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The Post Hurricane
Short Range Transportation Study
West Dade Area Task

Technical Memorandum A
Existing Transportation Conditions

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West Dade Area Task

Technical Memorandum A .
Existing Transportation Conditions

Prepared For

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1.0   INTRODUCTION

This technical memorandum summarizes the post-hurricane data collection efforts involved in establishing the existing transportation conditions for the West Dade Task Area.   This study area is located in Dade County, Florida and is bounded by Milam Dairy Road (NW/SW 72nd Avenue) on the east, the Homestead Extension of the Florida Turnpike (H.E.F.T.) on the west, SW 8th Street (Tamiami Trail) on the south, and NW 74th Street on the north.   Figure 1 shows the location of this area within the Greater Miami Urbanized Area.

Many roadways in this study area of approximately 27 square miles are currently operating at unacceptable levels of congestion and do not meet Dade County's Concurrency Standards. Traffic conditions have deteriorated rapidly since Hurricane Andrew struck Southern Dade County in August of 1992. The rapid growth of relocated businesses and residences from South Dade to West Dade has exceeded the expansion of transportation capacity in this area. In addition, over the past few years, several large projects have received vested rights determination and are exempt from meeting the Concurrency Standards. Based on the vested rights status of these and other projects, additional trips will be added to the already deficient roadways. To make matters worse, the Dade County Comprehensive Development Master Plan (CDMP) will be implemented with a new stricter level of service beginning in 1995 causing the West Dade roadways to have unacceptable levels of congestion.

The Dade County Comprehensive Development Master Plan (CDMP) has further declared that, beginning in 1995, the minimum operating level of service standard needs to be maintained at a LOS D rather than LOS E. The only exceptions are those roadways with frequent transit service.

This memorandum addresses the existing levels of service on the major freeway, arterial, and collector roadways within the study area, as well as establishes the LOS D and LOS E maximum PM peak hour traffic volumes for each one of these roadways. Programmed roadway capacity improvements and transit headway improvements for West Dade are also discussed in this memorandum. The data that is compiled within this report provides a detailed description of where the traffic congestion problems are most severe in the study area. Solutions for these problems will be addressed in subsequent technical memorandums as this post-hurricane short range transportation study progresses.

