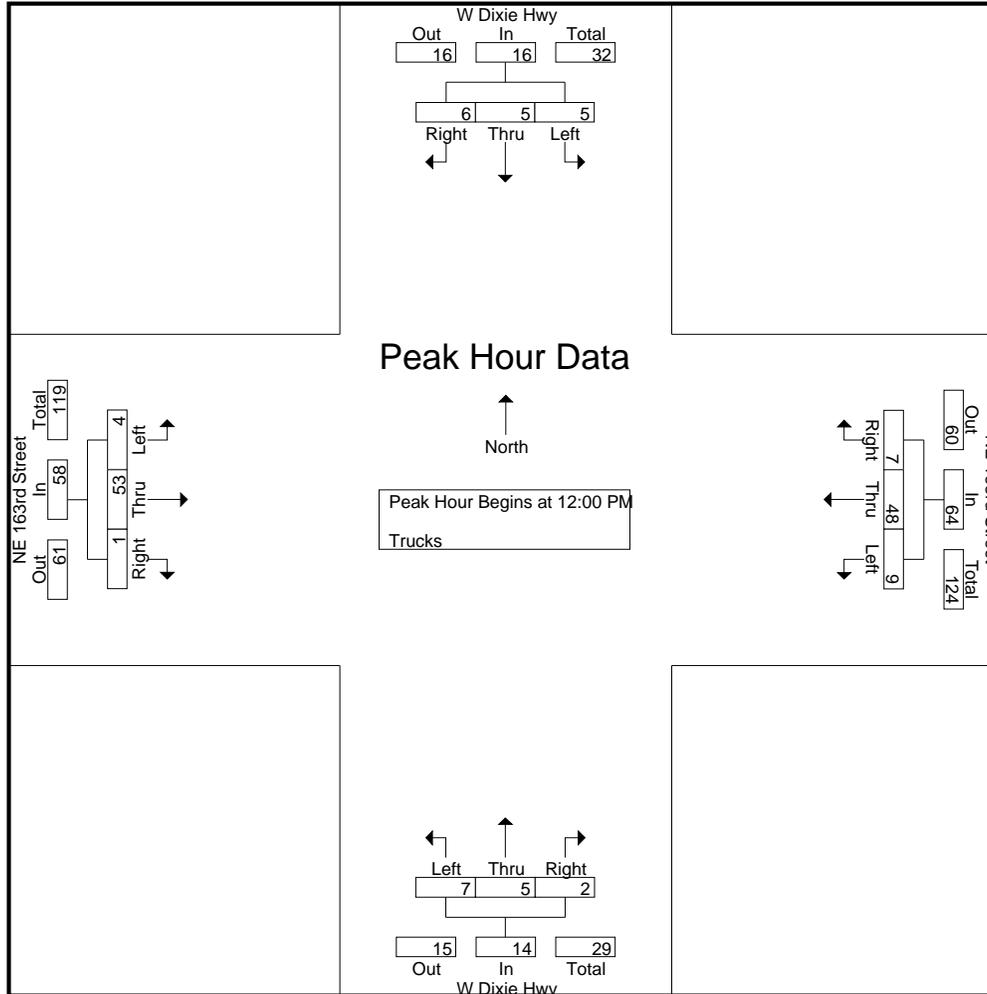
W Dixie Hwy at NE 163rd Street

File Name : TMC-2 W Dixie Hwy at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 3

Start Time	W Dixie Hwy Southbound					W Dixie Hwy Northbound					NE 163rd Street Westbound					NE 163rd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	1	2	1	4	0	1	2	1	4	0	4	11	1	16	0	0	19	0	19	43
12:15 PM	0	2	1	1	4	0	2	0	0	2	0	2	19	1	22	0	1	12	0	13	41
12:30 PM	0	1	1	3	5	0	3	1	0	4	0	3	11	3	17	0	1	11	0	12	38
12:45 PM	0	1	1	1	3	0	1	2	1	4	0	0	7	2	9	0	2	11	1	14	30
Total Volume	0	5	5	6	16	0	7	5	2	14	0	9	48	7	64	0	4	53	1	58	152
% App. Total	0	31.2	31.2	37.5		0	50	35.7	14.3		0	14.1	75	10.9		0	6.9	91.4	1.7		
PHF	.000	.625	.625	.500	.800	.000	.583	.625	.500	.875	.000	.563	.632	.583	.727	.000	.500	.697	.250	.763	.884

W Dixie Hwy at NE 163rd Street

File Name : TMC-2 W Dixie Hwy at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 4



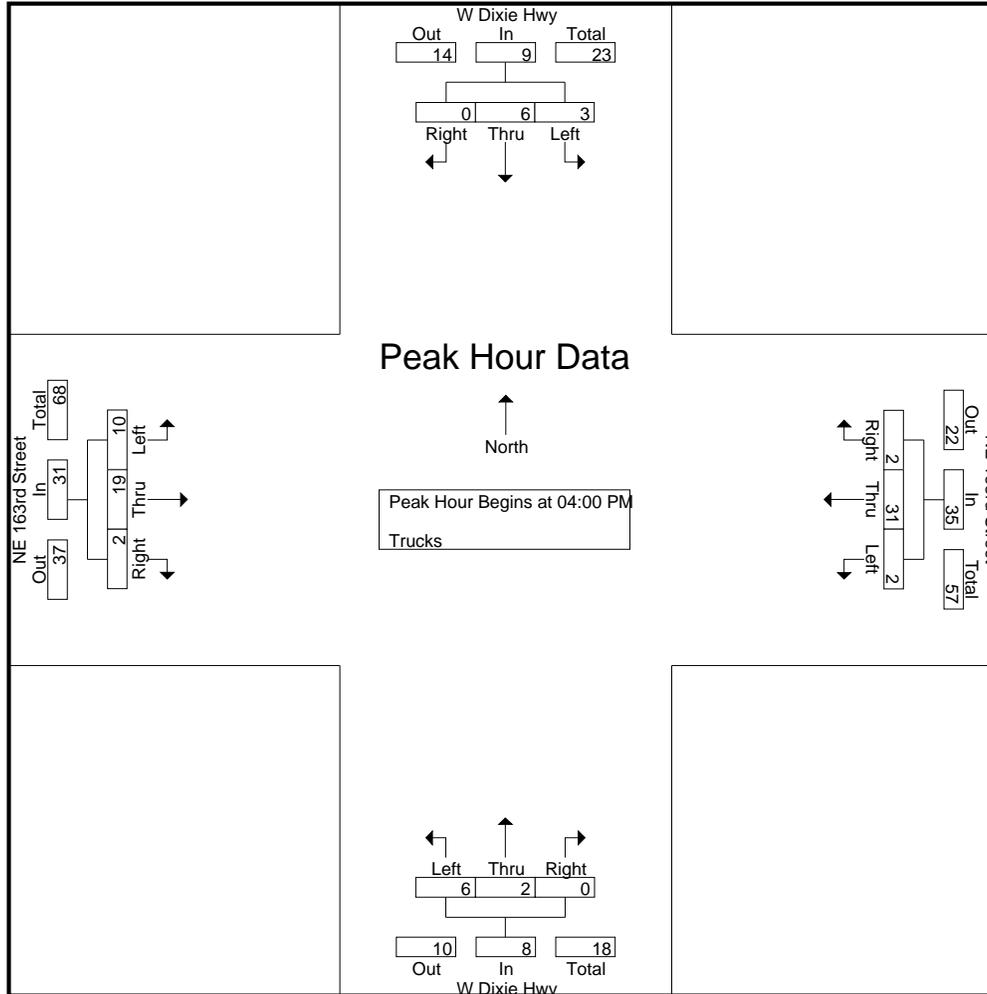
W Dixie Hwy at NE 163rd Street

File Name : TMC-2 W Dixie Hwy at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 5

Start Time	W Dixie Hwy Southbound					W Dixie Hwy Northbound					NE 163rd Street Westbound					NE 163rd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	1	2	0	3	0	2	0	0	2	0	0	7	0	7	0	5	6	0	11	23
04:15 PM	0	1	0	0	1	0	2	2	0	4	0	0	9	1	10	0	2	4	0	6	21
04:30 PM	0	1	3	0	4	0	2	0	0	2	0	2	8	0	10	0	2	4	2	8	24
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	7	1	8	0	1	5	0	6	15
Total Volume	0	3	6	0	9	0	6	2	0	8	0	2	31	2	35	0	10	19	2	31	83
% App. Total	0	33.3	66.7	0		0	75	25	0		0	5.7	88.6	5.7		0	32.3	61.3	6.5		
PHF	.000	.750	.500	.000	.563	.000	.750	.250	.000	.500	.000	.250	.861	.500	.875	.000	.500	.792	.250	.705	.865

W Dixie Hwy at NE 163rd Street

File Name : TMC-2 W Dixie Hwy at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 6



W Dixie Hwy at NE 163rd Street

File Name : TMC-2 W Dixie Hwy at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	W Dixie Hwy Southbound			W Dixie Hwy Northbound			NE 163rd Street Westbound			NE 163rd Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
11:00 AM	3	0	3	0	2	2	1	0	1	1	0	1	7
11:15 AM	1	0	1	1	0	1	3	0	3	4	1	5	10
11:30 AM	3	0	3	1	2	3	6	0	6	2	1	3	15
11:45 AM	0	3	3	0	2	2	3	0	3	0	0	0	8
Total	7	3	10	2	6	8	13	0	13	7	2	9	40
12:00 PM	1	1	2	4	0	4	4	0	4	0	0	0	10
12:15 PM	1	1	2	1	0	1	5	1	6	0	2	2	11
12:30 PM	1	0	1	0	1	1	0	1	1	0	1	1	4
12:45 PM	0	2	2	1	0	1	1	1	2	0	0	0	5
Total	3	4	7	6	1	7	10	3	13	0	3	3	30
*** BREAK ***													
04:00 PM	2	2	4	1	0	1	1	0	1	1	1	2	8
04:15 PM	0	1	1	0	0	0	2	0	2	0	1	1	4
04:30 PM	0	1	1	0	0	0	0	0	0	3	0	3	4
04:45 PM	4	0	4	0	1	1	4	0	4	0	1	1	10
Total	6	4	10	1	1	2	7	0	7	4	3	7	26
05:00 PM	0	1	1	1	0	1	2	1	3	0	0	0	5
05:15 PM	6	0	6	0	0	0	5	0	5	4	0	4	15
05:30 PM	4	2	6	0	2	2	0	0	0	2	2	4	12
05:45 PM	0	2	2	1	1	2	3	1	4	1	1	2	10
Total	10	5	15	2	3	5	10	2	12	7	3	10	42
Grand Total	26	16	42	11	11	22	40	5	45	18	11	29	138
Apprch %	61.9	38.1		50	50		88.9	11.1		62.1	37.9		
Total %	18.8	11.6	30.4	8	8	15.9	29	3.6	32.6	13	8	21	

W Dixie Hwy at NE 163rd Street

File Name : TMC-2 W Dixie Hwy at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 2

Start Time	W Dixie Hwy Southbound			W Dixie Hwy Northbound			NE 163rd Street Westbound			NE 163rd Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	3	0	3	1	2	3	6	0	6	2	1	3	15
11:45 AM	0	3	3	0	2	2	3	0	3	0	0	0	8
12:00 PM	1	1	2	4	0	4	4	0	4	0	0	0	10
12:15 PM	1	1	2	1	0	1	5	1	6	0	2	2	11
Total Volume	5	5	10	6	4	10	18	1	19	2	3	5	44
% App. Total	50	50		60	40		94.7	5.3		40	60		
PHF	.417	.417	.833	.375	.500	.625	.750	.250	.792	.250	.375	.417	.733

W Dixie Hwy at NE 163rd Street

File Name : TMC-2 W Dixie Hwy at NE 163rd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 3

Start Time	W Dixie Hwy Southbound			W Dixie Hwy Northbound			NE 163rd Street Westbound			NE 163rd Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. 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	0	4	0	1	1	4	0	4	0	1	1	10
05:00 PM	0	1	1	1	0	1	2	1	3	0	0	0	5
05:15 PM	6	0	6	0	0	0	5	0	5	4	0	4	15
05:30 PM	4	2	6	0	2	2	0	0	0	2	2	4	12
Total Volume	14	3	17	1	3	4	11	1	12	6	3	9	42
% App. Total	82.4	17.6		25	75		91.7	8.3		66.7	33.3		
PHF	.583	.375	.708	.250	.375	.500	.550	.250	.600	.375	.375	.563	.700

W Dixie Hwy at NE 162nd Street

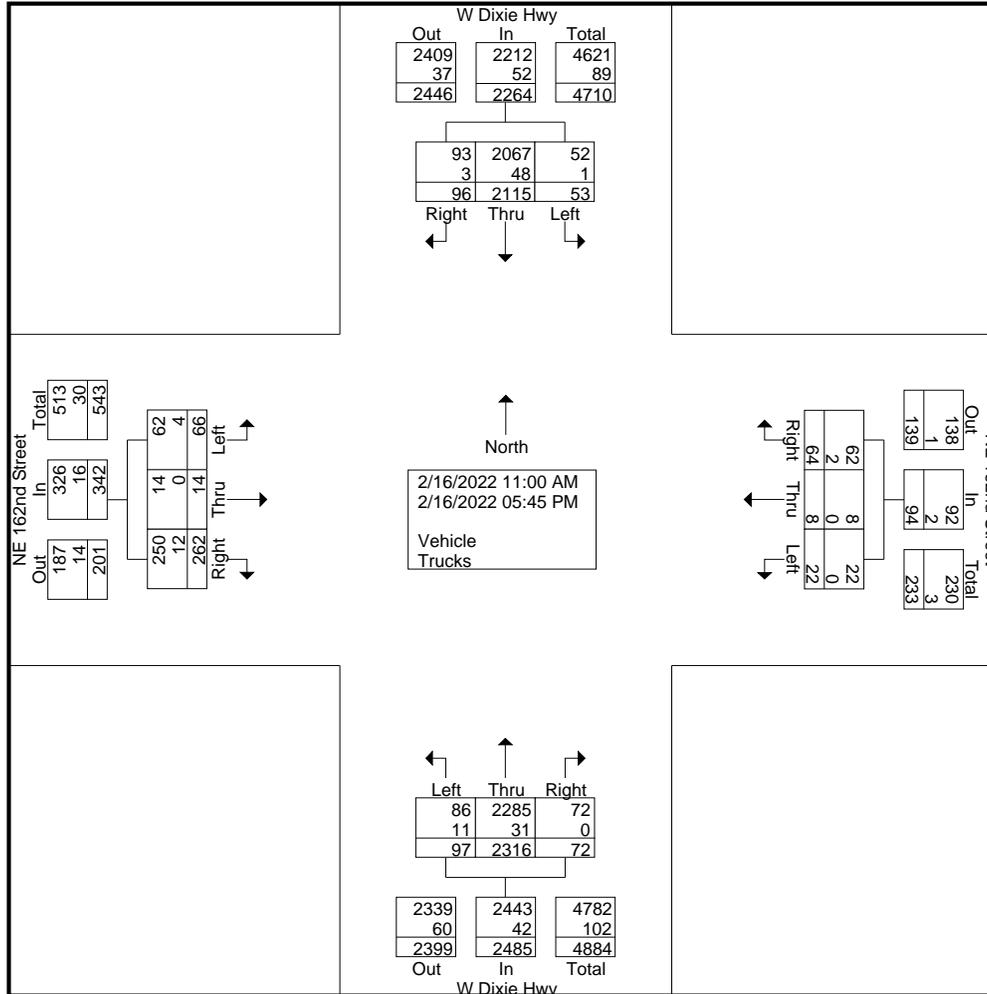
File Name : TMC-3 W Dixie Hwy at NE 162nd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	W Dixie Hwy Southbound					W Dixie Hwy Northbound					NE 162nd Street Westbound					NE 162nd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
11:00 AM	0	4	107	13	124	0	4	118	4	126	0	1	1	4	6	0	4	2	14	20	276
11:15 AM	0	0	90	11	101	0	6	120	3	129	0	0	0	2	2	0	4	2	13	19	251
11:30 AM	0	3	104	3	110	0	9	111	4	124	0	2	1	3	6	0	8	0	24	32	272
11:45 AM	0	2	69	18	89	0	7	76	2	85	0	0	0	2	2	0	6	0	21	27	203
Total	0	9	370	45	424	0	26	425	13	464	0	3	2	11	16	0	22	4	72	98	1002
12:00 PM	0	6	100	4	110	0	5	116	2	123	0	1	1	5	7	0	7	1	19	27	267
12:15 PM	0	4	94	6	104	0	6	111	3	120	0	3	0	3	6	0	6	2	21	29	259
12:30 PM	0	4	114	7	125	0	3	119	7	129	0	2	0	4	6	0	7	1	18	26	286
12:45 PM	0	8	108	7	123	0	6	129	3	138	0	1	0	3	4	0	3	0	18	21	286
Total	0	22	416	24	462	0	20	475	15	510	0	7	1	15	23	0	23	4	76	103	1098
*** BREAK ***																					
04:00 PM	0	7	162	3	172	0	6	160	4	170	0	0	1	3	4	0	4	2	17	23	369
04:15 PM	0	2	145	3	150	0	6	142	5	153	0	0	0	0	0	0	3	1	13	17	320
04:30 PM	0	4	211	3	218	0	10	189	3	202	0	5	0	4	9	0	2	0	11	13	442
04:45 PM	0	3	146	2	151	0	11	171	2	184	0	1	1	4	6	0	6	1	13	20	361
Total	0	16	664	11	691	0	33	662	14	709	0	6	2	11	19	0	15	4	54	73	1492
05:00 PM	0	2	161	4	167	0	7	215	8	230	0	2	1	1	4	0	2	0	12	14	415
05:15 PM	0	1	153	4	158	0	6	173	7	186	0	1	1	10	12	0	1	0	17	18	374
05:30 PM	0	1	196	3	200	0	4	210	11	225	0	1	0	9	10	0	2	2	17	21	456
05:45 PM	0	2	155	5	162	0	1	156	4	161	0	2	1	7	10	0	1	0	14	15	348
Total	0	6	665	16	687	0	18	754	30	802	0	6	3	27	36	0	6	2	60	68	1593
Grand Total	0	53	2115	96	2264	0	97	2316	72	2485	0	22	8	64	94	0	66	14	262	342	5185
Apprch %	0	2.3	93.4	4.2		0	3.9	93.2	2.9		0	23.4	8.5	68.1		0	19.3	4.1	76.6		
Total %	0	1	40.8	1.9	43.7	0	1.9	44.7	1.4	47.9	0	0.4	0.2	1.2	1.8	0	1.3	0.3	5.1	6.6	
Vehicle	0	52	2067	93	2212	0	86	2285	72	2443	0	22	8	62	92	0	62	14	250	326	5073
% Vehicle	0	98.1	97.7	96.9	97.7	0	88.7	98.7	100	98.3	0	100	100	96.9	97.9	0	93.9	100	95.4	95.3	97.8
Trucks	0	1	48	3	52	0	11	31	0	42	0	0	0	2	2	0	4	0	12	16	112
% Trucks	0	1.9	2.3	3.1	2.3	0	11.3	1.3	0	1.7	0	0	0	3.1	2.1	0	6.1	0	4.6	4.7	2.2

W Dixie Hwy at NE 162nd Street

File Name : TMC-3 W Dixie Hwy at NE 162nd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 2



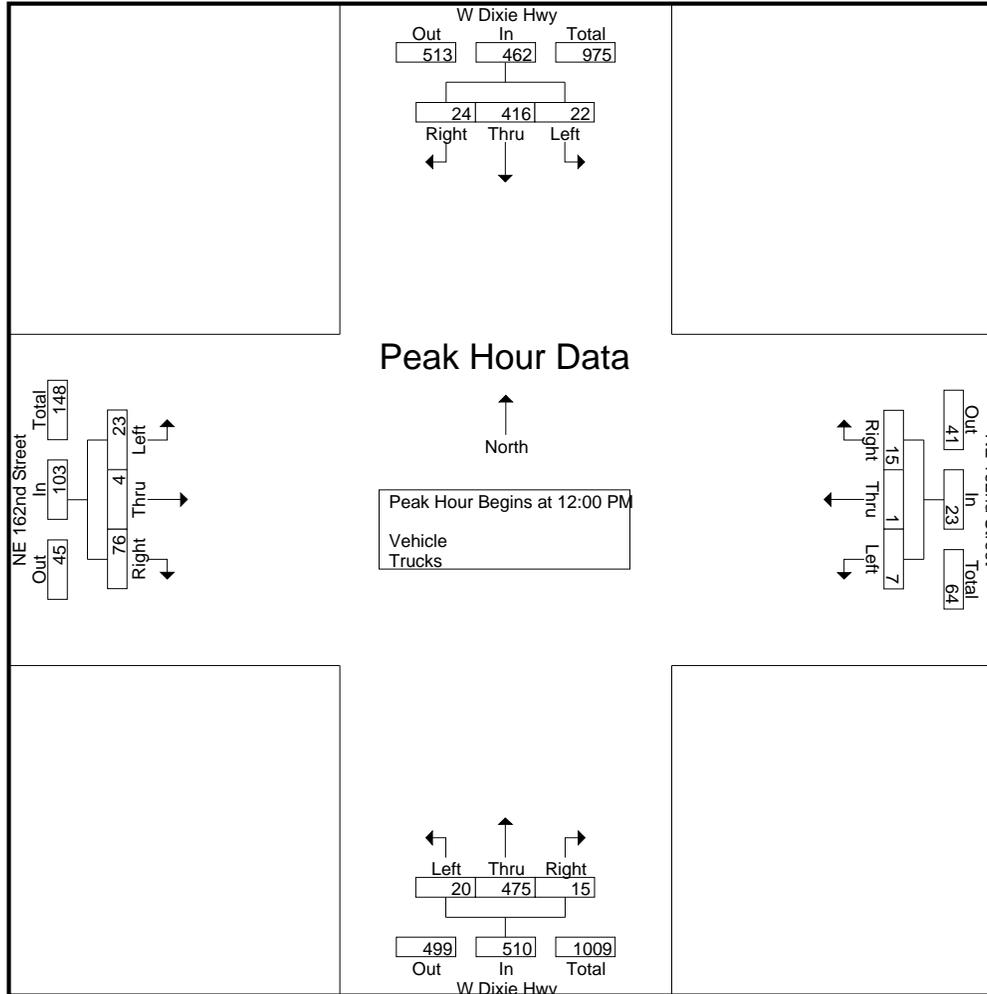
W Dixie Hwy at NE 162nd Street

File Name : TMC-3 W Dixie Hwy at NE 162nd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 3

Start Time	W Dixie Hwy Southbound					W Dixie Hwy Northbound					NE 162nd Street Westbound					NE 162nd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	6	100	4	110	0	5	116	2	123	0	1	1	5	7	0	7	1	19	27	267
12:15 PM	0	4	94	6	104	0	6	111	3	120	0	3	0	3	6	0	6	2	21	29	259
12:30 PM	0	4	114	7	125	0	3	119	7	129	0	2	0	4	6	0	7	1	18	26	286
12:45 PM	0	8	108	7	123	0	6	129	3	138	0	1	0	3	4	0	3	0	18	21	286
Total Volume	0	22	416	24	462	0	20	475	15	510	0	7	1	15	23	0	23	4	76	103	1098
% App. Total	0	4.8	90	5.2		0	3.9	93.1	2.9		0	30.4	4.3	65.2		0	22.3	3.9	73.8		
PHF	.000	.688	.912	.857	.924	.000	.833	.921	.536	.924	.000	.583	.250	.750	.821	.000	.821	.500	.905	.888	.960

W Dixie Hwy at NE 162nd Street

File Name : TMC-3 W Dixie Hwy at NE 162nd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 4



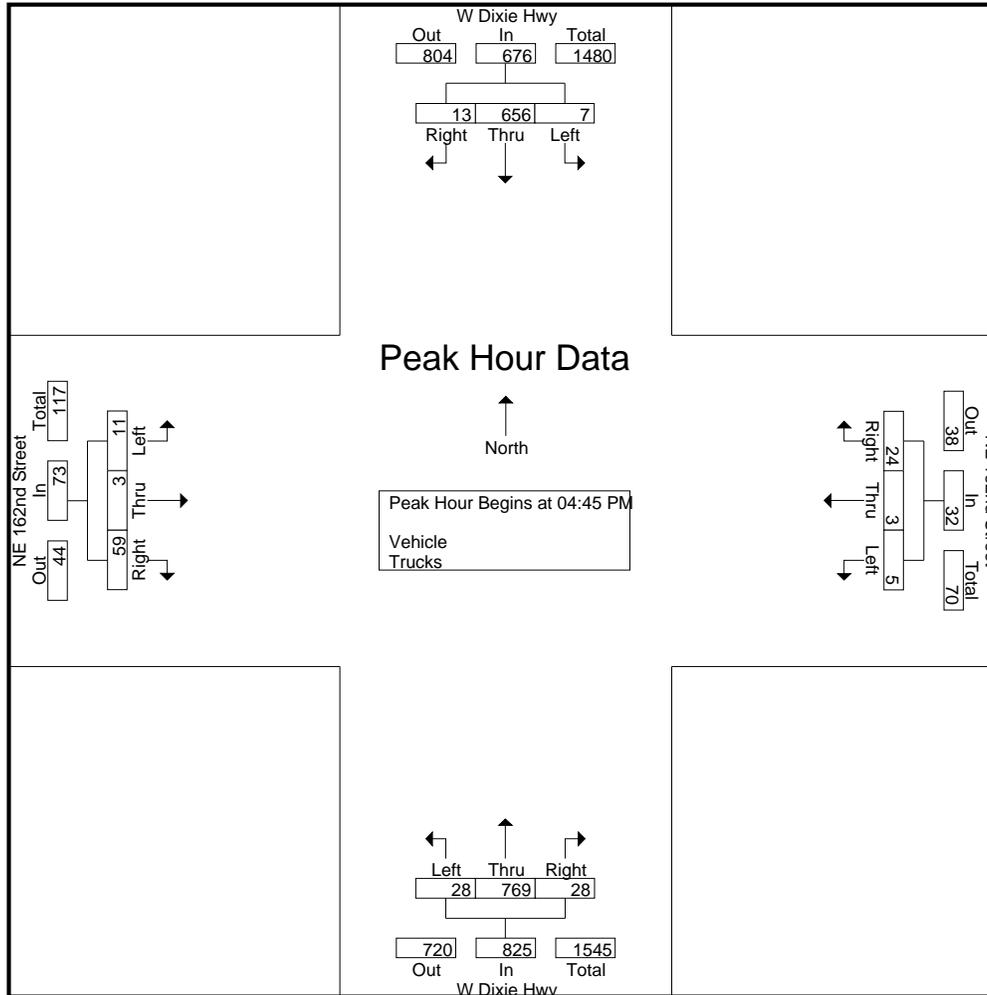
W Dixie Hwy at NE 162nd Street

File Name : TMC-3 W Dixie Hwy at NE 162nd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 5

Start Time	W Dixie Hwy Southbound					W Dixie Hwy Northbound					NE 162nd Street Westbound					NE 162nd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. 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	0	3	146	2	151	0	11	171	2	184	0	1	1	4	6	0	6	1	13	20	361
05:00 PM	0	2	161	4	167	0	7	215	8	230	0	2	1	1	4	0	2	0	12	14	415
05:15 PM	0	1	153	4	158	0	6	173	7	186	0	1	1	10	12	0	1	0	17	18	374
05:30 PM	0	1	196	3	200	0	4	210	11	225	0	1	0	9	10	0	2	2	17	21	456
Total Volume	0	7	656	13	676	0	28	769	28	825	0	5	3	24	32	0	11	3	59	73	1606
% App. Total	0	1	97	1.9		0	3.4	93.2	3.4		0	15.6	9.4	75		0	15.1	4.1	80.8		
PHF	.000	.583	.837	.813	.845	.000	.636	.894	.636	.897	.000	.625	.750	.600	.667	.000	.458	.375	.868	.869	.880

W Dixie Hwy at NE 162nd Street

File Name : TMC-3 W Dixie Hwy at NE 162nd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 6



W Dixie Hwy at NE 162nd Street

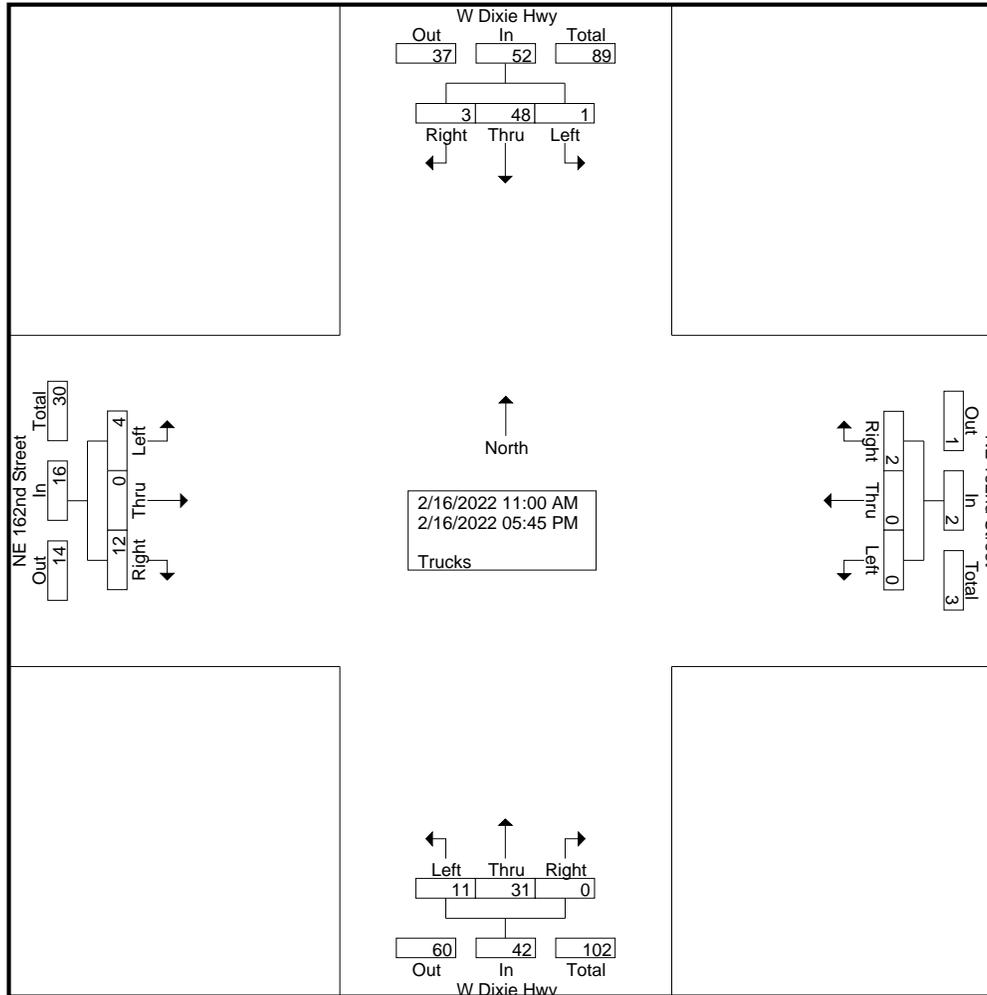
File Name : TMC-3 W Dixie Hwy at NE 162nd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 1

Groups Printed- Trucks

Start Time	W Dixie Hwy Southbound					W Dixie Hwy Northbound					NE 162nd Street Westbound					NE 162nd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
11:00 AM	0	0	5	1	6	0	0	3	0	3	0	0	0	1	1	0	0	0	1	1	11
11:15 AM	0	0	5	0	5	0	4	4	0	8	0	0	0	0	0	0	1	0	1	2	15
11:30 AM	0	1	5	0	6	0	2	5	0	7	0	0	0	0	0	0	0	0	2	2	15
11:45 AM	0	0	3	0	3	0	1	2	0	3	0	0	0	0	0	0	1	0	1	2	8
Total	0	1	18	1	20	0	7	14	0	21	0	0	0	1	1	0	2	0	5	7	49
12:00 PM	0	0	5	1	6	0	0	5	0	5	0	0	0	0	0	0	0	0	1	1	12
12:15 PM	0	0	4	0	4	0	3	1	0	4	0	0	0	0	0	0	1	0	2	3	11
12:30 PM	0	0	2	1	3	0	0	3	0	3	0	0	0	0	0	0	1	0	2	3	9
12:45 PM	0	0	2	0	2	0	0	3	0	3	0	0	0	1	1	0	0	0	0	0	6
Total	0	0	13	2	15	0	3	12	0	15	0	0	0	1	1	0	2	0	5	7	38
*** BREAK ***																					
04:00 PM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	4
04:15 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1	3
04:30 PM	0	0	6	0	6	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	8	0	8	0	1	4	0	5	0	0	0	0	0	0	0	0	2	2	15
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	9	0	9	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	10
Grand Total	0	1	48	3	52	0	11	31	0	42	0	0	0	2	2	0	4	0	12	16	112
Apprch %	0	1.9	92.3	5.8		0	26.2	73.8	0		0	0	0	100		0	25	0	75		
Total %	0	0.9	42.9	2.7	46.4	0	9.8	27.7	0	37.5	0	0	0	1.8	1.8	0	3.6	0	10.7	14.3	

W Dixie Hwy at NE 162nd Street

File Name : TMC-3 W Dixie Hwy at NE 162nd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 2



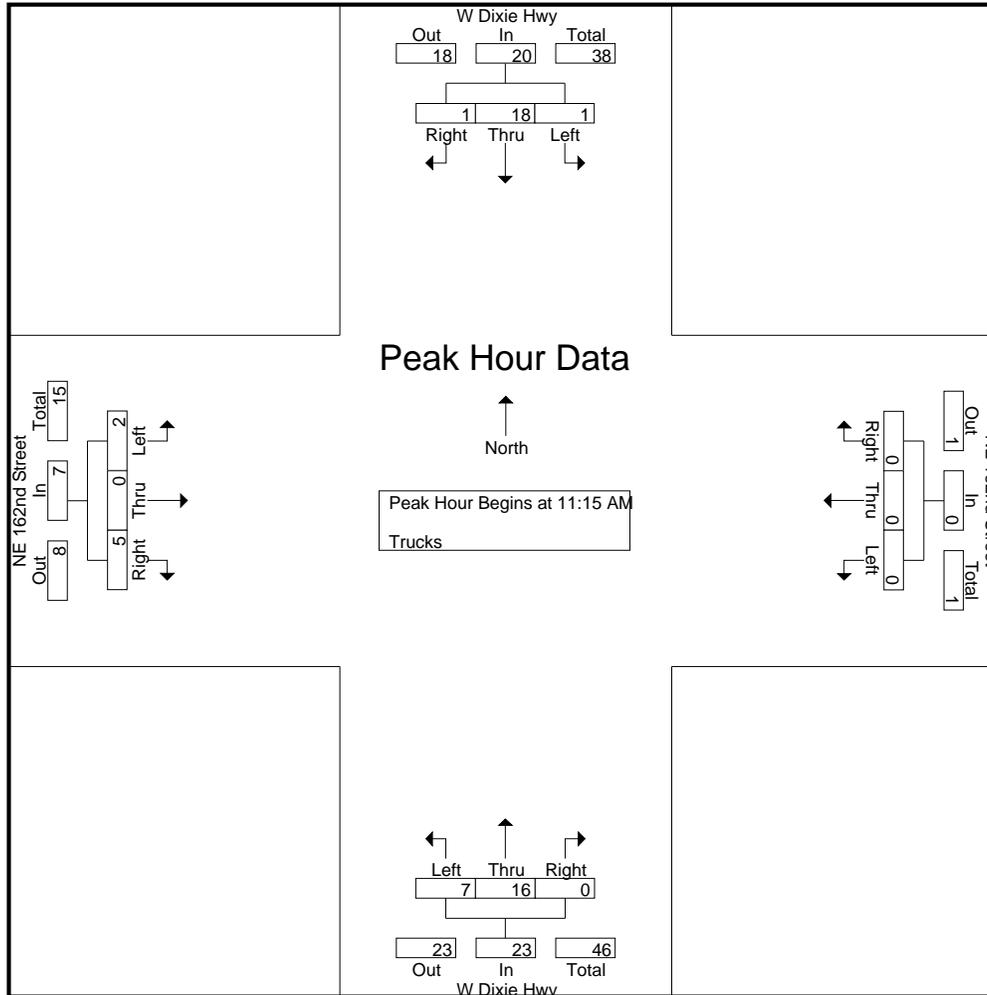
W Dixie Hwy at NE 162nd Street

File Name : TMC-3 W Dixie Hwy at NE 162nd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 3

Start Time	W Dixie Hwy Southbound					W Dixie Hwy Northbound					NE 162nd Street Westbound					NE 162nd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	0	0	5	0	5	0	4	4	0	8	0	0	0	0	0	0	1	0	1	2	15
11:30 AM	0	1	5	0	6	0	2	5	0	7	0	0	0	0	0	0	0	0	2	2	15
11:45 AM	0	0	3	0	3	0	1	2	0	3	0	0	0	0	0	0	1	0	1	2	8
12:00 PM	0	0	5	1	6	0	0	5	0	5	0	0	0	0	0	0	0	0	1	1	12
Total Volume	0	1	18	1	20	0	7	16	0	23	0	0	0	0	0	0	2	0	5	7	50
% App. Total	0	5	90	5		0	30.4	69.6	0		0	0	0	0		0	28.6	0	71.4		
PHF	.000	.250	.900	.250	.833	.000	.438	.800	.000	.719	.000	.000	.000	.000	.000	.000	.500	.000	.625	.875	.833

W Dixie Hwy at NE 162nd Street

File Name : TMC-3 W Dixie Hwy at NE 162nd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 4



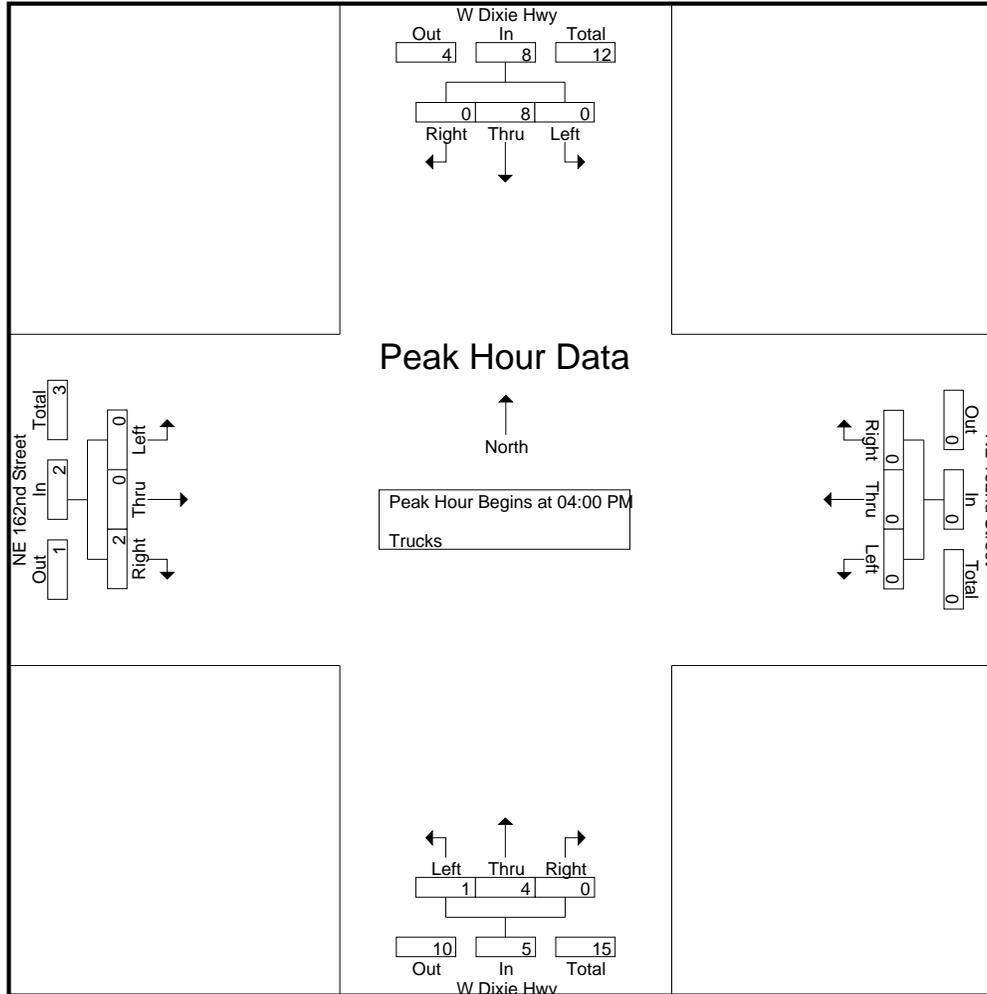
W Dixie Hwy at NE 162nd Street

File Name : TMC-3 W Dixie Hwy at NE 162nd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 5