WEST DADE
TASK STUDY AREA
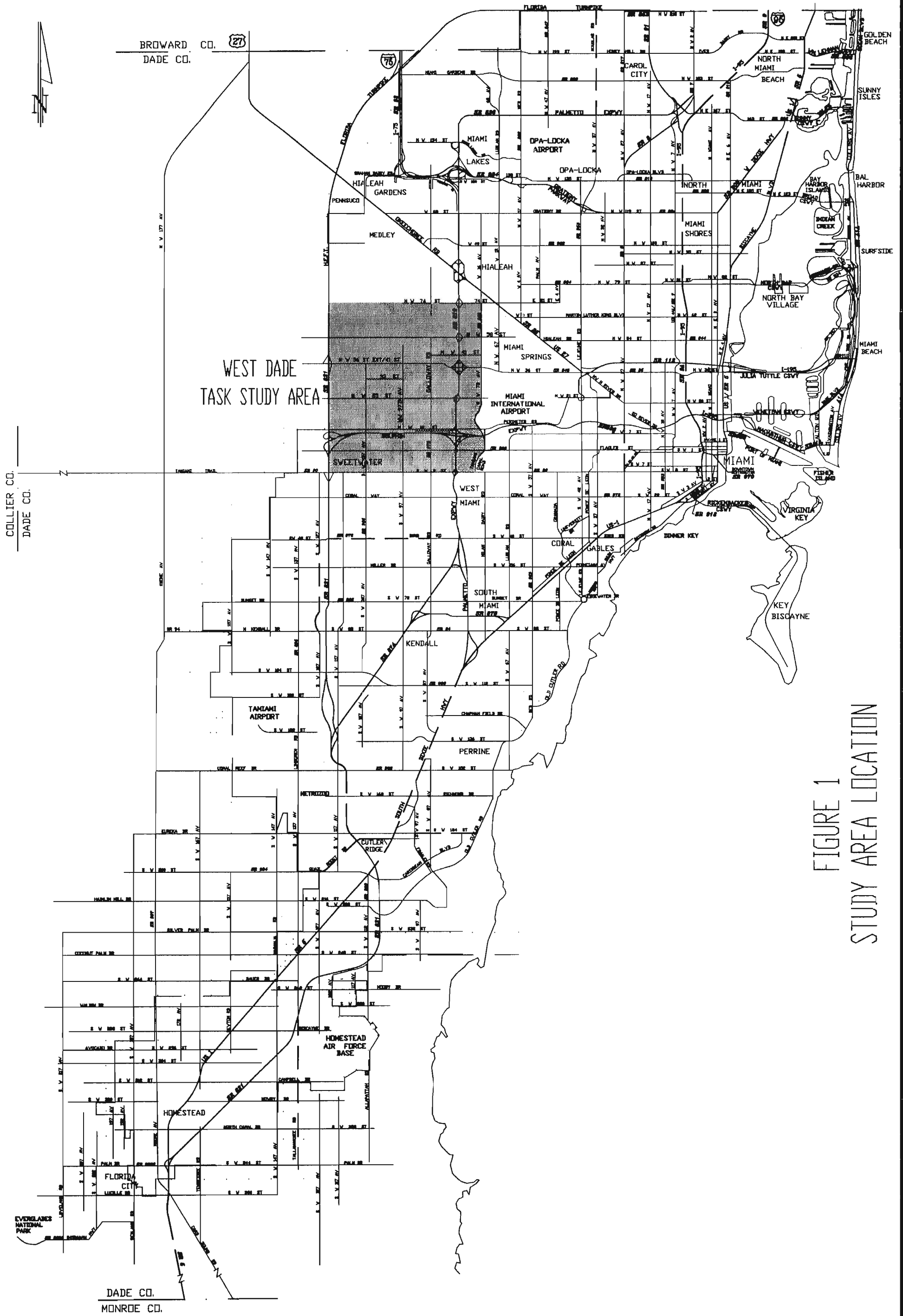
FIGURE 1
STUDY AREA LOCATION

2.0 ROADWAY AND SIGNAL DATA

The collection of roadway and signal data in this task was initiated for the main purpose of calculating roadway levels of services using the Florida Department of Transportation Arterial and Freeway LOS Estimate. These estimates are based on the 1985 Highway Capacity Manual and are performed by using Art_Plan Version 1.2 and Free_Tab Version 1.0 spreadsheet software programs. These two worksheets require various roadway and traffic signal characteristics as input parameters -- all of which will be described shortly.

Figure 2 shows the West Dade study area as defined in the Introduction. The roadway segments which are analyzed using either Art_Plan or Free_Tab are indicated on this figure. Each roadway segment is identified by a unique permanent traffic count station number which is located along that segment, usually near one of the endpoints.

Figure 2 also contains a few arterial segments which were not selected for analysis. Most of these roadways were excluded because they did not have signalized intersections which are necessary to use Art_Plan. Some of the roadway segments also lack properly functioning traffic counters. These counters provide the Average Annual Daily Traffic, peak hour factor (PHF), directional distribution (D), and percent of daily traffic comprised of peak hour travel (K). Even with these missing segments, enough of the West Dade study area is covered in order to allow for a systematic evaluation of the levels of service.

To better evaluate the existing roadway conditions, the study area is divided into six different sectors as indicated on Figure 2. These sectors represent portions of existing Traffic Analysis Districts (TADs) in the West Dade area. The corresponding TADs are given below:

Sector	TAD
1	16
2	17
3	30
4	43
5	31
6	44,51

A Traffic Analysis District is comprised of a group of Traffic Analysis Zones (TAZs) and is primarily segregated by land use or population characteristics. The division of the study area into the six sectors will be more relevant in a forthcoming memorandum which will spell out where anticipated short-term growth opportunities will occur.