Start Time	W Dixie Hwy Southbound					W Dixie Hwy Northbound					NE 162nd Street Westbound					NE 162nd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	4
04:15 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1	3
04:30 PM	0	0	6	0	6	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	8
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	8	0	8	0	1	4	0	5	0	0	0	0	0	0	0	0	2	2	15
% App. Total	0	0	100	0		0	20	80	0		0	0	0	0		0	0	0	100		
PHF	.000	.000	.333	.000	.333	.000	.250	.500	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.469

W Dixie Hwy at NE 162nd Street

File Name : TMC-3 W Dixie Hwy at NE 162nd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 6



W Dixie Hwy at NE 162nd Street

File Name : TMC-3 W Dixie Hwy at NE 162nd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	W Dixie Hwy Southbound			W Dixie Hwy Northbound			NE 162nd Street Westbound			NE 162nd Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
11:15 AM	1	0	1	0	0	0	2	0	2	2	0	2	5
11:30 AM	2	0	2	0	0	0	5	1	6	4	1	5	13
11:45 AM	2	0	2	0	0	0	2	2	4	2	0	2	8
Total	5	0	5	0	0	0	9	3	12	9	1	10	27
12:00 PM	1	0	1	1	0	1	2	0	2	1	0	1	5
12:15 PM	1	0	1	1	0	1	0	0	0	0	1	1	3
12:30 PM	0	0	0	0	0	0	7	0	7	0	0	0	7
12:45 PM	0	1	1	0	0	0	1	2	3	0	1	1	5
Total	2	1	3	2	0	2	10	2	12	1	2	3	20
*** BREAK ***													
04:15 PM	0	0	0	0	0	0	1	0	1	4	0	4	5
04:30 PM	0	0	0	0	0	0	1	0	1	3	0	3	4
04:45 PM	0	0	0	0	0	0	1	0	1	1	1	2	3
Total	0	0	0	0	0	0	3	0	3	8	1	9	12
05:00 PM	0	0	0	0	0	0	3	1	4	0	0	0	4
05:15 PM	1	0	1	0	0	0	0	0	0	1	0	1	2
05:30 PM	1	0	1	0	0	0	0	0	0	1	4	5	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	2	0	2	0	0	0	3	1	4	2	5	7	13
Grand Total	9	1	10	2	0	2	25	6	31	20	9	29	72
Apprch %	90	10		100	0		80.6	19.4		69	31		
Total %	12.5	1.4	13.9	2.8	0	2.8	34.7	8.3	43.1	27.8	12.5	40.3	

W Dixie Hwy at NE 162nd Street

File Name : TMC-3 W Dixie Hwy at NE 162nd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 2

Start Time	W Dixie Hwy Southbound			W Dixie Hwy Northbound			NE 162nd Street Westbound			NE 162nd Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	1	0	1	0	0	0	2	0	2	2	0	2	5
11:30 AM	2	0	2	0	0	0	5	1	6	4	1	5	13
11:45 AM	2	0	2	0	0	0	2	2	4	2	0	2	8
12:00 PM	1	0	1	1	0	1	2	0	2	1	0	1	5
Total Volume	6	0	6	1	0	1	11	3	14	9	1	10	31
% App. Total	100	0		100	0		78.6	21.4		90	10		
PHF	.750	.000	.750	.250	.000	.250	.550	.375	.583	.563	.250	.500	.596

W Dixie Hwy at NE 162nd Street

File Name : TMC-3 W Dixie Hwy at NE 162nd Street
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 3

Start Time	W Dixie Hwy Southbound			W Dixie Hwy Northbound			NE 162nd Street Westbound			NE 162nd Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	0	0	0	0	0	0	1	0	1	4	0	4	5
04:30 PM	0	0	0	0	0	0	1	0	1	3	0	3	4
04:45 PM	0	0	0	0	0	0	1	0	1	1	1	2	3
05:00 PM	0	0	0	0	0	0	3	1	4	0	0	0	4
Total Volume	0	0	0	0	0	0	6	1	7	8	1	9	16
% App. Total	0	0	0	0	0	0	85.7	14.3		88.9	11.1		
PHF	.000	.000	.000	.000	.000	.000	.500	.250	.438	.500	.250	.563	.800

2250 NE 163rd Street (Driveway West)

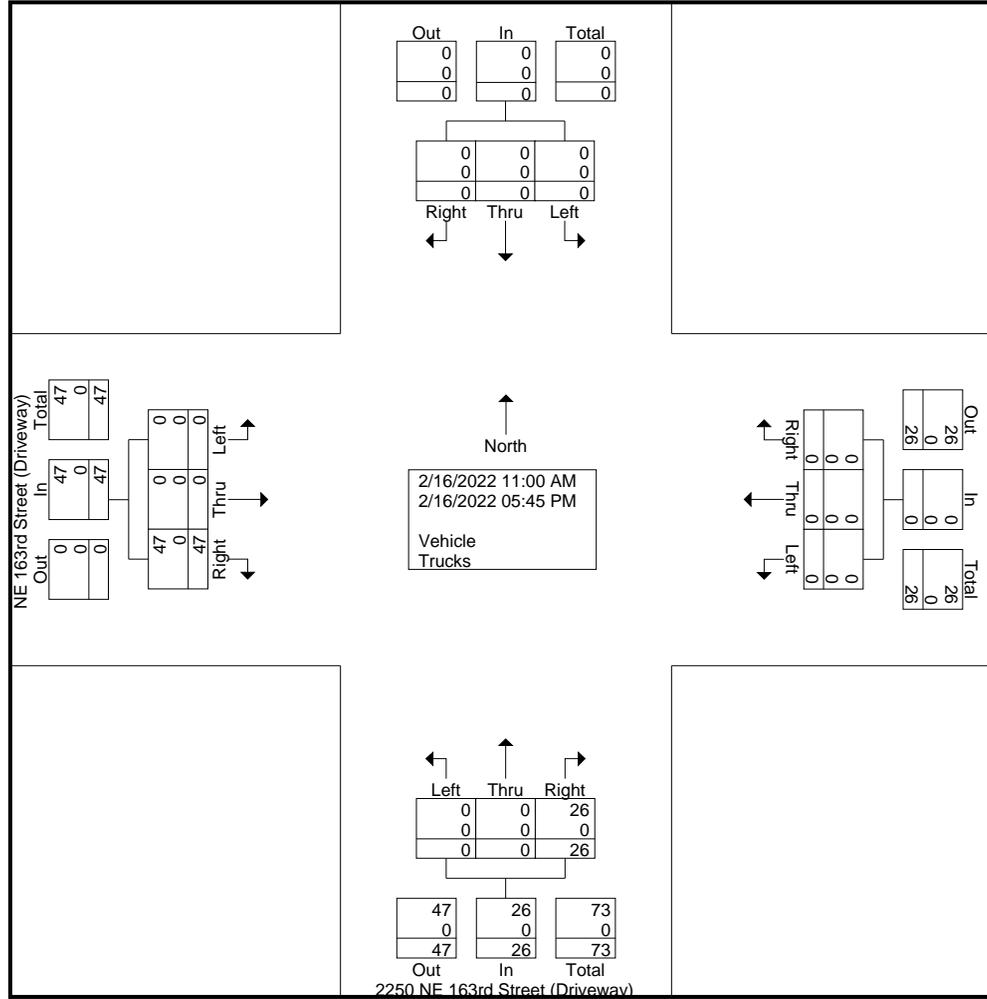
File Name : TMC-4 2250 NE 163rd St (Driveway 1 West)
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	Southbound					2250 NE 163rd Street (Driveway) Northbound					Westbound					NE 163rd Street (Driveway) Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
11:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	4
11:15 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	4
11:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	5
11:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	5
Total	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	10	10	18
12:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4
12:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	13	13	15
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	5	5	10
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
04:30 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	4
04:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	4
Total	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	11	11	21
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4
05:30 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	4
05:45 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	5	5	8
Total	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	13	13	19
Grand Total	0	0	0	0	0	0	0	0	26	26	0	0	0	0	0	0	0	0	47	47	73
Apprch %	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	35.6	35.6	0	0	0	0	0	0	0	0	64.4	64.4	
Vehicle	0	0	0	0	0	0	0	0	26	26	0	0	0	0	0	0	0	0	47	47	73
% Vehicle	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

2250 NE 163rd Street (Driveway West)

File Name : TMC-4 2250 NE 163rd St (Driveway 1 West)
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 2



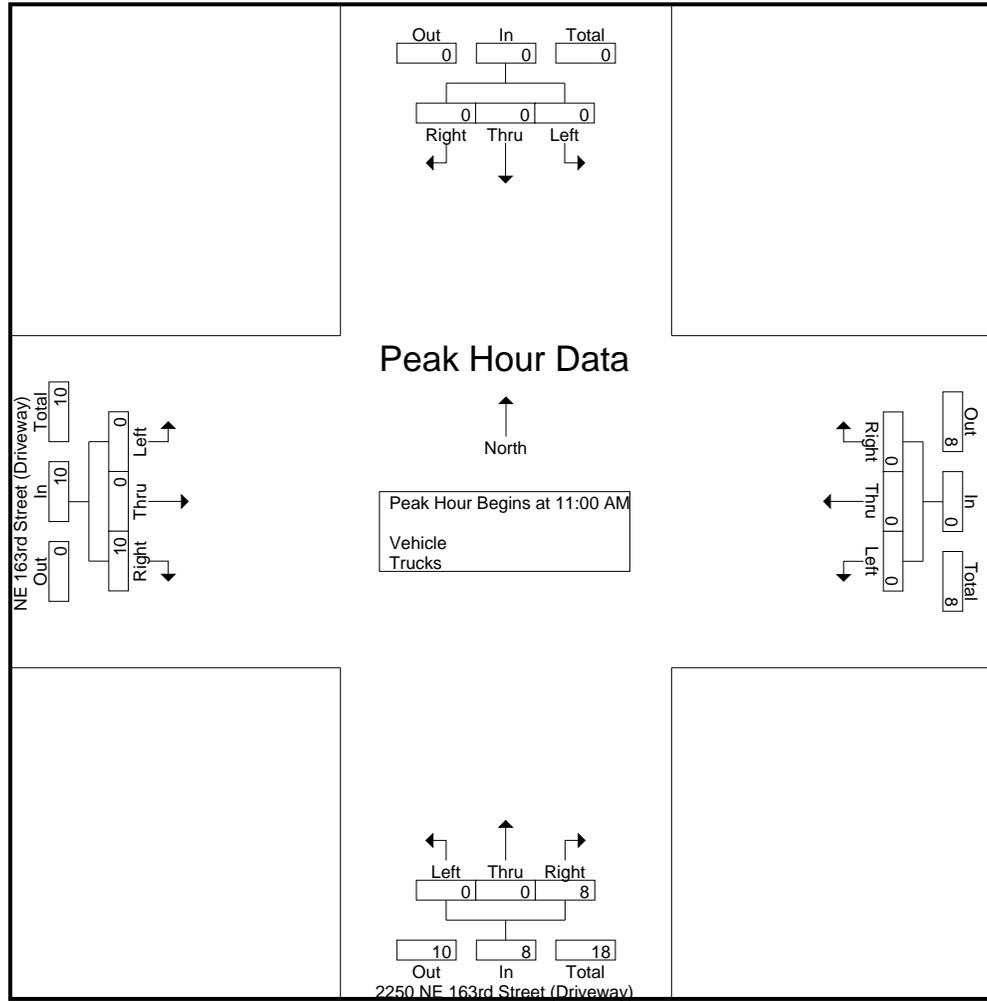
2250 NE 163rd Street (Driveway West)

File Name : TMC-4 2250 NE 163rd St (Driveway 1 West)
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 3

Start Time	Southbound					2250 NE 163rd Street (Driveway) Northbound					Westbound					NE 163rd Street (Driveway) Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	4
11:15 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	4
11:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	5
11:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	5
Total Volume	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	10	10	18
% App. Total	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	100	100	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.667	.667	.000	.000	.000	.000	.000	.000	.000	.000	.833	.833	.900

2250 NE 163rd Street (Driveway West)

File Name : TMC-4 2250 NE 163rd St (Driveway 1 West)
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 4



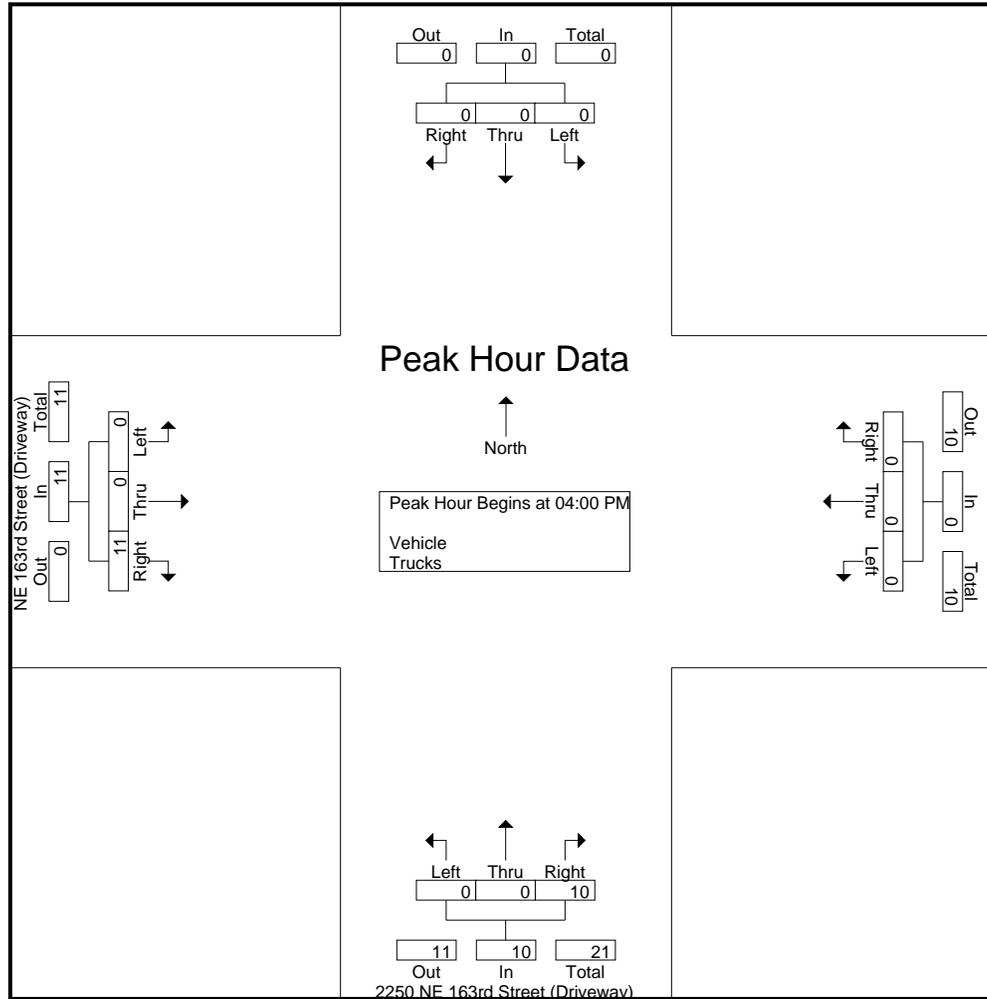
2250 NE 163rd Street (Driveway West)

File Name : TMC-4 2250 NE 163rd St (Driveway 1 West)
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 5

Start Time	Southbound					2250 NE 163rd Street (Driveway) Northbound					Westbound					NE 163rd Street (Driveway) Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	5	5	10
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
04:30 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	4
04:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	4
Total Volume	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	11	11	21
% App. Total	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	100	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.550	.550	.525

2250 NE 163rd Street (Driveway West)

File Name : TMC-4 2250 NE 163rd St (Driveway 1 West)
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 6



2250 NE 163rd Street (Driveway East)

File Name : TMC-5 2250 NE 163rd St (Driveway 2 East)
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	Southbound					2250 NE 163rd Street (Driveway) Northbound					Westbound					Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
11:00 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	4
11:30 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
11:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	10
12:00 PM	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	4
12:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	13
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	8
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	14
05:00 PM	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	8
05:15 PM	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	20
Grand Total	0	0	0	0	0	0	0	0	57	57	0	0	0	0	0	0	0	0	0	0	57
Apprch %	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	
Vehicle	0	0	0	0	0	0	0	0	57	57	0	0	0	0	0	0	0	0	0	0	57
% Vehicle	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

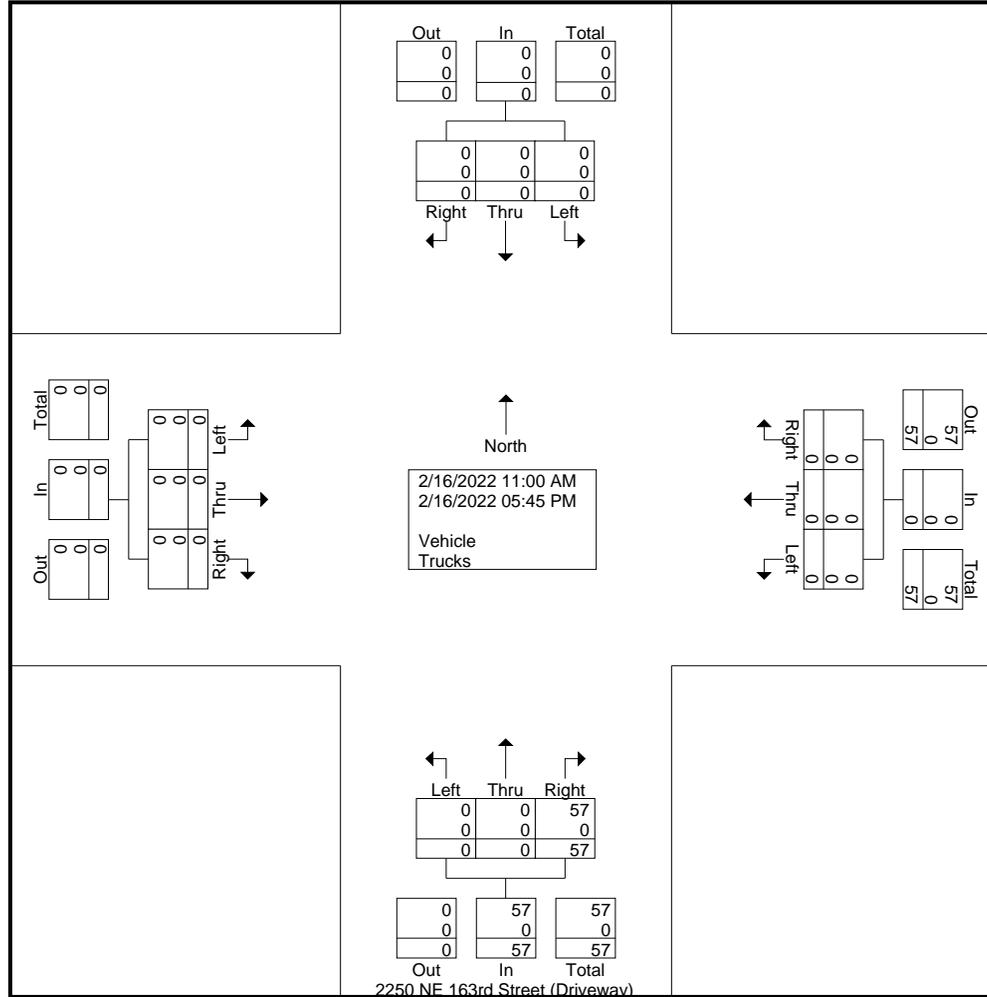
2250 NE 163rd Street (Driveway East)

File Name : TMC-5 2250 NE 163rd St (Driveway 2 East)

Site Code : 00000000

Start Date : 2/16/2022

Page No : 2



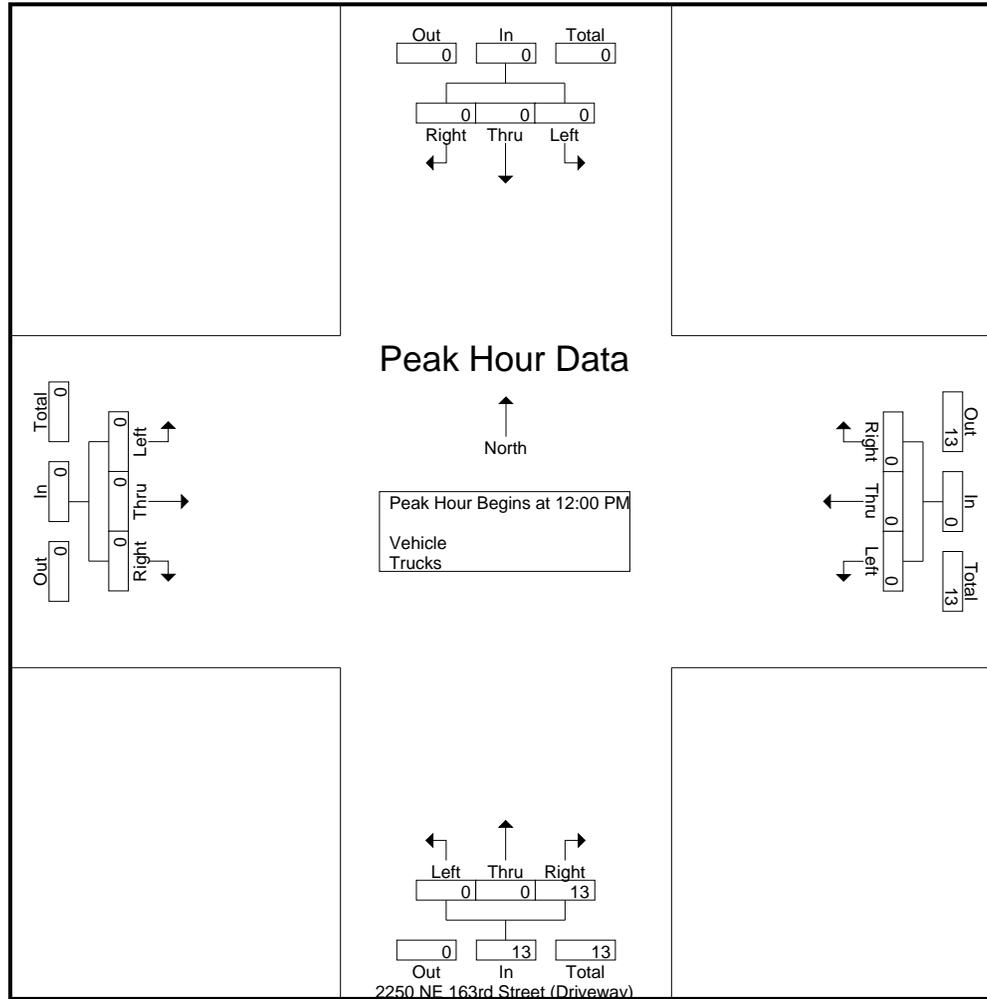
2250 NE 163rd Street (Driveway East)

File Name : TMC-5 2250 NE 163rd St (Driveway 2 East)

Site Code : 00000000

Start Date : 2/16/2022

Page No : 4



2250 NE 163rd Street (Driveway East)

File Name : TMC-5 2250 NE 163rd St (Driveway 2 East)
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 5

Start Time	Southbound					2250 NE 163rd Street (Driveway) Northbound					Westbound					Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. 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	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	8
05:15 PM	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	20
% App. Total	0	0	0	0	0	0	0	0	100		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.625	.625	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625

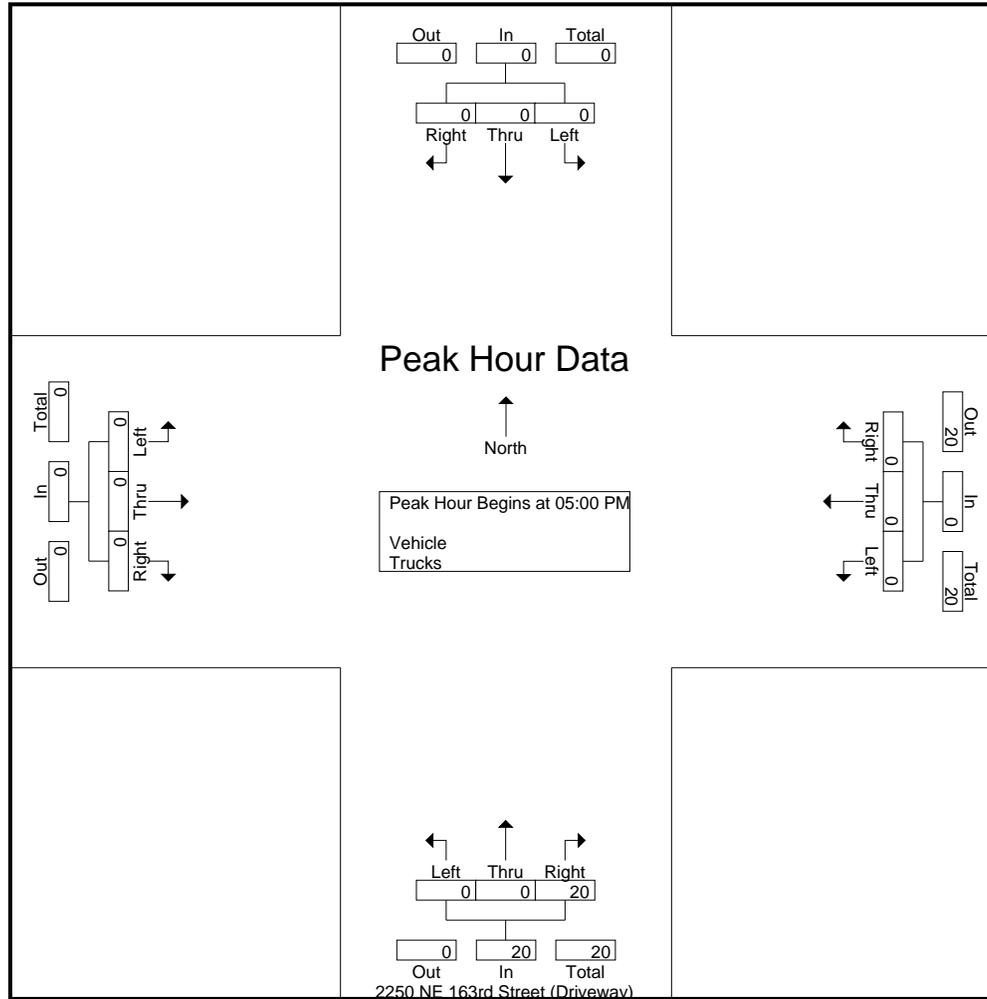
2250 NE 163rd Street (Driveway East)

File Name : TMC-5 2250 NE 163rd St (Driveway 2 East)

Site Code : 00000000

Start Date : 2/16/2022

Page No : 6



2250 NE 162nd Street (Driveway)

File Name : TMC-6 2250 NE 162nd St (Driveway 3)
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	2250 NE 162nd Street (Driveway) Southbound					Northbound					Westbound					2250 NE 162nd Street (Driveway) Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
11:00 AM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	9
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
11:30 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	7
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	21
12:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	6
12:15 PM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	8
12:30 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	7
12:45 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	6
Total	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	27
*** BREAK ***																					
04:00 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
04:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	19
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	11
05:15 PM	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	10
05:30 PM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	8
05:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	33
Grand Total	0	0	0	38	38	0	0	0	0	0	0	0	0	0	0	0	62	0	0	62	100
Apprch %	0	0	0	100		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	38	38	0	0	0	0	0	0	0	0	0	0	0	62	0	0	62	
Vehicle	0	0	0	38	38	0	0	0	0	0	0	0	0	0	0	0	62	0	0	62	100
% Vehicle	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

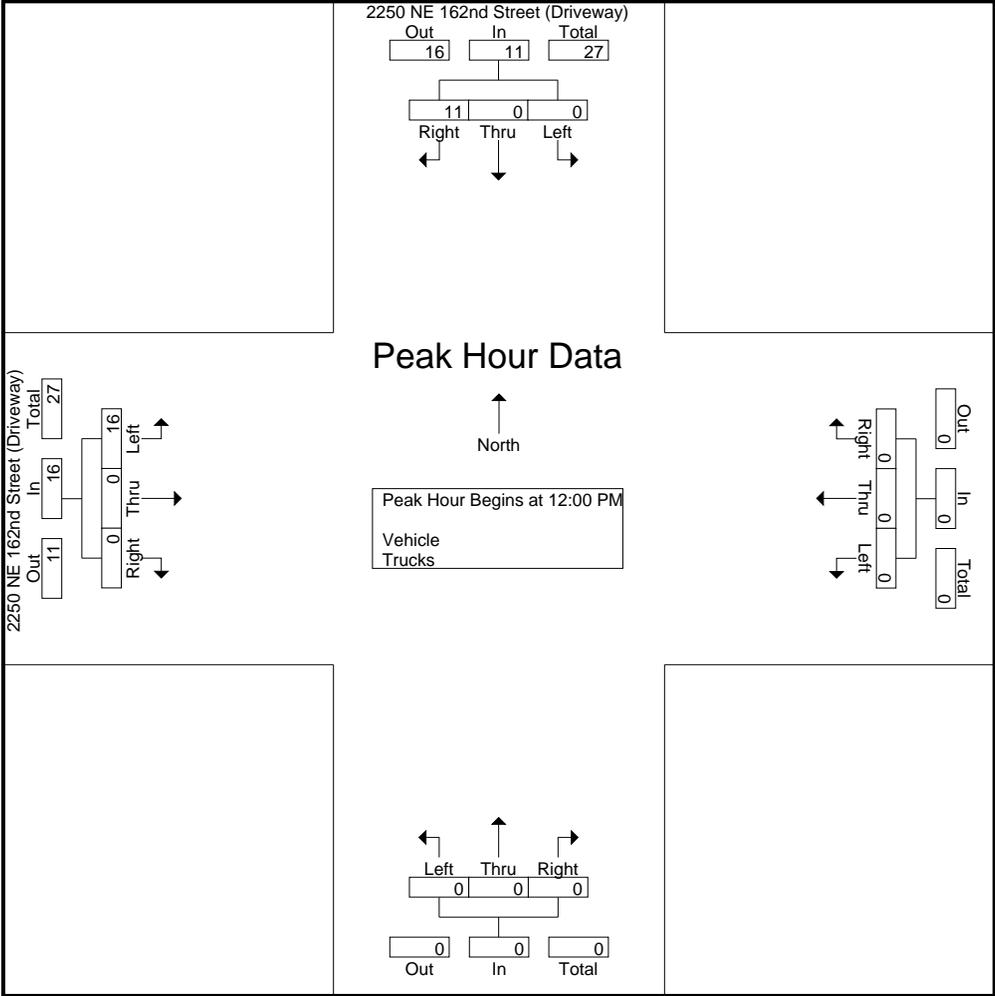
2250 NE 162nd Street (Driveway)

File Name : TMC-6 2250 NE 162nd St (Driveway 3)
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 3

Start Time	2250 NE 162nd Street (Driveway) Southbound					Northbound					Westbound					2250 NE 162nd Street (Driveway) Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	6
12:15 PM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	8
12:30 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	7
12:45 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	6
Total Volume	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	27
% App. Total	0	0	0	100		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.688	.688	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.800	.000	.000	.800	.844

2250 NE 162nd Street (Driveway)

File Name : TMC-6 2250 NE 162nd St (Driveway 3)
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 4



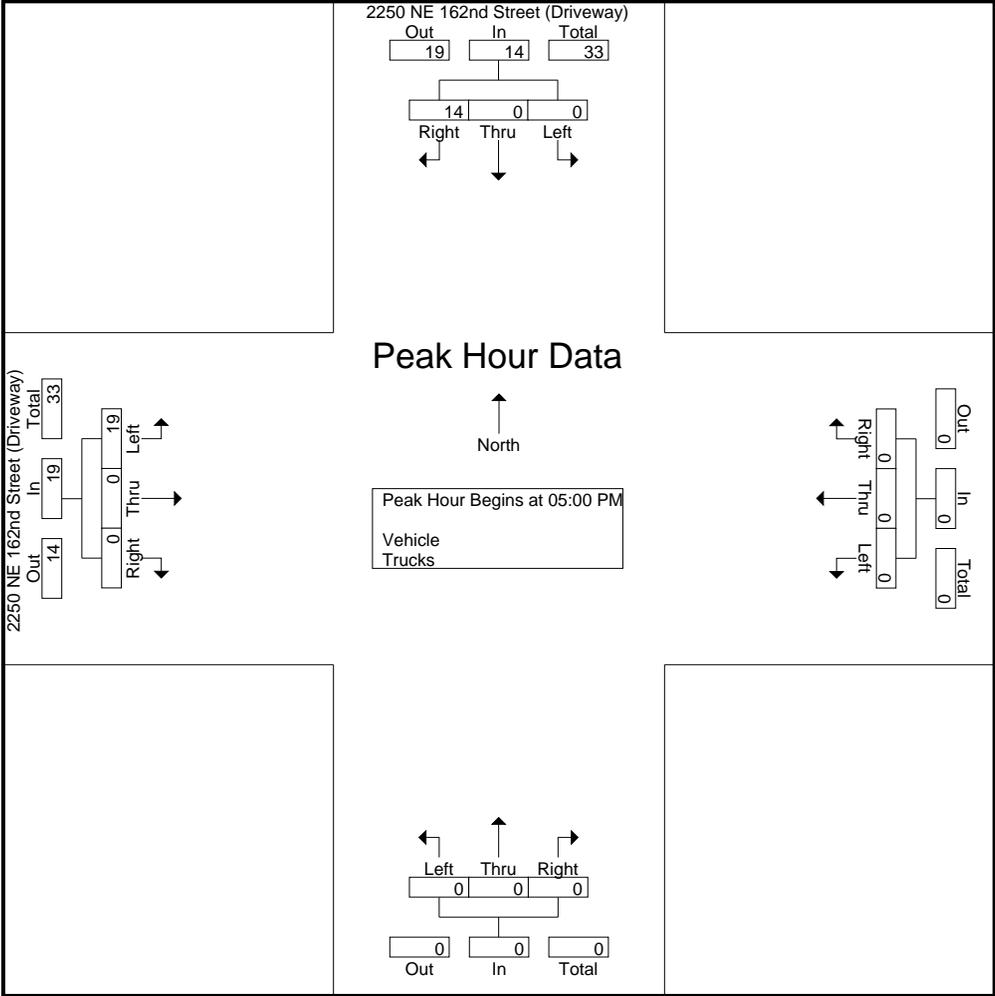
2250 NE 162nd Street (Driveway)

File Name : TMC-6 2250 NE 162nd St (Driveway 3)
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 5

Start Time	2250 NE 162nd Street (Driveway) Southbound					Northbound					Westbound					2250 NE 162nd Street (Driveway) Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. 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	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	11
05:15 PM	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	10
05:30 PM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	8
05:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Total Volume	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	33
% App. Total	0	0	0	100		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.475	.000	.000	.475	.750

2250 NE 162nd Street (Driveway)

File Name : TMC-6 2250 NE 162nd St (Driveway 3)
 Site Code : 00000000
 Start Date : 2/16/2022
 Page No : 6



Truck Percentage Calculations

Truck Percentage Calculations

US-1/ Biscayne Boulevard & NE 163rd Street

AM Peak Hour

$$\frac{194}{7686} = 2.5\%$$

PM Peak Hour

$$\frac{96}{8287} = 1.2\%$$

W Dixie Hwy/ NE 22nd Ave & NE 163rd Street

AM Peak Hour

$$\frac{152}{4240} = 3.6\%$$

PM Peak Hour

$$\frac{83}{4763} = 1.7\%$$

W Dixie Hwy/ NE 22nd Ave & NE 162nd Street

AM Peak Hour

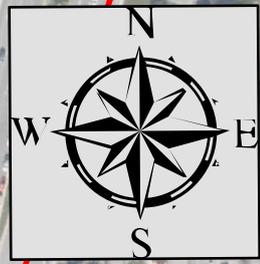
$$\frac{50}{1098} = 4.6\%$$

PM Peak Hour

$$\frac{15}{1606} = 0.9\%$$

Appendix C

Growth Analysis



Legend

-  Study Area
-  SERPM 8.0 - 2015 AADT



FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2020 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 5219 - SR 5/US-1, 300' S NE 163 ST/SUNNY ISLES CSWY

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	49500	C	N 24500		S 25000	9.00	54.20	2.50
2019	61000	C	N 30000		S 31000	9.00	54.60	2.20
2018	59500	C	N 29500		S 30000	9.00	54.30	2.40
2017	63500	C	N 31500		S 32000	9.00	55.00	2.30
2016	63500	C	N 31000		S 32500	9.00	54.50	2.00
2015	60000	C	N 29500		S 30500	9.00	54.70	2.00
2014	55000	C	N 25500		S 29500	9.00	54.50	4.90
2013	54000	C	N 25000		S 29000	9.00	52.40	3.50
2012	64000	C	N 31000		S 33000	9.00	55.70	4.80
2011	61500	C	N 30500		S 31000	9.00	55.10	3.90
2010	60000	C	N 30000		S 30000	8.98	54.08	3.90
2009	60500	C	N 29500		S 31000	8.99	53.24	3.40
2008	55000	C	N 27000		S 28000	9.09	55.75	4.70
2007	60500	C	N 29000		S 31500	8.01	54.34	5.90
2006	58000	C	N 29000		S 29000	7.97	54.22	4.20
2005	57500	C	N 28500		S 29000	8.80	53.80	7.70

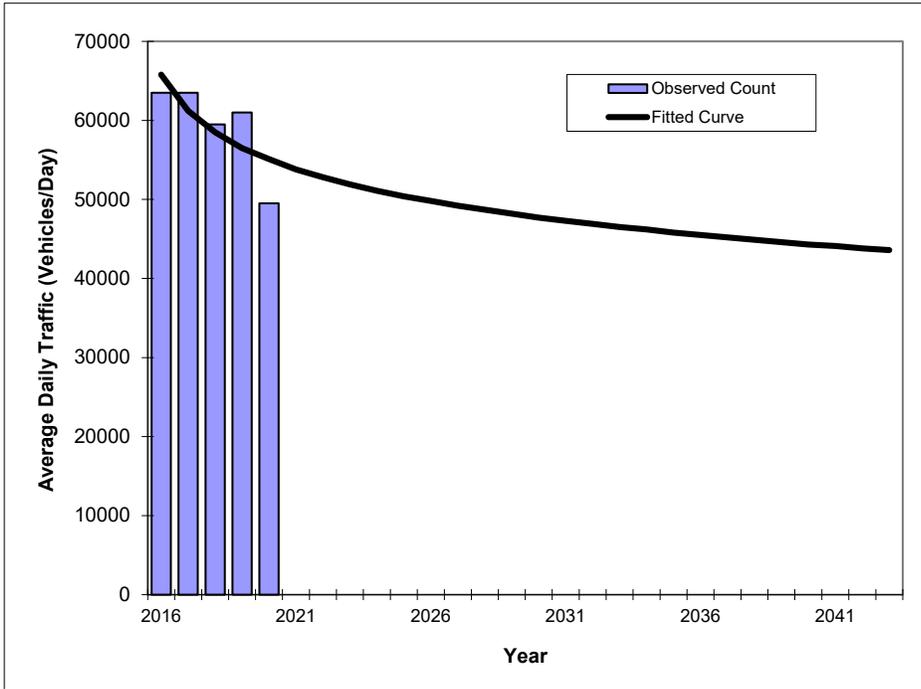
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a
SW 328th Street --

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	8189
Highway:	US 1



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2016	63500	65800
2017	63500	61200
2018	59500	58500
2019	61000	56500
2020	49500	55100
2022 Opening Year Trend		
2022	N/A	52800
2033 Mid-Year Trend		
2033	N/A	46500
2043 Design Year Trend		
2043	N/A	43600
TRANPLAN Forecasts/Trends		