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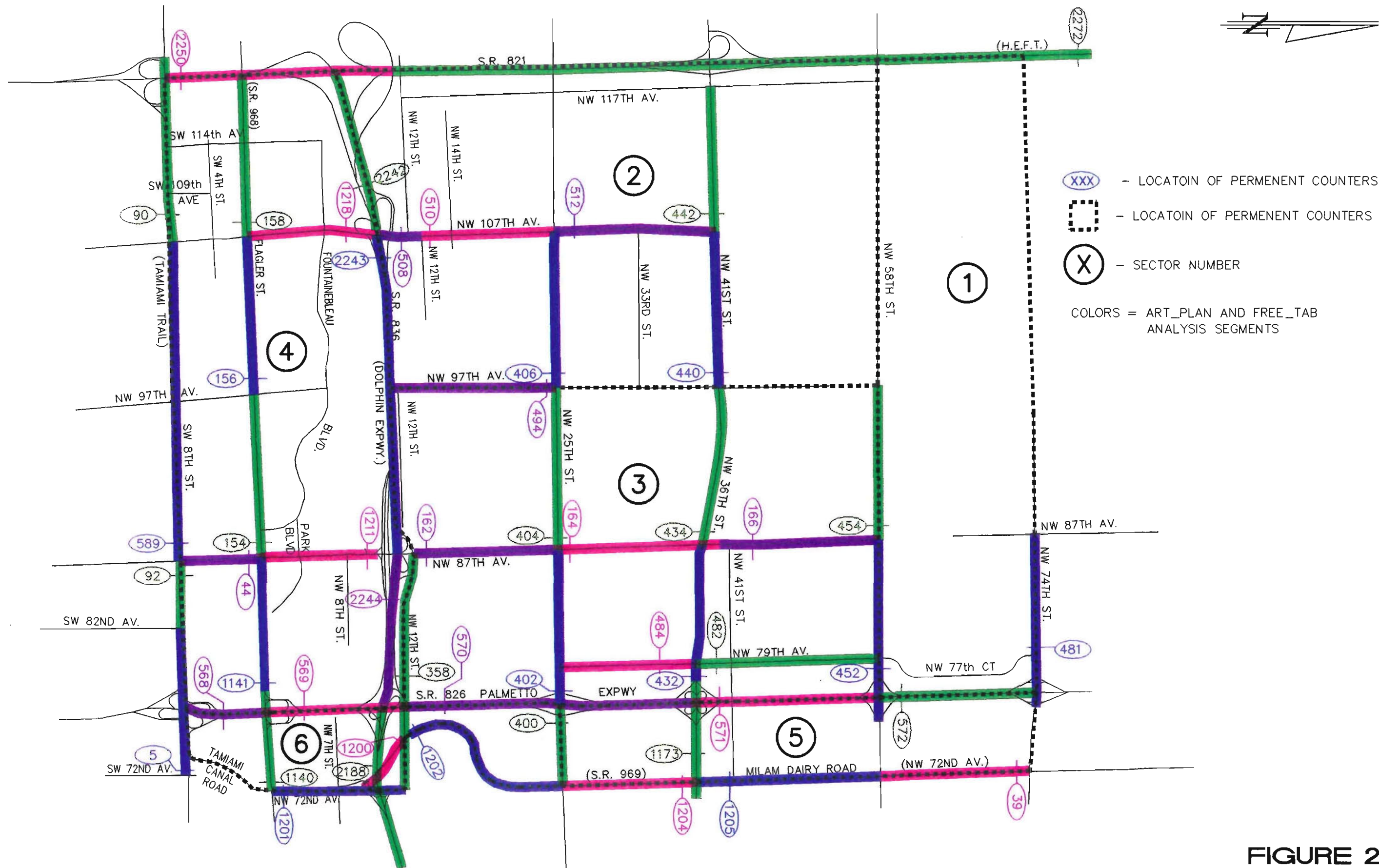
FIGURE 2

LOCATION OF COUNT STATIONS

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Ft. LAUDERDALE, FLORIDA

Table 1 shows, in greater detail, a description of each arterial segment by count station number. Table 1 also provides peak hour factors, K and D factors, peak directions, existing segment speed limits, and the average number of through lanes in both directions for all count stations. This table is further divided into state and county maintained count stations. Of course, the freeway segments are also maintained by the state.

The twenty-four (24) county arterial and sixteen (16) state arterial segments are comprised of signalized intersections. These are shown in Tables 2 and 3, respectively. Each intersection has a corresponding signal ID by which Dade County Public Works Department can download appropriate cycle length and signal timing information for utilization in the Art_Plan runs. In Tables 2 and 3, the primary street (as determined by traffic volumes) is shown in the third column, while the less major cross-street is shown in the last column.