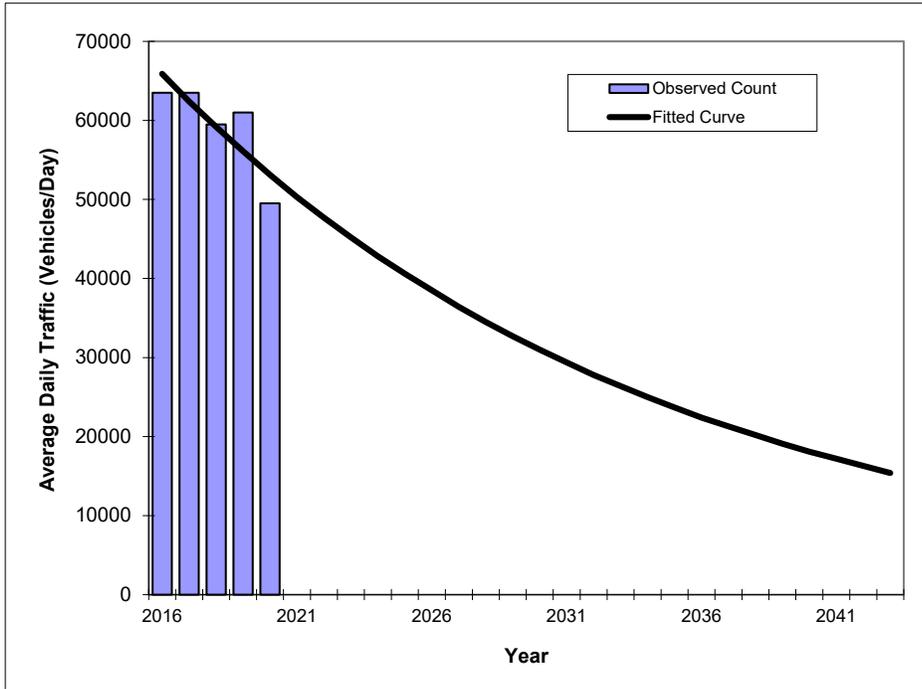
Trend R-squared:	53.44%
Compounded Annual Historic Growth Rate:	-4.34%
Compounded Growth Rate (2020 to Design Year):	-1.01%
Printed:	5-Aug-21
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a
SW 328th Street --

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	8189
Highway:	US 1



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2016	63500	65900
2017	63500	62400
2018	59500	59200
2019	61000	56100
2020	49500	53100
2022 Opening Year Trend		
2022	N/A	47700
2033 Mid-Year Trend		
2033	N/A	26400
2043 Design Year Trend		
2043	N/A	15400
TRANPLAN Forecasts/Trends		

Trend R-squared:	67.74%
Compounded Annual Historic Growth Rate:	-5.26%
Compounded Growth Rate (2020 to Design Year):	-5.24%
Printed:	5-Aug-21
Exponential Growth Option	

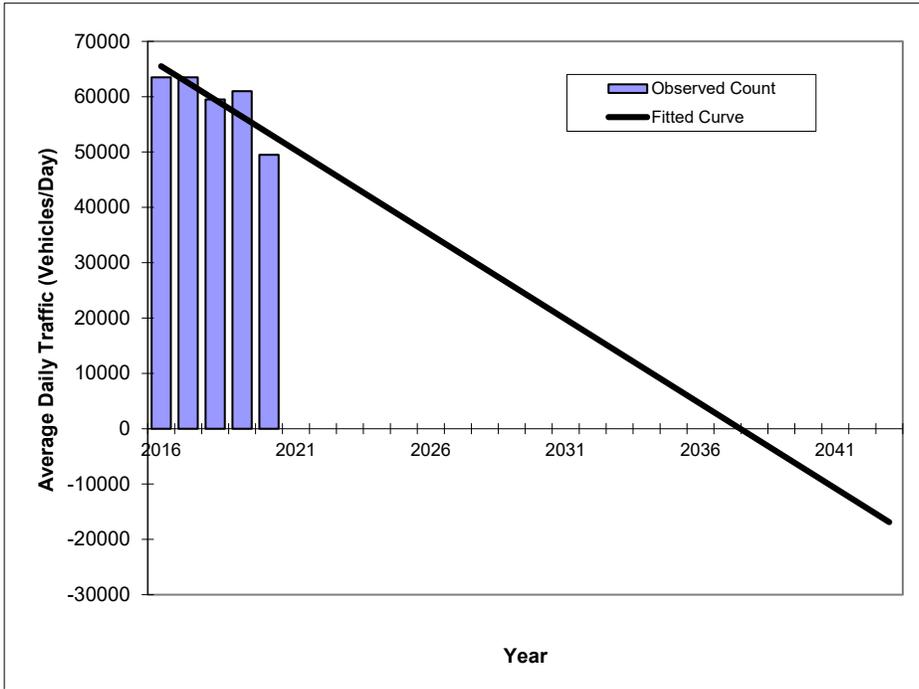
*Axle-Adjusted

Traffic Trends - V03.a

SW 328th Street --

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	8189
Highway:	US 1



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2016	63500	65500
2017	63500	62500
2018	59500	59400
2019	61000	56400
2020	49500	53300
2022 Opening Year Trend		
2022	N/A	47200
2033 Mid-Year Trend		
2033	N/A	13700
2043 Design Year Trend		
2043	N/A	-16900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-3,050
Trend R-squared:	69.32%
Trend Annual Historic Growth Rate:	-4.66%
Trend Growth Rate (2020 to Design Year):	-5.73%
Printed:	5-Aug-21
Straight Line Growth Option	

*Axle-Adjusted

Appendix D

OTISS ITE Trip Generation And Trip Distribution

Project Information	
Project Name:	Truelieve
No:	
Date:	7/23/2021
City:	
State/Province:	FL
Zip/Postal Code:	
Country:	United States
Client Name:	
Analyst's Name:	
Edition:	Trip Gen Manual, 10th Ed + Supplement

Land Use	Size	Weekday		Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.		Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	
		Entry	Exit	Entry	Exit	Entry	Exit
		882 - Marijuana Dispensary (General Urban/Suburban)	3.95 1000 Sq. Ft. GFA	499	499	23	18
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		499	499	23	18	43	43
876 - Apparel Store (General Urban/Suburban)	3.95 1000 Sq. Ft. GFA	131	131	3	1	8	8
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		131	131	3	1	8	8
Total		630	630	26	19	51	51
Total Reduction		0	0	0	0	0	0
Total Internal		0	0	0	0	0	0
Total Pass-by		0	0	0	0	0	0
Total Non-pass-by		630	630	26	19	51	51

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ Origin		Trips Percent	Cardinal Directions								Total Trips
County TAZ	gional		NNE	NE	SE	SSE	SSW	WSW			
157	3057	Trips	1,423	1,380	511	794	1,119	577	419	1,083	7,437
157	3057	Percent	19.5	18.9	7.0	10.9	15.3	7.9	5.7	14.8	
158	3058	Trips	1,435	1,398	691	1,775	2,270	870	592	1,987	11,978
158	3058	Percent	13.0	12.7	6.3	16.1	20.6	7.9	5.4	18.0	
159	3059	Trips	789	870	629	1,041	905	269	189	486	5,278
159	3059	Percent	15.3	16.8	12.1	20.1	17.5	5.2	3.7	9.4	
160	3060	Trips	1,073	747	855	1,047	1,056	256	183	612	6,185
160	3060	Percent	18.4	12.8	14.7	18.0	18.1	4.4	3.2	10.5	
161	3061	Trips	1,075	905	639	1,227	1,058	360	216	891	6,703
161	3061	Percent	16.9	14.2	10.0	19.3	16.6	5.7	3.4	14.0	
162	3062	Trips	918	825	350	867	920	348	438	701	5,517
162	3062	Percent	17.1	15.4	6.5	16.2	17.1	6.5	8.2	13.1	
163	3063	Trips	350	173	187	427	490	154	105	313	2,231
163	3063	Percent	15.9	7.9	8.5	19.4	22.3	7.0	4.8	14.2	
164	3064	Trips	1,367	812	676	1,422	2,083	655	326	1,297	8,815
164	3064	Percent	15.8	9.4	7.8	16.5	24.1	7.6	3.8	15.0	
165	3065	Trips	236	215	135	227	359	162	99	194	1,630
165	3065	Percent	14.5	13.2	8.3	14.0	22.1	9.9	6.1	12.0	
166	3066	Trips	442	265	139	235	168	180	187	413	2,053
166	3066	Percent	21.8	13.1	6.9	11.6	8.3	8.9	9.2	20.3	
167	3067	Trips	546	480	261	508	601	321	295	394	3,568
167	3067	Percent	16.0	14.1	7.7	14.9	17.7	9.4	8.7	11.6	
168	3068	Trips	375	370	170	358	514	244	241	426	2,772
168	3068	Percent	13.9	13.7	6.3	13.3	19.1	9.1	8.9	15.8	
169	3069	Trips	293	268	107	324	342	328	124	247	2,130
169	3069	Percent	14.4	13.2	5.3	15.9	16.8	16.1	6.1	12.2	
170	3070	Trips	159	74	40	104	130	98	57	81	743
170	3070	Percent	21.4	10.0	5.4	14.0	17.4	13.2	7.6	11.0	
171	3071	Trips	1,385	864	474	789	1,275	877	622	984	7,436
171	3071	Percent	19.1	11.9	6.5	10.9	17.5	12.1	8.6	13.5	
172	3072	Trips	146	432	73	107	150	144	124	70	1,246
172	3072	Percent	11.7	34.7	5.9	8.6	12.0	11.6	10.0	5.6	
173	3073	Trips	526	324	161	289	535	251	154	270	2,555
173	3073	Percent	20.9	12.9	6.4	11.5	21.3	10.0	6.2	10.8	
174	3074	Trips	51	57	26	66	66	41	40	42	388
174	3074	Percent	13.1	14.8	6.7	17.1	16.9	10.5	10.2	10.8	
175	3075	Trips	986	796	460	737	971	613	408	606	5,805
175	3075	Percent	17.7	14.3	8.3	13.2	17.4	11.0	7.3	10.9	
176	3076	Trips	407	350	85	315	420	304	258	413	2,576
176	3076	Percent	16.0	13.7	3.3	12.3	16.5	11.9	10.1	16.2	
177	3077	Trips	956	953	423	895	1,275	839	578	1,057	7,228
177	3077	Percent	13.7	13.7	6.1	12.8	18.3	12.0	8.3	15.2	
178	3078	Trips	325	496	114	340	519	332	263	372	2,795
178	3078	Percent	11.8	18.0	4.1	12.3	18.8	12.0	9.5	13.5	
179	3079	Trips	156	137	88	102	239	117	151	148	1,146
179	3079	Percent	13.7	12.0	7.8	9.0	21.0	10.3	13.3	13.0	
180	3080	Trips	786	301	109	360	772	627	565	883	4,549
180	3080	Percent	17.9	6.8	2.5	8.2	17.5	14.2	12.8	20.1	
181	3081	Trips	1,280	405	47	508	1,301	879	907	960	6,617
181	3081	Percent	20.4	6.4	0.8	8.1	20.7	14.0	14.4	15.3	
182	3082	Trips	576	122	22	150	648	409	403	365	2,706
182	3082	Percent	21.4	4.5	0.8	5.6	24.0	15.2	15.0	13.6	

DIRECTIONAL TRIP DISTRIBUTION REPORT

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary												
TAZ Origin		Trips / Percent	Cardinal Directions								Total Trips	
County TAZ	onal AZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW			
183	3083	Trips	581	556	1,089	1,102	677	48	65	41	4,738	
183	3083	Percent	12.8	12.3	24.0	24.3	14.9	1.1	1.4	9.		
184	3084	Trips	398	445	183	241	670	373	374	46	3,215	
184	3084	Percent	12.6	14.1	5.8	7.6	21.3	11.8	11.9	14.		
185	3085	Trips	1,806	367	4	520	1,532	1,125	1,136	1,09	7,673	
185	3085	Percent	23.8	4.8	0.1	6.9	20.2	14.8	15.0	14.		
186	3086	Trips	50	-	-	17	78	110	108	12	486	
186	3086	Percent	10.2	-	-	3.4	16.1	22.6	22.3	25.		
187	3087	Trips	586	8	0	161	423	676	623	1,37	3,936	
187	3087	Percent	15.2	0.2	-	4.2	11.0	17.6	16.2	35.		
188	3088	Trips	2,270	167	51	472	3,407	2,590	1,887	2,17	14,335	
188	3088	Percent	17.4	1.3	0.4	3.6	26.2	19.9	14.5	16.		
189	3089	Trips	694	55	110	121	878	535	345	53	3,350	
189	3089	Percent	21.2	1.7	3.4	3.7	26.9	16.4	10.5	16.		
190	3090	Trips	1,433	44	61	242	1,411	1,057	744	1,03	6,244	
190	3090	Percent	23.8	0.7	1.0	4.0	23.4	17.6	12.4	17.		
191	3091	Trips	577	21	56	141	842	670	397	51	3,384	
191	3091	Percent	18.0	0.6	1.8	4.4	26.2	20.8	12.3	15.		
192	3092	Trips	266	29	17	57	276	149	161	17	1,137	
192	3092	Percent	23.5	2.6	1.5	5.1	24.3	13.1	14.2	15.		
193	3093	Trips	776	23	27	157	1,019	923	632	76	4,449	
193	3093	Percent	18.0	0.5	0.6	3.6	23.6	21.4	14.6	17.		
194	3094	Trips	1,028	46	163	188	984	770	726	77	4,826	
194	3094	Percent	22.0	1.0	3.5	4.0	21.0	16.5	15.5	16.		
195	3095	Trips	1,168	66	73	228	1,566	1,181	1,051	1,20	6,774	
195	3095	Percent	17.9	1.0	1.1	3.5	24.0	18.1	16.1	18.		
196	3096	Trips	589	52	17	102	723	548	356	46	2,921	
196	3096	Percent	20.7	1.8	0.6	3.6	25.4	19.3	12.5	16.		
197	3097	Trips	916	112	88	208	1,140	812	494	71	4,682	
197	3097	Percent	20.4	2.5	2.0	4.6	25.4	18.1	11.0	15.		
198	3098	Trips	811	140	56	175	987	832	601	61	4,312	
198	3098	Percent	19.2	3.3	1.3	4.2	23.4	19.7	14.3	14.		
199	3099	Trips	924	55	159	173	851	663	561	49	3,906	
199	3099	Percent	23.8	1.4	4.1	4.4	21.9	17.1	14.4	12.		
200	3100	Trips	1,774	149	75	498	1,941	1,428	997	1,17	8,682	
200	3100	Percent	22.1	1.9	0.9	6.2	24.1	17.8	12.4	14.		
201	3101	Trips	222	17	25	41	244	160	158	18	1,049	
201	3101	Percent	21.2	1.6	2.4	3.9	23.3	15.3	15.1	17.		
202	3102	Trips	504	107	108	176	705	528	425	32	2,934	
202	3102	Percent	17.5	3.7	3.8	6.1	24.5	18.4	14.8	11.		
203	3103	Trips	932	202	157	250	1,314	851	551	81	5,166	
203	3103	Percent	18.4	4.0	3.1	4.9	25.9	16.8	10.9	16.		
204	3104	Trips	682	118	48	223	922	683	359	55	3,662	
204	3104	Percent	19.0	3.3	1.4	6.2	25.7	19.0	10.0	15.		
205	3105	Trips	800	135	153	315	1,124	585	475	65	4,394	
205	3105	Percent	18.9	3.2	3.6	7.4	26.5	13.8	11.2	15.		
206	3106	Trips	845	201	114	379	1,003	831	430	62	4,717	
206	3106	Percent	19.1	4.6	2.6	8.6	22.7	18.8	9.7	14.		
207	3107	Trips	873	166	234	269	1,184	950	714	79	5,408	
207	3107	Percent	16.8	3.2	4.5	5.2	22.8	18.3	13.8	15.		
208	3108	Trips	1,144	392	177	418	1,413	926	726	1,12	6,597	
208	3108	Percent	18.1	6.2	2.8	6.6	22.4	14.7	11.5	17.		

Appendix E

TOD and Level of Service Reports

TOD Schedule Report

for 7658: US 1-NE 163 St-NE 16400 Blk

Print Date:
10/4/2021

Print Time:
10:14 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
7658	US 1-NE 163 St-NE 16400 Blk	DOW-2	TOD	[06] MID-MORNING	150	60	N/A	1	Max 2

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	WBT	-	-	-	-	-	PED
0	125	0	0	0	0	0	19
							N/A



Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 WBT	0	0	0	0	0	0	18	18	18	1	1	1	60	60	60	0	60	60	4	2
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 PED	7	7	7	12	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date: unknown

Permitted Phases	
	<u>12345678</u>
Default	-2-----8
External Permit 0	-----
External Permit 1	-----
External Permit 2	-----

TOD Schedule Report

for 7658: US 1-NE 163 St-NE 16400 Blk

Print Date:
10/4/2021

Print Time:
10:14 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 -	2 WBT	3 -	4 -	5 -	6 -	7 -	8 PED		
1		140	0	115	0	0	0	0	0	19	0	56
3		170	0	145	0	0	0	0	0	19	0	77
4		170	0	145	0	0	0	0	0	19	0	77
6		150	0	125	0	0	0	0	0	19	0	60
7		150	0	125	0	0	0	0	0	19	0	60
11		170	0	145	0	0	0	0	0	19	0	77
22		145	0	120	0	0	0	0	0	19	0	60
23		140	0	115	0	0	0	0	0	19	0	60

Local TOD Schedule

Time	Plan	DOW
0000	23	M T W Th F
0000	23	Su S
0100	22	Su S
0100	22	M T W Th F
0500	7	M T W Th F
0530	4	M T W Th F
0600	1	Su S
1000	11	Su S
1000	3	M T W Th F
1500	11	M T W Th F
2100	6	M T W Th F
2100	6	Su S
2300	23	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S

* Settings

Blank - FREE - Phase Bank 1, Max 1
 Blank - Plan - Phase Bank 1, Max 2
 1 - Phase Bank 2, Max 1
 2 - Phase Bank 2, Max 2
 3 - Phase Bank 3, Max 1
 4 - Phase Bank 3, Max 2
 5 - EXTERNAL PERMIT 1
 6 - EXTERNAL PERMIT 2
 7 - X-PED OMIT
 8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report
for 2019: SR- 826&W Dixie Hwy

Print Date:
10/4/2021

Print Time:
1:49 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
2019	SR- 826&W Dixie Hwy	DOW-2	TOD	N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
0	0	0	0	0	0	0	0
							

Active Phase Bank: Phase Bank 1

Phase	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	Phase Bank																			
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 EBL	0	0	0	0	0	0	5	5	5	2	2	2	12	12	12	25	25	25	4	2
2 WBT	7	7	7	19	19	19	7	7	7	1	1	1	45	45	45	0	0	0	4	2
3 SBL	0	0	0	0	0	0	5	5	5	2	2	2	12	12	12	23	23	23	4.4	2
4 NBT	4	4	4	20	20	20	7	7	7	2.5	2.5	2.5	25	25	25	40	40	40	4.4	2
5 WBL	0	0	0	0	0	0	5	5	5	3	3	3	12	12	12	30	30	30	4	2
6 EBT	7	7	7	19	19	19	7	7	7	1	1	1	45	45	45	0	0	0	4	2
7 NBL	0	0	0	0	0	0	5	5	5	2	2	2	12	12	12	26	26	26	4.4	2
8 SBT	4	4	4	20	20	20	7	7	7	2.5	2.5	2.5	25	25	25	40	40	40	4.4	2

Last In Service Date: unknown

Permitted Phases	
	12345678
Default	12345678
External Permit 0	-----
External Permit 1	-2-4-6-8
External Permit 2	12345678

TOD Schedule Report
for 2019: SR- 826&W Dixie Hwy

Print Date:
10/4/2021

Print Time:
1:49 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT		
1		140	12	66	12	26	12	66	12	26	0	12
2		125	12	51	16	22	12	51	16	22	0	64
3		170	18	84	18	26	18	84	18	26	0	27
4		170	18	84	18	26	18	84	18	26	0	27
5		130	12	56	16	22	12	56	16	22	0	88
6		150	15	75	10	26	15	75	10	26	0	19
7		150	15	75	10	26	15	75	10	26	0	19
8		105	13	45	6	17	13	45	6	17	0	19
9		150	0	144	0	0	0	144	0	0	0	0
10		125	14	51	14	22	14	51	14	22	0	64
11		170	18	84	18	26	18	84	18	26	0	27
12		115	12	45	12	22	12	45	12	22	0	25
13		130	12	56	16	22	12	56	16	22	0	127
14		130	12	56	16	22	12	56	16	22	0	5
15		150	13	66	18	29	13	66	18	29	0	28
16		115	12	45	12	22	12	45	12	22	0	12
22		145	14	71	10	26	14	71	10	26	0	19
23		140	14	66	10	26	14	66	10	26	0	19
25		120	8	52	10	26	14	46	10	26	0	8
26		135	14	59	14	24	19	54	14	24	0	98
27		160	19	69	14	34	24	64	19	29	0	137
28		100	14	31	12	19	14	31	12	19	0	37

Local TOD Schedule		
Time	Plan	DOW
0000	23	Su M T W Th F S
0100	22	Su M T W Th F S
0500	7	M T W Th F
0530	4	M T W Th F
0600	1	Su S
1000	3	M T W Th F
1000	11	Su S
1500	11	M T W Th F
2100	6	M T W Th F
2100	6	Su S
2300	23	M T W Th F

Current Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	Su M T W Th F S

Local Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	Su M T W Th F S

* Settings
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

TOD Schedule Report
for 2019: SR- 826&W Dixie Hwy

Print Date:
10/4/2021

Print Time:
1:49 PM

<p><i>No Calendar Defined/Enabled</i></p>
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TOD Schedule Report
for 2010: SR- 826&US 1

Print Date:
10/4/2021

Print Time:
1:49 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
2010	SR- 826&US 1	DOW-2	TOD	N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
NBL	SBT	EBL	WBT	SBL	NBT	WBL	EBT
0	0	0	0	0	0	0	0
							

Active Phase Bank: Phase Bank 1

Phase	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 NBL	0	0	0	0	0	0	5	5	5	3	3	3	24	24	24	27	27	27	4.8	2
2 SBT	4	4	4	38	38	38	7	7	7	1	1	1	50	50	50	50	50	50	4.8	2.4
3 EBL	0	0	0	0	0	0	5	5	5	3	3	3	25	25	25	34	34	34	4.8	2
4 WBT	4	4	4	47	47	47	7	7	7	2.5	2.5	2.5	55	55	55	55	55	55	4.8	2.9
5 SBL	0	0	0	0	0	0	5	5	5	3	3	3	24	24	24	27	27	27	4.8	2
6 NBT	4	4	4	38	38	38	7	7	7	1	1	1	50	50	50	50	50	50	4.8	2.4
7 WBL	0	0	0	0	0	0	5	5	5	3	3	3	25	25	25	34	34	34	4.8	2
8 EBT	4	4	4	47	47	47	7	7	7	2.5	2.5	2.5	55	55	55	55	55	55	4.8	2.9

Last In Service Date: unknown

Permitted Phases	
	12345678
Default	12345678
External Permit 0	-----
External Permit 1	-----
External Permit 2	-----

TOD Schedule Report
for 2010: SR- 826&US 1

Print Date:
10/4/2021

Print Time:
1:49 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 NBL	2 SBT	3 EBL	4 WBT	5 SBL	6 NBT	7 WBL	8 EBT		
1		140	13	57	14	27	13	57	14	27	0	56
2		125	15	32	17	32	15	32	17	32	0	107
3		170	25	43	26	47	25	43	26	47	0	77
4		170	22	44	26	49	22	44	26	49	0	77
5		130	14	32	17	38	14	32	17	38	0	18
6		150	19	48	19	35	19	48	19	35	0	60
7		150	19	48	19	35	19	48	19	35	0	60
8		105	10	32	13	21	10	32	13	21	0	60
9		150	24	33	25	39	24	33	25	39	0	71
10		125	16	32	17	31	16	32	17	31	0	107
11		170	25	43	26	47	25	43	26	47	0	77
12		115	12	32	14	28	12	32	14	28	0	79
13		130	14	32	20	35	14	32	20	35	0	54
14		130	14	32	17	38	14	32	17	38	0	62
15		150	15	45	22	39	15	45	22	39	0	81
16		115	10	34	12	30	10	34	12	30	0	56
22		145	14	53	14	35	14	53	14	35	0	60
23		140	14	48	14	35	14	48	14	35	0	60
25		120	13	33	12	32	14	32	19	26	0	52
26		135	23	32	17	33	22	33	23	28	0	5
27		160	23	42	17	48	27	38	28	38	0	34
28		100	13	31	12	14	12	32	13	14	0	83

Local TOD Schedule		
Time	Plan	DOW
0000	23	M T W Th F
0000	23	Su S
0100	22	Su S
0100	22	M T W Th F
0500	7	M T W Th F
0530	4	M T W Th F
0600	1	Su S
1000	11	Su S
1000	3	M T W Th F
1500	11	M T W Th F
2100	6	M T W Th F
2100	6	Su S
2300	23	M T W Th F

Current Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S

Local Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S

* Settings
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

TOD Schedule Report
for 2010: SR- 826&US 1

Print Date:
10/4/2021

Print Time:
1:49 PM

No Calendar Defined/Enabled

Appendix F

Synchro Timings

Appendix G

Concurrency Analysis

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas¹

January 2020

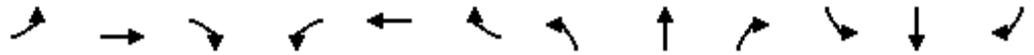
INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	1,510	1,600	**	4	4,050	5,640	6,800	7,420	
4	Divided	*	3,420	3,580	**	6	5,960	8,310	10,220	11,150	
6	Divided	*	5,250	5,390	**	8	7,840	10,960	13,620	14,850	
8	Divided	*	7,090	7,210	**	10	9,800	13,510	17,040	18,580	
						12	11,600	16,350	20,930	23,200	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	660	1,330	1,410	4	4,130	5,640	7,070	7,690	
4	Divided	*	1,310	2,920	3,040	6	6,200	8,450	10,510	11,530	
6	Divided	*	2,090	4,500	4,590	8	8,270	11,270	13,960	15,380	
8	Divided	*	2,880	6,060	6,130	10	10,350	14,110	17,310	19,220	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						Freeway Adjustments Auxiliary Lanes Present in Both Directions + 1,800 Ramp Metering + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	1,050	1,620	2,180	2,930
2	Undivided	No	No	-20%		4	Divided	3,270	4,730	5,960	6,780
Multi	Undivided	Yes	No	-5%		6	Divided	4,910	7,090	8,950	10,180
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments					
-	-	-	Yes	+ 5%		Lanes	Median	Exclusive left lanes	Adjustment factors		
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						2	Divided	Yes	+5%		
BICYCLE MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Multi	Undivided	Yes	-5%		
Paved						Multi	Undivided	No	-25%		
Shoulder/Bicycle						PEDESTRIAN MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Lane Coverage	B	C	D	E		Sidewalk Coverage	B	C	D	E	
0-49%	*	260	680	1,770		0-49%	*	*	250	850	
50-84%	190	600	1,770	>1,770		50-84%	*	150	780	1,420	
85-100%	830	1,700	>1,770	**		85-100%	340	960	1,560	>1,770	
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)						Source: Florida Department of Transportation Systems Implementation Office https://www.fdot.gov/planning/systems/					
Sidewalk Coverage	B	C	D	E		¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.					
0-84%	> 5	≥ 4	≥ 3	≥ 2		² Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.					
85-100%	> 4	≥ 3	≥ 2	≥ 1		³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					

Scenario 1

AM

HCM 6th Signalized Intersection Summary
 3: Biscayne Blvd & NE 163rd Street

03/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	279	1365	229	437	976	468	398	1138	550	409	1375	372
Future Volume (veh/h)	279	1365	229	437	976	468	398	1138	550	409	1375	372
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	279	1365	229	437	976	468	398	1138	550	409	1375	372
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	1468	653	486	1695	728	448	1696	636	458	1715	570
Arrive On Green	0.10	0.29	0.29	0.14	0.33	0.33	0.13	0.26	0.26	0.13	0.27	0.27
Sat Flow, veh/h	3456	5106	1555	3456	5106	1559	3456	6434	1567	3456	6434	1567
Grp Volume(v), veh/h	279	1365	229	437	976	468	398	1138	550	409	1375	372
Grp Sat Flow(s),veh/h/ln	1728	1702	1555	1728	1702	1559	1728	1609	1567	1728	1609	1567
Q Serve(g_s), s	12.9	42.2	16.3	20.2	25.6	37.3	18.4	25.7	42.8	18.9	32.4	32.2
Cycle Q Clear(g_c), s	12.9	42.2	16.3	20.2	25.6	37.3	18.4	25.7	42.8	18.9	32.4	32.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	1468	653	486	1695	728	448	1696	636	458	1715	570
V/C Ratio(X)	0.84	0.93	0.35	0.90	0.58	0.64	0.89	0.67	0.86	0.89	0.80	0.65
Avail Cap(c_a), veh/h	558	1488	659	558	1695	728	536	1696	636	536	1715	570
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.1	56.3	32.3	68.6	44.8	33.2	69.5	53.5	44.4	69.3	55.5	43.2
Incr Delay (d2), s/veh	5.7	10.6	0.3	16.0	0.5	1.9	14.7	2.1	14.6	15.5	4.1	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	19.6	6.3	10.0	11.0	14.6	9.1	10.7	22.9	9.4	13.7	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.8	66.9	32.7	84.6	45.3	35.2	84.2	55.6	58.9	84.7	59.6	48.9
LnGrp LOS	E	E	C	F	D	D	F	E	E	F	E	D
Approach Vol, veh/h		1873			1881			2086			2156	
Approach Delay, s/veh		64.3			51.9			61.9			62.5	
Approach LOS		E			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.3	50.0	29.6	54.4	27.9	50.5	22.4	61.6				
Change Period (Y+Rc), s	6.8	* 7.2	6.8	* 7.7	6.8	* 7.2	6.8	* 7.7				
Max Green Setting (Gmax), s	25.2	* 43	26.2	* 47	25.2	* 43	26.2	* 47				
Max Q Clear Time (g_c+I1), s	20.9	44.8	22.2	44.2	20.4	34.4	14.9	39.3				
Green Ext Time (p_c), s	0.6	0.0	0.7	2.4	0.7	6.2	0.7	5.0				

Intersection Summary

HCM 6th Ctrl Delay	60.3
HCM 6th LOS	E

Notes

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

HCM 6th Signalized Intersection Summary
6: NE 163rd Street & W Dixie Hwy

03/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑↑		↖	↑↑	
Traffic Volume (veh/h)	111	1435	63	200	1447	110	130	269	153	169	239	108
Future Volume (veh/h)	111	1435	63	200	1447	110	130	269	153	169	239	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.96	1.00		0.97
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	111	1435	63	200	1447	110	130	269	153	169	239	108
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	239	2641	116	281	2663	202	245	314	172	229	386	168
Arrive On Green	0.04	0.54	0.54	0.07	0.56	0.56	0.08	0.15	0.15	0.09	0.16	0.16
Sat Flow, veh/h	1753	4934	217	1753	4761	362	1753	2147	1175	1753	2344	1019
Grp Volume(v), veh/h	111	974	524	200	1018	539	130	217	205	169	176	171
Grp Sat Flow(s),veh/h/ln	1753	1675	1800	1753	1675	1773	1753	1749	1573	1753	1749	1614
Q Serve(g_s), s	4.5	29.9	29.9	8.1	30.2	30.2	9.8	19.0	20.1	12.7	14.7	15.5
Cycle Q Clear(g_c), s	4.5	29.9	29.9	8.1	30.2	30.2	9.8	19.0	20.1	12.7	14.7	15.5
Prop In Lane	1.00		0.12	1.00		0.20	1.00		0.75	1.00		0.63
Lane Grp Cap(c), veh/h	239	1793	964	281	1874	992	245	255	230	229	288	266
V/C Ratio(X)	0.46	0.54	0.54	0.71	0.54	0.54	0.53	0.85	0.89	0.74	0.61	0.64
Avail Cap(c_a), veh/h	367	1793	964	366	1874	992	309	285	257	260	288	266
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	23.9	23.9	20.9	21.9	21.9	51.9	65.3	65.8	51.6	60.9	61.2
Incr Delay (d2), s/veh	1.4	1.2	2.2	4.4	1.1	2.1	1.8	19.4	28.0	9.3	3.7	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	1.9	12.2	13.4	3.6	12.2	13.2	4.5	9.9	9.9	6.2	6.9	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	25.1	26.1	25.3	23.0	24.0	53.7	84.7	93.8	60.9	64.6	66.4
LnGrp LOS	B	C	C	C	C	C	D	F	F	E	E	E
Approach Vol, veh/h		1609			1757			552			516	
Approach Delay, s/veh		25.0			23.6			80.8			64.0	
Approach LOS		C			C			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.2	29.3	16.4	90.0	18.3	32.3	12.6	93.8				
Change Period (Y+Rc), s	6.4	6.4	6.0	6.0	6.4	6.4	6.0	6.0				
Max Green Setting (Gmax), s	17.6	25.6	18.0	84.0	17.6	25.6	18.0	84.0				
Max Q Clear Time (g_c+I1), s	14.7	22.1	10.1	31.9	11.8	17.5	6.5	32.2				
Green Ext Time (p_c), s	0.1	0.9	0.3	15.9	0.1	1.3	0.2	17.0				
Intersection Summary												
HCM 6th Ctrl Delay				35.9								
HCM 6th LOS				D								

HCM 6th TWSC
9: Dixie Hwy & NE 162nd Street

03/16/2022

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	24	5	80	8	2	16	21	495	16	23	434	25
Future Vol, veh/h	24	5	80	8	2	16	21	495	16	23	434	25
Conflicting Peds, #/hr	6	0	1	1	0	6	10	0	14	14	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	130	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	24	5	80	8	2	16	21	495	16	23	434	25

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	800	1070	241	826	1074	276	469	0	0	525	0	0
Stage 1	503	503	-	559	559	-	-	-	-	-	-	-
Stage 2	297	567	-	267	515	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.6	6.6	7	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.55	4.05	3.35	2.25	-	-	2.25	-	-
Pot Cap-1 Maneuver	271	215	751	259	214	712	1068	-	-	1017	-	-
Stage 1	512	532	-	473	502	-	-	-	-	-	-	-
Stage 2	679	498	-	707	526	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	250	201	743	216	200	698	1058	-	-	1003	-	-
Mov Cap-2 Maneuver	250	201	-	216	200	-	-	-	-	-	-	-
Stage 1	497	514	-	457	485	-	-	-	-	-	-	-
Stage 2	644	482	-	610	509	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.8		15.4		0.3		0.4	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1058	-	-	477	372	1003	-
HCM Lane V/C Ratio	0.02	-	-	0.229	0.07	0.023	-
HCM Control Delay (s)	8.5	-	-	14.8	15.4	8.7	-
HCM Lane LOS	A	-	-	B	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.2	0.1	-

HCM 6th TWSC
 13: NE 162nd Street & South Driveway

03/16/2022

Intersection

Int Delay, s/veh 7.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	17	0	0	0	0	12
Future Vol, veh/h	17	0	0	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	0	0	0	0	12

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1	0	0 35 1
Stage 1	-	-	- 1 -
Stage 2	-	-	- 34 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1622	-	- 978 1084
Stage 1	-	-	- 1022 -
Stage 2	-	-	- 988 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1622	-	- 968 1084
Mov Cap-2 Maneuver	-	-	- 968 -
Stage 1	-	-	- 1012 -
Stage 2	-	-	- 988 -

Approach	EB	WB	SB
HCM Control Delay, s	7.2	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	1084
HCM Lane V/C Ratio	0.01	-	-	-	0.011
HCM Control Delay (s)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
 21: East Driveway & NE 163rd Street

03/16/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	1759	0	0	1746	0	14
Future Vol, veh/h	1759	0	0	1746	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1759	0	0	1746	0	14

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	-	-	880
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.92
Pot Cap-1 Maneuver	-	0	0	249
Stage 1	-	0	0	-
Stage 2	-	0	0	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	249
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	249	-	-
HCM Lane V/C Ratio	0.056	-	-
HCM Control Delay (s)	20.3	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-

HCM 6th TWSC
 22: West Driveway & NE 163rd Street

03/16/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	1757	11	0	1746	0	9
Future Vol, veh/h	1757	11	0	1746	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1757	11	0	1746	0	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	884
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	248
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	248
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	248	-	-	-
HCM Lane V/C Ratio	0.036	-	-	-
HCM Control Delay (s)	20.1	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

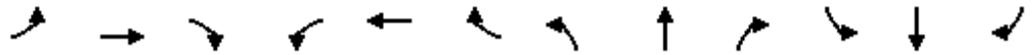
Scenario 1

PM

HCM 6th Signalized Intersection Summary

3: Biscayne Blvd & NE 163rd Street

03/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	298	1020	327	441	1094	668	457	1350	563	461	1362	500
Future Volume (veh/h)	298	1020	327	441	1094	668	457	1350	563	461	1362	500
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		0.99
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	298	1020	327	441	1094	668	457	1350	563	461	1362	500
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	354	1338	636	494	1544	702	505	1760	657	509	1767	595
Arrive On Green	0.10	0.26	0.26	0.14	0.30	0.30	0.15	0.27	0.27	0.15	0.27	0.27
Sat Flow, veh/h	3483	5147	1555	3483	5147	1561	3483	6485	1587	3483	6485	1587
Grp Volume(v), veh/h	298	1020	327	441	1094	668	457	1350	563	461	1362	500
Grp Sat Flow(s),veh/h/ln	1742	1716	1555	1742	1716	1561	1742	1621	1587	1742	1621	1587
Q Serve(g_s), s	13.3	28.8	25.0	19.6	29.8	47.3	20.4	30.2	42.8	20.5	30.5	43.0
Cycle Q Clear(g_c), s	13.3	28.8	25.0	19.6	29.8	47.3	20.4	30.2	42.8	20.5	30.5	43.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	1338	636	494	1544	702	505	1760	657	509	1767	595
V/C Ratio(X)	0.84	0.76	0.51	0.89	0.71	0.95	0.90	0.77	0.86	0.91	0.77	0.84
Avail Cap(c_a), veh/h	579	1544	698	579	1544	702	557	1760	657	557	1767	595
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.6	53.8	35.3	66.5	49.1	42.2	66.3	52.8	42.1	66.2	52.8	45.1
Incr Delay (d2), s/veh	6.0	2.0	0.6	14.7	1.5	22.9	17.3	3.3	13.5	17.6	3.3	13.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	12.8	9.7	9.8	13.1	29.3	10.3	12.8	22.4	10.4	12.9	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.5	55.8	36.0	81.2	50.6	65.1	83.6	56.1	55.6	83.8	56.1	58.5
LnGrp LOS	E	E	D	F	D	E	F	E	E	F	E	E
Approach Vol, veh/h		1645			2203			2370			2323	
Approach Delay, s/veh		55.5			61.1			61.3			62.1	
Approach LOS		E			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.8	50.0	29.1	48.7	29.7	50.2	22.8	55.0				
Change Period (Y+Rc), s	6.8	* 7.2	6.8	* 7.7	6.8	* 7.2	6.8	* 7.7				
Max Green Setting (Gmax), s	25.2	* 43	26.2	* 47	25.2	* 43	26.2	* 47				
Max Q Clear Time (g_c+I1), s	22.5	44.8	21.6	30.8	22.4	45.0	15.3	49.3				
Green Ext Time (p_c), s	0.5	0.0	0.7	7.8	0.5	0.0	0.8	0.0				