Prior to performing the arterial level of service analyses, it was helpful to place as much of the needed input information as possible in a spreadsheet format to facilitate Art_Plan data entry. These spreadsheets are included as Tables 4 through 16 in this memorandum. A description will be given for all fields that have not been explained previously.

The station number for each cross street (i.e. signalized intersection) is listed in the first column. Two station numbers are provided for cross-streets which form the endpoints for two roadway segments. Similarly, the sequence number is displayed in the second column. The order of these numbers increase for signalized intersections in the peak direction of travel during the PM peak period (as defined in Table 1) for each Art Plan segment.

The three columns under the "Signal Data" heading were obtained from signal timing sheets provided by Dade County Public Works. The cycle lengths and effective green time (g/C) ratios are average measurements for representative PM peak periods taken during select weekdays in the Autumn of 1994. It is important to understand that these values are not the optimum signal timing plans which are predefined for the intersections. (There exist a few exceptions which will be discussed later.) The signal data values shown in the spreadsheet will vary slightly on a daily basis because of the semi-actuated signal type in use, whereas the timing plans remain constant.

Although most of the signals in the study area are part of the larger Dade County coordinated signal system, Tables 4 through 16 indicate that a few of the intersections are isolated and operate as fully actuated rather than semi-actuated signals. The spreadsheets also include a few stop-controlled intersections because these intersections form endpoints for some Art_Plan links. The cycle lengths and g/C ratios for these intersections are assumed to be similar to the other (signalized) link endpoints, but all of the approach traffic at a stop-controlled intersection is assumed to be through traffic.

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TABLE 1 COUNT STATION DATA

COUNTY

STATION NUMBER	SECTOR NUMBER	ARTERIAL	SEGMENT	PHF 1994	PHF 1993	K	D	PEAK DIR.	SPEED LIMIT	THRU LANES
154	4	Flagler Street	West 87th Avenue to West 97th Avenue	0.9626		0.110	0.680	WB	40	6
156	4	Flagler Street	West 97th Avenue to West 107th Avenue		0.9549	0.080	0.580	WB	40	6
158	4	Flagler Street	West 107th Avenue to West 114th Avenue	0.9540		0.100	0.630	WB	40	6
162	3	NW 87th Avenue	NW 25th Street to NW 12th Street	0.9709		0.140	0.800	SB	45	6
164	3	NW 87th Avenue	NW 41st Street to NW 25th Street		0.9500	0.090	0.650	SB	45	6
166	3	NW 87th Avenue	NW 58th Street to NW 41st Street	0.9308		0.150	0.700	SB	40	4
358	3	NW 12th Street	NW 72nd Avenue to NW 87th Avenue	0.8984		0.090	0.520	EB	40	6
400	5	NW 25th Street	SR 826 (Palmetto) West to Milam Dairy Road	0.9202		0.070	0.510	EB	40	6
402	3	NW 25th Street	NW 87th Avenue to SR 826 (Palmetto) West		0.9588	0.100	0.670	EB	40	5
404	3	NW 25th Street	NW 97th Avenue to NW 87th Avenue	0.9500		0.090	0.520	EB	40	4
406	2	NW 25th Street	NW 97th Avenue to NW 107th Avenue		0.8897	0.140	0.640	WB	40	4
432	3	NW 36th Street	NW 87th Avenue to NW 79th Avenue	0.8335		0.090	0.560	EB	40	4
434	3	NW 36th Street	NW 97th Avenue to NW 87th Avenue	0.9380		0.150	0.800	EB	45	6
440	2	NW 41st Street	NW 97th Avenue to NW 107th Avenue	0.9188		0.170	0.970	WB	40	6
442	2	NW 41st Street	NW 107th Avenue to NW 117th Avenue	0.9268		0.260	0.950	WB	40	6
452	1	NW 58th Street	NW 87th Avenue to SR 826 (Palmetto) East		0.9132	0.080	0.600	EB	40	4
454	1	NW 58th Street	NW 87th Avenue to NW 97th Avenue	0.7698		0.150	0.990	WB	40	4
481	1	NW 74th Street	NW 87th Avenue to SR 826 (Palmetto) East	0.9472		0.100	0.500	EB	45	2
482	3	NW 79th Avenue	NW 58th Street to NW 36th Street		0.9571	0.090	0.550	SB	35	2
484	3	NW 79th Avenue	NW 25th Street to NW 36th Street		0.8789	0.110	0.630	NB	35	2
494	2	NW 97th Avenue	NW 12th Street to NW 25th Street		0.9286	0.090	0.560	NB	35	2
508	2	NW 107th Avenue	NW 12th Street to SR 836 (Dolphin) South	0.9665		0.120	0.630	SB	40	4
510	2	NW 107th Avenue	NW 25th Street to NW 12th Street	0.8444		0.120	0.740	SB	40	4
512	2	NW 107th Avenue	NW 41st Street to NW 25th Street	0.9500		0.090	0.550	SB	40	6