Intersection Summary

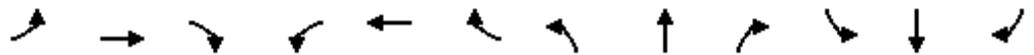
HCM 6th Ctrl Delay	60.3
HCM 6th LOS	E

Notes

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

HCM 6th Signalized Intersection Summary
 6: NE 163rd Street & W Dixie Hwy

03/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑↑		↖	↑↑	
Traffic Volume (veh/h)	142	1295	92	221	1620	112	190	441	170	161	386	86
Future Volume (veh/h)	142	1295	92	221	1620	112	190	441	170	161	386	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	1295	92	221	1620	112	190	441	170	161	386	86
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	224	2539	180	309	2648	183	242	407	155	203	431	95
Arrive On Green	0.05	0.52	0.52	0.07	0.54	0.54	0.10	0.16	0.16	0.09	0.15	0.15
Sat Flow, veh/h	1781	4863	345	1781	4873	337	1781	2498	953	1781	2880	634
Grp Volume(v), veh/h	142	907	480	221	1131	601	190	312	299	161	236	236
Grp Sat Flow(s),veh/h/ln	1781	1702	1804	1781	1702	1806	1781	1777	1673	1781	1777	1738
Q Serve(g_s), s	6.0	27.9	27.9	9.3	36.6	36.6	14.4	26.2	26.2	12.2	21.0	21.5
Cycle Q Clear(g_c), s	6.0	27.9	27.9	9.3	36.6	36.6	14.4	26.2	26.2	12.2	21.0	21.5
Prop In Lane	1.00		0.19	1.00		0.19	1.00		0.57	1.00		0.37
Lane Grp Cap(c), veh/h	224	1777	942	309	1849	981	242	290	273	203	266	260
V/C Ratio(X)	0.64	0.51	0.51	0.72	0.61	0.61	0.79	1.08	1.09	0.79	0.89	0.91
Avail Cap(c_a), veh/h	332	1777	942	380	1849	981	255	290	273	240	283	276
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	25.0	25.0	20.7	25.1	25.1	52.1	67.3	67.3	53.1	67.1	67.3
Incr Delay (d2), s/veh	3.0	1.0	2.0	4.8	1.5	2.9	14.4	75.5	82.3	14.3	26.4	30.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	11.7	12.6	4.3	15.2	16.5	7.5	18.0	17.5	6.3	11.5	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	26.1	27.0	25.6	26.7	28.0	66.5	142.9	149.6	67.4	93.5	97.3
LnGrp LOS	C	C	C	C	C	C	E	F	F	E	F	F
Approach Vol, veh/h		1529			1953			801			633	
Approach Delay, s/veh		26.4			26.9			127.3			88.3	
Approach LOS		C			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.7	32.6	17.6	90.0	22.8	30.5	14.2	93.4				
Change Period (Y+Rc), s	6.4	6.4	6.0	6.0	6.4	6.4	6.0	6.0				
Max Green Setting (Gmax), s	17.6	25.6	18.0	84.0	17.6	25.6	18.0	84.0				
Max Q Clear Time (g_c+I1), s	14.2	28.2	11.3	29.9	16.4	23.5	8.0	38.6				
Green Ext Time (p_c), s	0.1	0.0	0.3	14.1	0.1	0.6	0.2	19.4				
Intersection Summary												
HCM 6th Ctrl Delay			51.0									
HCM 6th LOS			D									

HCM 6th TWSC
 9: Dixie Hwy & NE 162nd Street

03/16/2022

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	13	4	68	6	4	28	32	874	32	8	746	15
Future Vol, veh/h	13	4	68	6	4	28	32	874	32	8	746	15
Conflicting Peds, #/hr	0	0	0	0	0	0	9	0	7	7	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	130	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	13	4	68	6	4	28	32	874	32	8	746	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1282	1756	390	1352	1747	460	770	0	0	913	0	0
Stage 1	779	779	-	961	961	-	-	-	-	-	-	-
Stage 2	503	977	-	391	786	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	123	85	612	110	86	551	847	-	-	748	-	-
Stage 1	357	407	-	277	335	-	-	-	-	-	-	-
Stage 2	522	329	-	608	404	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	107	80	607	90	80	547	840	-	-	743	-	-
Mov Cap-2 Maneuver	107	80	-	90	80	-	-	-	-	-	-	-
Stage 1	341	399	-	265	320	-	-	-	-	-	-	-
Stage 2	470	314	-	529	396	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	21.7		24.1		0.3		0.1			
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	840	-	-	300	226	743	-
HCM Lane V/C Ratio	0.038	-	-	0.283	0.168	0.011	-
HCM Control Delay (s)	9.5	-	-	21.7	24.1	9.9	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.6	0	-

HCM 6th TWSC
 13: NE 162nd Street & South Driveway

03/16/2022

Intersection						
Int Delay, s/veh	7.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	20	0	0	0	0	15
Future Vol, veh/h	20	0	0	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	0	0	0	0	15

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	-	0	41
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	40
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1622	-	-	-	970
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	982
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1622	-	-	-	958
Mov Cap-2 Maneuver	-	-	-	-	958
Stage 1	-	-	-	-	1010
Stage 2	-	-	-	-	982

Approach	EB	WB	SB
HCM Control Delay, s	7.2	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	1084
HCM Lane V/C Ratio	0.012	-	-	-	0.014
HCM Control Delay (s)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
 21: East Driveway & NE 163rd Street

03/16/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	1625	0	0	2051	0	21
Future Vol, veh/h	1625	0	0	2051	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1625	0	0	2051	0	21

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	-	-	813
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.92
Pot Cap-1 Maneuver	-	0	0	276
Stage 1	-	0	0	-
Stage 2	-	0	0	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	276
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	276	-	-
HCM Lane V/C Ratio	0.076	-	-
HCM Control Delay (s)	19.1	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-

HCM 6th TWSC
 22: West Driveway & NE 163rd Street

03/16/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	1626	12	0	2051	0	11
Future Vol, veh/h	1626	12	0	2051	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1626	12	0	2051	0	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	819
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	273
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	273
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	273	-	-	-
HCM Lane V/C Ratio	0.04	-	-	-
HCM Control Delay (s)	18.7	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Scenario 2

AM

HCM 6th Signalized Intersection Summary

3: Biscayne Blvd & NE 163rd Street

03/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	344	1413	237	476	1046	485	406	1210	575	433	1428	387
Future Volume (veh/h)	344	1413	237	476	1046	485	406	1210	575	433	1428	387
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	344	1413	237	476	1046	485	406	1210	575	433	1428	387
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	1450	649	518	1630	716	453	1653	640	478	1698	595
Arrive On Green	0.11	0.28	0.28	0.15	0.32	0.32	0.13	0.26	0.26	0.14	0.26	0.26
Sat Flow, veh/h	3456	5106	1555	3456	5106	1558	3456	6434	1567	3456	6434	1567
Grp Volume(v), veh/h	344	1413	237	476	1046	485	406	1210	575	433	1428	387
Grp Sat Flow(s),veh/h/ln	1728	1702	1555	1728	1702	1558	1728	1609	1567	1728	1609	1567
Q Serve(g_s), s	16.3	45.6	17.5	22.6	29.2	40.8	19.3	28.7	42.8	20.6	35.0	34.0
Cycle Q Clear(g_c), s	16.3	45.6	17.5	22.6	29.2	40.8	19.3	28.7	42.8	20.6	35.0	34.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	1450	649	518	1630	716	453	1653	640	478	1698	595
V/C Ratio(X)	0.87	0.97	0.36	0.92	0.64	0.68	0.90	0.73	0.90	0.91	0.84	0.65
Avail Cap(c_a), veh/h	544	1450	649	544	1630	716	523	1653	640	523	1698	595
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.5	59.0	33.6	69.8	48.5	35.6	71.2	56.6	46.3	70.7	58.0	42.7
Incr Delay (d2), s/veh	10.8	17.8	0.3	20.4	0.9	2.6	16.4	2.9	17.9	18.5	5.2	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	22.1	6.8	11.5	12.7	16.1	9.6	12.1	25.5	10.4	14.9	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.4	76.9	34.0	90.3	49.4	38.2	87.6	59.5	64.2	89.3	63.2	48.2
LnGrp LOS	F	E	C	F	D	D	F	E	E	F	E	D
Approach Vol, veh/h		1994			2007			2191			2248	
Approach Delay, s/veh		72.9			56.4			66.0			65.6	
Approach LOS		E			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.8	50.0	31.8	55.0	28.7	51.2	25.9	60.9				
Change Period (Y+Rc), s	6.8	* 7.2	6.8	* 7.7	6.8	* 7.2	6.8	* 7.7				
Max Green Setting (Gmax), s	25.2	* 43	26.2	* 47	25.2	* 43	26.2	* 47				
Max Q Clear Time (g_c+I1), s	22.6	44.8	24.6	47.6	21.3	37.0	18.3	42.8				
Green Ext Time (p_c), s	0.5	0.0	0.3	0.0	0.6	4.6	0.8	3.2				

Intersection Summary

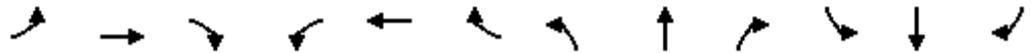
HCM 6th Ctrl Delay	65.2
HCM 6th LOS	E

Notes

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

HCM 6th Signalized Intersection Summary
6: NE 163rd Street & W Dixie Hwy

03/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑↑		↖	↑↑		↖	↑↑	
Traffic Volume (veh/h)	122	1480	68	204	1473	113	133	275	157	173	244	110
Future Volume (veh/h)	122	1480	68	204	1473	113	133	275	157	173	244	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.96	1.00		0.97
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	122	1480	68	204	1473	113	133	275	157	173	244	110
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	237	2615	120	272	2633	202	247	318	175	230	392	170
Arrive On Green	0.05	0.53	0.53	0.07	0.55	0.55	0.08	0.15	0.15	0.10	0.17	0.17
Sat Flow, veh/h	1753	4922	226	1753	4758	365	1753	2143	1179	1753	2345	1018
Grp Volume(v), veh/h	122	1007	541	204	1037	549	133	222	210	173	180	174
Grp Sat Flow(s),veh/h/ln	1753	1675	1798	1753	1675	1773	1753	1749	1573	1753	1749	1615
Q Serve(g_s), s	5.0	31.9	31.9	8.4	31.7	31.7	10.1	19.6	20.7	13.1	15.1	15.9
Cycle Q Clear(g_c), s	5.0	31.9	31.9	8.4	31.7	31.7	10.1	19.6	20.7	13.1	15.1	15.9
Prop In Lane	1.00		0.13	1.00		0.21	1.00		0.75	1.00		0.63
Lane Grp Cap(c), veh/h	237	1780	956	272	1854	981	247	259	233	230	293	270
V/C Ratio(X)	0.51	0.57	0.57	0.75	0.56	0.56	0.54	0.86	0.90	0.75	0.61	0.65
Avail Cap(c_a), veh/h	357	1780	956	354	1854	981	307	283	255	257	293	270
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	24.8	24.8	22.9	22.8	22.8	52.0	65.7	66.2	51.7	61.1	61.4
Incr Delay (d2), s/veh	1.7	1.3	2.4	6.3	1.2	2.3	1.8	21.0	29.9	10.5	3.8	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	2.2	13.1	14.3	3.9	12.9	13.9	4.6	10.3	10.3	6.5	7.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	26.1	27.3	29.1	24.1	25.1	53.8	86.7	96.0	62.2	64.8	66.7
LnGrp LOS	C	C	C	C	C	C	D	F	F	E	E	E
Approach Vol, veh/h		1670			1790			565			527	
Approach Delay, s/veh		26.1			25.0			82.4			64.6	
Approach LOS		C			C			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.6	29.8	16.7	90.0	18.6	32.9	13.2	93.5				
Change Period (Y+Rc), s	6.4	6.4	6.0	6.0	6.4	6.4	6.0	6.0				
Max Green Setting (Gmax), s	17.6	25.6	18.0	84.0	17.6	25.6	18.0	84.0				
Max Q Clear Time (g_c+I1), s	15.1	22.7	10.4	33.9	12.1	17.9	7.0	33.7				
Green Ext Time (p_c), s	0.1	0.7	0.3	16.7	0.1	1.2	0.2	17.4				

Intersection Summary

HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

HCM 6th TWSC
 9: Dixie Hwy & NE 162nd Street

03/16/2022

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	25	6	82	9	3	17	22	505	17	24	446	26
Future Vol, veh/h	25	6	82	9	3	17	22	505	17	24	446	26
Conflicting Peds, #/hr	6	0	1	1	0	6	10	0	14	14	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	130	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	25	6	82	9	3	17	22	505	17	24	446	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	821	1097	247	847	1102	281	482	0	0	536	0	0
Stage 1	517	517	-	572	572	-	-	-	-	-	-	-
Stage 2	304	580	-	275	530	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.6	6.6	7	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.55	4.05	3.35	2.25	-	-	2.25	-	-
Pot Cap-1 Maneuver	261	207	744	250	206	707	1056	-	-	1008	-	-
Stage 1	502	525	-	465	495	-	-	-	-	-	-	-
Stage 2	672	491	-	699	517	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	239	193	736	207	192	694	1046	-	-	995	-	-
Mov Cap-2 Maneuver	239	193	-	207	192	-	-	-	-	-	-	-
Stage 1	487	507	-	449	478	-	-	-	-	-	-	-
Stage 2	634	474	-	598	499	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.4		16.3		0.3		0.4	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1046	-	-	457	347	995	-
HCM Lane V/C Ratio	0.021	-	-	0.247	0.084	0.024	-
HCM Control Delay (s)	8.5	-	-	15.4	16.3	8.7	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.3	0.1	-

HCM 6th TWSC
 13: NE 162nd Street & South Driveway

03/16/2022

Intersection						
Int Delay, s/veh	7.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	18	0	0	0	0	13
Future Vol, veh/h	18	0	0	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	0	0	0	0	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	-	0	37
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	36
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1622	-	-	-	975
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	986
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1622	-	-	-	964
Mov Cap-2 Maneuver	-	-	-	-	964
Stage 1	-	-	-	-	1011
Stage 2	-	-	-	-	986

Approach	EB	WB	SB
HCM Control Delay, s	7.2	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	1084
HCM Lane V/C Ratio	0.011	-	-	-	0.012
HCM Control Delay (s)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
 21: East Driveway & NE 163rd Street

03/16/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	1808	0	0	1839	0	15
Future Vol, veh/h	1808	0	0	1839	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1808	0	0	1839	0	15

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	21
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	240	-	-
HCM Lane V/C Ratio	0.063	-	-
HCM Control Delay (s)	21	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-

HCM 6th TWSC
 22: West Driveway & NE 163rd Street

03/16/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	1810	12	0	1839	0	10
Future Vol, veh/h	1810	12	0	1839	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1810	12	0	1839	0	10

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	911
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	0	238
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	238
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	238	-	-	-
HCM Lane V/C Ratio	0.042	-	-	-
HCM Control Delay (s)	20.8	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

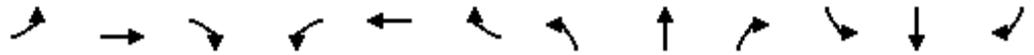
Scenario 2

PM

HCM 6th Signalized Intersection Summary

3: Biscayne Blvd & NE 163rd Street

03/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	375	1067	335	537	1215	698	467	1443	597	496	1401	513
Future Volume (veh/h)	375	1067	335	537	1215	698	467	1443	597	496	1401	513
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		0.99
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	375	1067	335	537	1215	698	467	1443	597	496	1401	513
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	428	1295	625	557	1486	695	510	1695	670	533	1738	622
Arrive On Green	0.12	0.25	0.25	0.16	0.29	0.29	0.15	0.26	0.26	0.15	0.27	0.27
Sat Flow, veh/h	3483	5147	1554	3483	5147	1559	3483	6485	1587	3483	6485	1587
Grp Volume(v), veh/h	375	1067	335	537	1215	698	467	1443	597	496	1401	513
Grp Sat Flow(s),veh/h/ln	1742	1716	1554	1742	1716	1559	1742	1621	1587	1742	1621	1587
Q Serve(g_s), s	17.3	32.1	27.1	25.1	36.0	47.3	21.7	34.6	42.8	23.0	33.0	43.9
Cycle Q Clear(g_c), s	17.3	32.1	27.1	25.1	36.0	47.3	21.7	34.6	42.8	23.0	33.0	43.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	428	1295	625	557	1486	695	510	1695	670	533	1738	622
V/C Ratio(X)	0.88	0.82	0.54	0.96	0.82	1.00	0.92	0.85	0.89	0.93	0.81	0.83
Avail Cap(c_a), veh/h	557	1486	682	557	1486	695	536	1695	670	536	1738	622
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.6	57.9	37.8	68.3	54.2	45.9	68.9	57.5	44.0	68.5	56.0	44.9
Incr Delay (d2), s/veh	12.0	3.5	0.7	29.1	3.7	35.2	20.1	5.6	16.4	23.0	4.1	11.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	14.4	10.6	13.5	16.1	34.9	11.1	14.9	25.5	12.0	14.1	20.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.6	61.3	38.6	97.4	57.9	81.1	89.1	63.1	60.4	91.5	60.1	56.8
LnGrp LOS	F	E	D	F	E	F	F	E	E	F	E	E
Approach Vol, veh/h		1777			2450			2507			2410	
Approach Delay, s/veh		61.5			73.2			67.3			65.8	
Approach LOS		E			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.9	50.0	33.0	48.9	30.8	51.1	26.9	55.0				
Change Period (Y+Rc), s	6.8	* 7.2	6.8	* 7.7	6.8	* 7.2	6.8	* 7.7				
Max Green Setting (Gmax), s	25.2	* 43	26.2	* 47	25.2	* 43	26.2	* 47				
Max Q Clear Time (g_c+I1), s	25.0	44.8	27.1	34.1	23.7	45.9	19.3	49.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	7.2	0.3	0.0	0.8	0.0				

Intersection Summary

HCM 6th Ctrl Delay	67.4
HCM 6th LOS	E

Notes

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

HCM 6th Signalized Intersection Summary
6: NE 163rd Street & W Dixie Hwy

03/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑↑		↗	↑↑		↗	↑↑	
Traffic Volume (veh/h)	148	1328	95	226	1669	115	197	450	174	165	394	96
Future Volume (veh/h)	148	1328	95	226	1669	115	197	450	174	165	394	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	1328	95	226	1669	115	197	450	174	165	394	96
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	2507	179	302	2617	180	244	419	160	205	433	104
Arrive On Green	0.05	0.52	0.52	0.07	0.54	0.54	0.10	0.17	0.17	0.09	0.15	0.15
Sat Flow, veh/h	1781	4860	348	1781	4875	335	1781	2495	955	1781	2825	680
Grp Volume(v), veh/h	148	930	493	226	1165	619	197	319	305	165	246	244
Grp Sat Flow(s),veh/h/ln	1781	1702	1804	1781	1702	1806	1781	1777	1674	1781	1777	1729
Q Serve(g_s), s	6.4	29.6	29.6	9.7	39.2	39.3	15.0	27.3	27.3	12.6	22.2	22.7
Cycle Q Clear(g_c), s	6.4	29.6	29.6	9.7	39.2	39.3	15.0	27.3	27.3	12.6	22.2	22.7
Prop In Lane	1.00		0.19	1.00		0.19	1.00		0.57	1.00		0.39
Lane Grp Cap(c), veh/h	217	1756	930	302	1828	970	244	298	281	205	272	265
V/C Ratio(X)	0.68	0.53	0.53	0.75	0.64	0.64	0.81	1.07	1.09	0.81	0.90	0.92
Avail Cap(c_a), veh/h	320	1756	930	367	1828	970	250	298	281	237	279	272
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	26.3	26.3	22.4	26.5	26.6	52.2	67.8	67.8	53.3	67.8	68.0
Incr Delay (d2), s/veh	3.8	1.1	2.2	6.7	1.7	3.2	17.4	72.1	78.4	16.1	29.9	34.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	12.4	13.5	4.6	16.4	17.9	8.0	18.4	17.8	6.6	12.4	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	27.4	28.4	29.1	28.3	29.8	69.7	139.9	146.1	69.4	97.6	102.0
LnGrp LOS	C	C	C	C	C	C	E	F	F	E	F	F
Approach Vol, veh/h		1571			2010			821			655	
Approach Delay, s/veh		27.9			28.8			125.4			92.1	
Approach LOS		C			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.1	33.7	18.0	90.0	23.5	31.4	14.6	93.4				
Change Period (Y+Rc), s	6.4	6.4	6.0	6.0	6.4	6.4	6.0	6.0				
Max Green Setting (Gmax), s	17.6	25.6	18.0	84.0	17.6	25.6	18.0	84.0				
Max Q Clear Time (g_c+I1), s	14.6	29.3	11.7	31.6	17.0	24.7	8.4	41.3				
Green Ext Time (p_c), s	0.1	0.0	0.3	14.6	0.0	0.3	0.2	19.8				

Intersection Summary

HCM 6th Ctrl Delay	52.4
HCM 6th LOS	D

HCM 6th TWSC
 9: Dixie Hwy & NE 162nd Street

03/16/2022

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	14	5	70	7	5	29	33	895	33	9	762	16
Future Vol, veh/h	14	5	70	7	5	29	33	895	33	9	762	16
Conflicting Peds, #/hr	0	0	0	0	0	0	9	0	7	7	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	130	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	14	5	70	7	5	29	33	895	33	9	762	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1313	1798	398	1387	1790	471	787	0	0	935	0	0
Stage 1	797	797	-	985	985	-	-	-	-	-	-	-
Stage 2	516	1001	-	402	805	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	117	80	604	103	81	542	835	-	-	734	-	-
Stage 1	348	399	-	268	327	-	-	-	-	-	-	-
Stage 2	513	321	-	599	396	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	100	75	599	82	76	538	828	-	-	729	-	-
Mov Cap-2 Maneuver	100	75	-	82	76	-	-	-	-	-	-	-
Stage 1	331	391	-	256	312	-	-	-	-	-	-	-
Stage 2	459	306	-	516	388	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	24.2		27.6		0.3		0.1			
HCM LOS	C		D							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	828	-	-	275	200	729	-
HCM Lane V/C Ratio	0.04	-	-	0.324	0.205	0.012	-
HCM Control Delay (s)	9.5	-	-	24.2	27.6	10	-
HCM Lane LOS	A	-	-	C	D	B	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.7	0	-

HCM 6th TWSC
 13: NE 162nd Street & South Driveway

03/16/2022

Intersection						
Int Delay, s/veh	7.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	21	0	0	0	0	16
Future Vol, veh/h	21	0	0	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	0	0	0	0	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	-	0	43
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	42
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1622	-	-	-	968
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	980
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1622	-	-	-	955
Mov Cap-2 Maneuver	-	-	-	-	955
Stage 1	-	-	-	-	1009
Stage 2	-	-	-	-	980

Approach	EB	WB	SB
HCM Control Delay, s	7.2	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	1084
HCM Lane V/C Ratio	0.013	-	-	-	0.015
HCM Control Delay (s)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
 21: North Driveway & NE 163rd Street

03/16/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	1666	0	0	2195	0	22
Future Vol, veh/h	1666	0	0	2195	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1666	0	0	2195	0	22

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	-	-	-	833
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	0	0	-	268
Stage 1	-	0	0	-	-
Stage 2	-	0	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	268
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	268	-	-
HCM Lane V/C Ratio	0.082	-	-
HCM Control Delay (s)	19.6	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	1667	13	0	2195	0	12
Future Vol, veh/h	1667	13	0	2195	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1667	13	0	2195	0	12

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	840
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	0	-	0	265
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	265
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	265	-	-	-
HCM Lane V/C Ratio	0.045	-	-	-
HCM Control Delay (s)	19.2	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

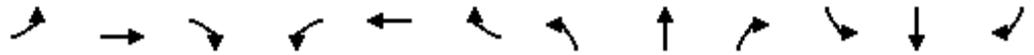
Scenario 3

AM

HCM 6th Signalized Intersection Summary

3: Biscayne Blvd & NE 163rd Street

03/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	350	1414	242	476	1046	485	411	1210	575	433	1428	394
Future Volume (veh/h)	350	1414	242	476	1046	485	411	1210	575	433	1428	394
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	350	1414	242	476	1046	485	411	1210	575	433	1428	394
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	402	1450	652	518	1621	714	458	1653	640	478	1690	596
Arrive On Green	0.12	0.28	0.28	0.15	0.32	0.32	0.13	0.26	0.26	0.14	0.26	0.26
Sat Flow, veh/h	3456	5106	1555	3456	5106	1558	3456	6434	1567	3456	6434	1567
Grp Volume(v), veh/h	350	1414	242	476	1046	485	411	1210	575	433	1428	394
Grp Sat Flow(s),veh/h/ln	1728	1702	1555	1728	1702	1558	1728	1609	1567	1728	1609	1567
Q Serve(g_s), s	16.6	45.7	17.9	22.6	29.3	41.0	19.5	28.7	42.8	20.6	35.0	34.8
Cycle Q Clear(g_c), s	16.6	45.7	17.9	22.6	29.3	41.0	19.5	28.7	42.8	20.6	35.0	34.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	402	1450	652	518	1621	714	458	1653	640	478	1690	596
V/C Ratio(X)	0.87	0.98	0.37	0.92	0.65	0.68	0.90	0.73	0.90	0.91	0.85	0.66
Avail Cap(c_a), veh/h	544	1450	652	544	1621	714	523	1653	640	523	1690	596
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.4	59.1	33.6	69.8	48.8	35.8	71.1	56.6	46.3	70.7	58.2	42.9
Incr Delay (d2), s/veh	11.2	18.0	0.4	20.4	0.9	2.6	16.8	2.9	17.9	18.5	5.4	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	22.1	7.0	11.5	12.7	16.2	9.8	12.1	25.5	10.4	15.0	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.6	77.0	33.9	90.3	49.7	38.4	87.9	59.5	64.2	89.3	63.6	48.6
LnGrp LOS	F	E	C	F	D	D	F	E	E	F	E	D
Approach Vol, veh/h		2006			2007			2196			2255	
Approach Delay, s/veh		73.0			56.6			66.1			65.9	
Approach LOS		E			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.8	50.0	31.8	55.0	28.9	51.0	26.2	60.6				
Change Period (Y+Rc), s	6.8	* 7.2	6.8	* 7.7	6.8	* 7.2	6.8	* 7.7				
Max Green Setting (Gmax), s	25.2	* 43	26.2	* 47	25.2	* 43	26.2	* 47				
Max Q Clear Time (g_c+I1), s	22.6	44.8	24.6	47.7	21.5	37.0	18.6	43.0				
Green Ext Time (p_c), s	0.5	0.0	0.3	0.0	0.6	4.6	0.8	3.1				

Intersection Summary

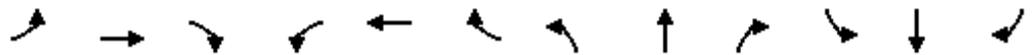
HCM 6th Ctrl Delay	65.4
HCM 6th LOS	E

Notes

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

HCM 6th Signalized Intersection Summary
 6: NE 163rd Street & W Dixie Hwy

03/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑↑		↖	↑↑	
Traffic Volume (veh/h)	122	1486	68	216	1473	113	136	276	157	173	245	110
Future Volume (veh/h)	122	1486	68	216	1473	113	136	276	157	173	245	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.96	1.00		0.97
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	122	1486	68	216	1473	113	136	276	157	173	245	110
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	237	2603	119	276	2637	202	247	318	174	230	390	168
Arrive On Green	0.05	0.53	0.53	0.07	0.55	0.55	0.08	0.15	0.15	0.10	0.17	0.17
Sat Flow, veh/h	1753	4923	225	1753	4758	365	1753	2146	1176	1753	2348	1016
Grp Volume(v), veh/h	122	1011	543	216	1037	549	136	223	210	173	180	175
Grp Sat Flow(s),veh/h/ln	1753	1675	1799	1753	1675	1773	1753	1749	1574	1753	1749	1615
Q Serve(g_s), s	5.1	32.4	32.4	8.9	31.8	31.8	10.3	19.8	20.8	13.1	15.2	16.1
Cycle Q Clear(g_c), s	5.1	32.4	32.4	8.9	31.8	31.8	10.3	19.8	20.8	13.1	15.2	16.1
Prop In Lane	1.00		0.13	1.00		0.21	1.00		0.75	1.00		0.63
Lane Grp Cap(c), veh/h	237	1771	951	276	1857	982	247	259	233	230	290	268
V/C Ratio(X)	0.51	0.57	0.57	0.78	0.56	0.56	0.55	0.86	0.90	0.75	0.62	0.65
Avail Cap(c_a), veh/h	356	1771	951	350	1857	982	304	282	254	256	290	268
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	25.3	25.3	24.0	22.9	22.9	52.2	66.0	66.5	52.0	61.6	62.0
Incr Delay (d2), s/veh	1.7	1.3	2.5	8.6	1.2	2.3	1.9	21.4	30.4	10.8	4.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	13.3	14.6	4.6	12.9	14.0	4.7	10.4	10.4	6.5	7.1	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	26.6	27.8	32.7	24.1	25.2	54.1	87.5	96.9	62.7	65.6	67.5
LnGrp LOS	C	C	C	C	C	C	D	F	F	E	E	E
Approach Vol, veh/h		1676			1802			569			528	
Approach Delay, s/veh		26.6			25.4			83.0			65.3	
Approach LOS		C			C			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.6	30.0	17.3	90.0	18.8	32.8	13.2	94.0				
Change Period (Y+Rc), s	6.4	6.4	6.0	6.0	6.4	6.4	6.0	6.0				
Max Green Setting (Gmax), s	17.6	25.6	18.0	84.0	17.6	25.6	18.0	84.0				
Max Q Clear Time (g_c+I1), s	15.1	22.8	10.9	34.4	12.3	18.1	7.1	33.8				
Green Ext Time (p_c), s	0.1	0.7	0.3	16.7	0.1	1.2	0.2	17.4				

Intersection Summary												
HCM 6th Ctrl Delay				37.6								
HCM 6th LOS				D								

HCM 6th TWSC
 9: Dixie Hwy & NE 162nd Street

03/16/2022

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	25	6	82	10	3	21	22	505	18	37	446	26
Future Vol, veh/h	25	6	82	10	3	21	22	505	18	37	446	26
Conflicting Peds, #/hr	6	0	1	1	0	6	10	0	14	14	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	130	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	25	6	82	10	3	21	22	505	18	37	446	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	847	1124	247	873	1128	282	482	0	0	537	0	0
Stage 1	543	543	-	572	572	-	-	-	-	-	-	-
Stage 2	304	581	-	301	556	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.6	6.6	7	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.55	4.05	3.35	2.25	-	-	2.25	-	-
Pot Cap-1 Maneuver	250	199	744	239	198	706	1056	-	-	1007	-	-
Stage 1	484	510	-	465	495	-	-	-	-	-	-	-
Stage 2	672	490	-	675	504	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	226	183	736	195	182	693	1046	-	-	994	-	-
Mov Cap-2 Maneuver	226	183	-	195	182	-	-	-	-	-	-	-
Stage 1	469	486	-	449	478	-	-	-	-	-	-	-
Stage 2	630	473	-	570	480	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.9		16.5		0.3		0.6	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1046	-	-	443	347	994	-
HCM Lane V/C Ratio	0.021	-	-	0.255	0.098	0.037	-
HCM Control Delay (s)	8.5	-	-	15.9	16.5	8.8	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.3	0.1	-

HCM 6th TWSC
 13: NE 162nd Street & South Driveway

03/16/2022

Intersection						
Int Delay, s/veh	7.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	32	0	0	0	0	18
Future Vol, veh/h	32	0	0	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	0	0	0	0	18

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	-	0	65
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	64
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1622	-	-	-	941
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	959
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1622	-	-	-	922
Mov Cap-2 Maneuver	-	-	-	-	922
Stage 1	-	-	-	-	1002
Stage 2	-	-	-	-	959

Approach	EB	WB	SB
HCM Control Delay, s	7.3	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	1084
HCM Lane V/C Ratio	0.02	-	-	-	0.017
HCM Control Delay (s)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

HCM 6th TWSC
 14: West Driveway & NE 163rd Street

03/16/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	1816	18	0	1851	0	17
Future Vol, veh/h	1816	18	0	1851	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1816	18	0	1851	0	17

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	917
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	-	0	-	236
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	236
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	21.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	236	-	-	-
HCM Lane V/C Ratio	0.072	-	-	-
HCM Control Delay (s)	21.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

HCM 6th TWSC
 21: East Driveway & NE 163rd Street

03/16/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	1815	0	0	1851	0	20
Future Vol, veh/h	1815	0	0	1851	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1815	0	0	1851	0	20

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	21.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	239	-	-
HCM Lane V/C Ratio	0.084	-	-
HCM Control Delay (s)	21.4	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-

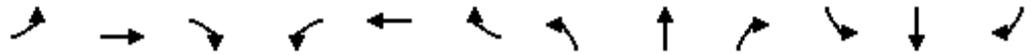
Scenario 3

PM

HCM 6th Signalized Intersection Summary

3: Biscayne Blvd & NE 163rd Street

03/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	387	1069	345	537	1215	698	476	1443	597	496	1401	525
Future Volume (veh/h)	387	1069	345	537	1215	698	476	1443	597	496	1401	525
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		0.99
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	387	1069	345	537	1215	698	476	1443	597	496	1401	525
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	439	1309	632	555	1480	693	517	1687	667	533	1717	622
Arrive On Green	0.13	0.25	0.25	0.16	0.29	0.29	0.15	0.26	0.26	0.15	0.26	0.26
Sat Flow, veh/h	3483	5147	1554	3483	5147	1559	3483	6485	1587	3483	6485	1587
Grp Volume(v), veh/h	387	1069	345	537	1215	698	476	1443	597	496	1401	525
Grp Sat Flow(s),veh/h/ln	1742	1716	1554	1742	1716	1559	1742	1621	1587	1742	1621	1587
Q Serve(g_s), s	18.0	32.2	28.0	25.2	36.2	47.3	22.2	34.8	42.8	23.1	33.3	43.6
Cycle Q Clear(g_c), s	18.0	32.2	28.0	25.2	36.2	47.3	22.2	34.8	42.8	23.1	33.3	43.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	439	1309	632	555	1480	693	517	1687	667	533	1717	622
V/C Ratio(X)	0.88	0.82	0.55	0.97	0.82	1.01	0.92	0.86	0.89	0.93	0.82	0.84
Avail Cap(c_a), veh/h	555	1480	684	555	1480	693	534	1687	667	534	1717	622
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.7	57.7	37.7	68.7	54.6	46.2	69.1	57.9	44.4	68.8	56.7	45.6
Incr Delay (d2), s/veh	12.9	3.3	0.8	30.1	3.8	36.1	21.2	5.8	16.9	23.3	4.4	13.2
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	8.8	14.4	10.9	13.6	16.3	35.0	11.5	15.0	25.7	12.1	14.2	21.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.6	61.0	38.5	98.8	58.5	82.3	90.3	63.7	61.3	92.1	61.1	58.8
LnGrp LOS	F	E	D	F	E	F	F	E	E	F	E	E
Approach Vol, veh/h		1801			2450			2516			2422	
Approach Delay, s/veh		61.6			74.1			68.2			67.0	
Approach LOS		E			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.0	50.0	33.0	49.5	31.2	50.8	27.5	55.0				
Change Period (Y+Rc), s	6.8	* 7.2	6.8	* 7.7	6.8	* 7.2	6.8	* 7.7				
Max Green Setting (Gmax), s	25.2	* 43	26.2	* 47	25.2	* 43	26.2	* 47				
Max Q Clear Time (g_c+I1), s	25.1	44.8	27.2	34.2	24.2	45.6	20.0	49.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	7.2	0.2	0.0	0.8	0.0				

Intersection Summary

HCM 6th Ctrl Delay	68.1
HCM 6th LOS	E

Notes

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

HCM 6th Signalized Intersection Summary
6: NE 163rd Street & W Dixie Hwy

03/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖↖		↖	↖↖		↖	↖↖	
Traffic Volume (veh/h)	148	1339	95	247	1669	115	204	452	174	165	395	96
Future Volume (veh/h)	148	1339	95	247	1669	115	204	452	174	165	395	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	1339	95	247	1669	115	204	452	174	165	395	96
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	2480	176	307	2616	180	246	424	162	204	432	104
Arrive On Green	0.05	0.51	0.51	0.08	0.54	0.54	0.11	0.17	0.17	0.09	0.15	0.15
Sat Flow, veh/h	1781	4863	345	1781	4875	335	1781	2499	953	1781	2827	679
Grp Volume(v), veh/h	148	937	497	247	1165	619	204	320	306	165	247	244
Grp Sat Flow(s),veh/h/ln	1781	1702	1804	1781	1702	1806	1781	1777	1674	1781	1777	1729
Q Serve(g_s), s	6.5	30.7	30.7	10.8	39.7	39.8	15.8	27.9	27.9	12.7	22.5	23.0
Cycle Q Clear(g_c), s	6.5	30.7	30.7	10.8	39.7	39.8	15.8	27.9	27.9	12.7	22.5	23.0
Prop In Lane	1.00		0.19	1.00		0.19	1.00		0.57	1.00		0.39
Lane Grp Cap(c), veh/h	217	1736	920	307	1827	969	246	301	284	204	272	264
V/C Ratio(X)	0.68	0.54	0.54	0.81	0.64	0.64	0.83	1.06	1.08	0.81	0.91	0.92
Avail Cap(c_a), veh/h	317	1736	920	359	1827	969	246	301	284	234	276	269
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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	27.3	27.3	24.5	26.9	26.9	52.8	68.4	68.4	54.0	68.6	68.8
Incr Delay (d2), s/veh	3.8	1.2	2.3	11.0	1.7	3.2	20.5	69.2	75.3	16.7	31.1	35.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	12.9	14.0	5.5	16.7	18.1	8.5	18.5	17.9	6.7	12.6	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	28.5	29.6	35.5	28.6	30.1	73.3	137.6	143.6	70.7	99.7	104.1
LnGrp LOS	C	C	C	D	C	C	E	F	F	E	F	F
Approach Vol, veh/h		1582			2031			830			656	
Approach Delay, s/veh		28.9			29.9			124.0			94.0	
Approach LOS		C			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.2	34.3	19.1	90.0	24.0	31.6	14.8	94.4				
Change Period (Y+Rc), s	6.4	6.4	6.0	6.0	6.4	6.4	6.0	6.0				
Max Green Setting (Gmax), s	17.6	25.6	18.0	84.0	17.6	25.6	18.0	84.0				
Max Q Clear Time (g_c+I1), s	14.7	29.9	12.8	32.7	17.8	25.0	8.5	41.8				
Green Ext Time (p_c), s	0.1	0.0	0.3	14.8	0.0	0.2	0.2	19.7				
Intersection Summary												
HCM 6th Ctrl Delay			53.2									
HCM 6th LOS			D									

HCM 6th TWSC
 9: Dixie Hwy & NE 162nd Street

03/16/2022

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	14	5	70	9	5	38	33	895	35	31	762	16
Future Vol, veh/h	14	5	70	9	5	38	33	895	35	31	762	16
Conflicting Peds, #/hr	0	0	0	0	0	0	9	0	7	7	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	130	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	14	5	70	9	5	38	33	895	35	31	762	16

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1357	1844	398	1432	1835	472	787	0	0	937	0	0
Stage 1	841	841	-	986	986	-	-	-	-	-	-	-
Stage 2	516	1003	-	446	849	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	109	75	604	96	76	541	835	-	-	733	-	-
Stage 1	328	381	-	268	326	-	-	-	-	-	-	-
Stage 2	513	320	-	564	378	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	89	68	599	75	69	537	828	-	-	728	-	-
Mov Cap-2 Maneuver	89	68	-	75	69	-	-	-	-	-	-	-
Stage 1	312	361	-	256	311	-	-	-	-	-	-	-
Stage 2	450	305	-	470	358	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	26.4		29.5		0.3			0.4		
HCM LOS	D		D							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	828	-	-	256	198	728	-
HCM Lane V/C Ratio	0.04	-	-	0.348	0.263	0.043	-
HCM Control Delay (s)	9.5	-	-	26.4	29.5	10.2	-
HCM Lane LOS	A	-	-	D	D	B	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	1	0.1	-

HCM 6th TWSC
 13: NE 162nd Street & South Driveway

03/16/2022

Intersection						
Int Delay, s/veh	7.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	45	0	0	0	0	27
Future Vol, veh/h	45	0	0	0	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	0	0	0	0	27

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1	0	-	0	91
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	90
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1622	-	-	-	909
Stage 1	-	-	-	-	1022
Stage 2	-	-	-	-	934
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1622	-	-	-	884
Mov Cap-2 Maneuver	-	-	-	-	884
Stage 1	-	-	-	-	993
Stage 2	-	-	-	-	934

Approach	EB	WB	SB
HCM Control Delay, s	7.3	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	1084
HCM Lane V/C Ratio	0.028	-	-	-	0.025
HCM Control Delay (s)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

HCM 6th TWSC
 21: North Driveway & NE 163rd Street

03/16/2022

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	1654	0	0	2216	0	32
Future Vol, veh/h	1654	0	0	2216	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1654	0	0	2216	0	32

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	827
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	0	-	0	270
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	270
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	270	-	-	-
HCM Lane V/C Ratio	0.119	-	-	-
HCM Control Delay (s)	20.1	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↑
Traffic Vol, veh/h	1678	24	0	2216	0	26
Future Vol, veh/h	1678	24	0	2216	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1678	24	0	2216	0	26

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	851
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	-	0	-	0	260
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	260
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	260	-	-	-
HCM Lane V/C Ratio	0.1	-	-	-
HCM Control Delay (s)	20.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-