STATE

STATION NUMBER	SECTOR NUMBER	ARTERIAL	SEGMENT	PHF 1994	PHF 1993	K	D	PEAK DIR.	SPEED LIMIT	THRU LANES
5	6	SW 8th Street	West of SW 72nd Avenue to SW 82nd Avenue		0.9648	0.076	0.594	WB	35	4
39	5	Milam Dairy Road	NW 58th Street to NW 74th Street		0.8943	0.083	0.675	NB	45	4
44	4	SW 87th Avenue	Flagler Street to SW 8th Street		0.9665	0.129	0.533	SB	40	4
90	4	SW 8th Street	SW 107th Avenue to SR 821 (H.E.F.T.) West		0.9273	0.077	0.637	WB	45	8
92	4	SW 8th Street	SW 82nd Avenue to SW 87th Avenue		0.9737	0.072	0.619	WB	45	6
589	4	SW 8th Street	SW 87th Avenue to SW 107th Avenue		0.9529	0.144	0.630	WB	45	8
1140	6	Flagler Street	West 72nd Avenue to SR 826 (Palmetto) West		0.9517	0.077	0.568	WB	30	4
1141	4	Flagler Street	SR 826 (Palmetto) West to West 87th Avenue		0.9801	0.070	0.542	WB	40	6
1173	5	NW 36th Street	Milam Dairy Road to NW 79th Avenue		0.9100	0.069	0.607	WB	30	6
1200	6	Milam Dairy Road	NW 12th Street West to NW 7th Street South		0.8922	0.102	0.769	SB	40	6
1201	6	NW 72nd Avenue	NW 12th Street East to Flagler Street		0.8651	0.085	0.643	SB	35	4
1202	5	Milam Dairy Road	NW 25th Street to NW 12th Street West		0.8928	0.099	0.729	SB	45	6
1204	5	Milam Dairy Road	NW 25th Street to NW 36th Street		0.9141	0.085	0.560	NB	40	4
1205	5	Milam Dairy Road	NW 58th Street to NW 36th Street		0.9332	0.091	0.601	SB	45	4
1211	4	NW 87th Avenue	SR 836 (Dolphin) South to Flagler Street		0.9701	0.090	0.699	SB	40	6
1218	4	West 107th Avenue	SR 836 (Dolphin) South to SW 8th Street		0.9250	0.093	0.574	SB	40	4

EXPRESSWAY

STATION NUMBER	SECTOR NUMBER	ARTERIAL	SEGMENT	PHF 1994	PHF 1993	K	D	PEAK DIR.	SPEED LIMIT	THRU LANES
568	6	SR 826 (Palmetto)	West Flagler Street to SW 8th Street		0.9125	0.074	0.612	SB	55	8
569	6	SR 826 (Palmetto)	SR 836 (Dolphin) to West Flagler Street		0.9767	0.084	0.580	SB	55	10
570	5	SR 826 (Palmetto)	NW 36th Street to SR 836 (Dolphin)		0.9755	0.114	0.607	SB	55	8
571	5	SR 826 (Palmetto)	NW 36th Street to NW 58th Street		0.9614	0.124	0.504	NB	55	8
572	1	SR 826 (Palmetto)	NW 58th Street to NW 74th Street		0.9355	0.102	0.524	NB	55	8
2188	6	SR 836 (Dolphin)	NW 72nd Avenue to SR 826 (Palmetto)		0.9735	0.070	0.596	WB	55	6
2242	2	SR 836 (Dolphin)	NW 107th Avenue to SR 821 (H.E.F.T.)		0.9177	0.084	0.769	WB	55	4
2243	2	SR 836 (Dolphin)	NW 87th Avenue to NW 107th Avenue		0.9547	0.074	0.688	WB	55	6
2244	3	SR 836 (Dolphin)	SR 826 (Palmetto) to NW 87th Avenue		0.9352	0.075	0.664	WB	55	6
2250	4	SR 821 (H.E.F.T.)	SR 836 (Dolphin) to SW 8th Street		0.9892	0.078	0.622	SB	55	6
2272	2	SR 821 (H.E.F.T.)	SR 836 (Dolphin) to Northern Study Limits		0.9259	0.127	0.697	NB	55	4

TABLE 2 COUNTY INTERSECTIONS

NUMBER	SIGNAL ID	INTERSECTION	LOCATION
1	3954	NW 36th Street	@ NW 79th Avenue
2	4121	Flagler Street	@ West 92nd Avenue
3	4176	NW 58th Street	@ NW 79th Avenue
4	4332	NW 41st Street	@ NW 87th Avenue (Galloway Road)
5	4333	NW 87th Avenue (Galloway Road)	@ NW 25th Street
6	4337	Flagler Street	@ Fountainebleau Boulevard
7	4338	NW 87th Avenue (Galloway Road)	@ NW 12th Street
8	4423	Flagler Street	@ West 112th Avenue
9	4477	NW 87th Avenue (Galloway Road)	@ NW 36th Street
10	4501	NW 58th Street	@ S.R. 826 East
11	4502	NW 58th Street	@ S.R. 826 West
12	4520	Flagler Street	@ West 97th Avenue
13	4533	NW 74th Street	@ S.R. 826 East
14	4534	NW 74th Street	@ S.R. 826 West
15	4569	NW 36th Street	@ NW 82nd Avenue
16	4571	NW 36th Street	@ NW 84th Avenue
17	4575	NW 79th Avenue	@ NW 41st Street
18	4592	NW 107th Avenue	@ NW 12th Street
19	4596	NW 58th Street	@ NW 87th Avenue (Galloway Road)
20	4599	NW 107th Avenue	@ NW 14th Street
21	4659	NW 12th Street	@ NW 78th Avenue
22	4660	NW 12th Street	@ NW 82nd Avenue
23	4667	NW 87th Avenue (Galloway Road)	@ NW 53rd Street
24	4668	NW 58th Street	@ NW 97th Avenue
25	4697	NW 107th Avenue	@ NW 25th Street
26	4732	NW 87th Avenue (Galloway Road)	@ NW 13th Terrace
27	4734	NW 79th Avenue	@ NW 53rd Street
28	4792	Flagler Street	@ West 102nd Avenue
29	4856	NW 79th Avenue	@ NW 48th Street
30	4864	NW 87th Avenue (Galloway Road)	@ NW 33rd Street
31	4885	NW 41st Street	@ NW 97th Avenue
32	4887	NW 41st Street	@ NW 107th Avenue
33	4918	NW 25th Street	@ S.R. 826 East
34	4919	NW 25th Street	@ S.R. 826 West
35	4985	Flagler Street	@ West 114th Avenue
36	4991	NW 25th Street	@ NW 91st Avenue
37	5048	NW 58th Street	@ NW 84th Avenue
38	5111	NW 25th Street	@ NW 79th Avenue
39	5112	NW 25th Street	@ NW 97th Avenue
40	5113	NW 82nd Avenue	@ NW 25th Street
41	5115	NW 12th Street	@ NW 86th Avenue
42	5144	NW 87th Avenue (Galloway Road)	@ NW 17th Street
43	5154	NW 41st Street	@ SR 821 East
44	5155	NW 41st Street	@ SR 821 West
45	5188	NW 25th Street	@ NW 89th Place
46	5200	NW 25th Street	@ NW 75th Avenue
47	5252	Flagler Street	@ West 109th Avenue
48	5381	NW 41st Street	@ NW 102nd Avenue
49	5382	NW 41st Street	@ NW 94th Avenue
50	5436	NW 107th Avenue	@ NW 33rd Street

TABLE 3 STATE INTERSECTIONS

NUMBER	SIGNAL ID	INTERSECTION LOCATION	
1	2634	SW 8th Street	@ SW 74th Avenue
2	2897	Milam Dairy Road (NW 72nd Avenue)	@ NW 25th Street
3	3085	NW 12th Street East	@ NW 72nd Avenue
4	3163	NW 36th Street	@ Milam Dairy Road (NW 72nd Avenue)
5	3362	SW 8th Street	@ SW 87th Avenue (Galloway Road)
6	3483	NW 72nd Avenue	@ S.R. 836 North
7	3547	Flagler Street	@ West 79th Avenue
8	3618	Flagler Street	@ West 72nd Avenue
9	3620	Flagler Street	@ SR 826 East
10	3621	S.R. 826 West	@ Flagler Street
11	3709	SW 8th Street	@ SW 107th Avenue
12	3743	SW 8th Street	@ SW 97th Avenue
13	3747	Flagler Street	@ West 87th Avenue (Galloway Road)
14	3879	SW 8th Street	@ SW 112th Street
15	3894	West 107th Avenue	@ Flagler Street
16	3975	Milam Dairy Road (NW 72nd Avenue)	@ NW 74th Street Connector
17	4187	NW 87th Avenue (Galloway Road)	@ Park Boulevard
18	4238	SW 8th Street	@ SR 821 East
19	4239	SW 8th Street	@ SR 821 West
20	4315	Milam Dairy Road (NW 72nd Avenue)	@ NW 58th Street
21	4350	Milam Dairy Road (NW 72nd Avenue)	@ NW 22nd Street
22	4421	Flagler Street	@ West 74th Avenue
23	4489	Milam Dairy Road	@ NW 12th Street West
24	4510	SW 8th Street	@ SW 102nd Avenue
25	4528	Milam Dairy Road (NW 72nd Avenue)	@ NW 74th Street
26	4554	NW 107th Avenue	@Fountainebleau Boulevard (NW 7th Street)
27	4560	SW 107th Avenue	@ SW 4th Street
28	4562	NW 87th Avenue (Galloway Road)	@ SR 836 South
29	4563	SW 8th Street	@ SW 94th Avenue
30	4565	SW 8th Street	@ SW 82nd Avenue
31	4577	Milam Dairy Road (NW 72nd Avenue)	@ NW 7th Street North
32	4608	NW 107th Avenue	@ S.R. 836 South
33	4708	Milam Dairy Road (NW 72nd Avenue)	@ NW 19th Street
34	4818	NW 87th Avenue (Galloway Road)	@ NW 8th Street
35	4850	NW 87th Avenue (Galloway Road)	@ NW 7th Street
36	4859	Flagler Street	@ West 82nd Avenue
37	4860	Flagler Street	@ West 84th Avenue
38	4974	SW 8th Street	@ SW 117th Avenue
39	4992	Milam Dairy Road (NW 72nd Avenue)	@ Corporate Way
40	5164	SW 8th Street	@ SW 92nd Avenue
41	5175	NW 72nd Avenue	@ S.R. 836 South
42	5183	Milam Dairy Road (NW 72nd Avenue)	@ NW 7th Street South

TABLE 4 MILAM DAIRY ROAD (NW 72ND AVENUE): NW 74TH STREET TO NW 7TH STREET SOUTH

Station Number	Seq.	Cross Street	Dir	SIGNAL DATA				ROADWAY VARIABLES			TRAFFIC VARIABLES								
				Cycle Length (sec.)	g/C Ratio	Signal Type		Signal Spacing (ft.)	No. of Through Lanes	Free Flow Speed (mph)	PM Peak Hour Traffic Volume 1994			Turns From Ex. Lanes	% Turns From Ex. Lanes	Raw Daily Count	Bi-Weekly Factor	Day of Week Factor	Adjusted AWDT Count	Pk. Hr. Factor (PHF)
											LT	TH	RT							
39	3	NW 74th Street	NB	141	0.55	Sys.	S. Act.	300	2	45	4	244	556	4	0.50	25,746	0.97	1.006	26,384	0.89
39	2	NW 74th Street Ext.	NB	141	0.38	Sys.	S. Act.	5,003	1	45	80	1,575	617	697	30.68	25,746	0.97	1.006	26,384	0.89
39/1205	1/1	NW 58th Street	NB	120	0.35	Sys.	S. Act.	6,100	2	45	384	941	5	384	28.87	36,978	0.97	0.974	39,139	0.93
1205/1204	2/2	NW 36th Street	NB	162	0.25	Sys.	S. Act.	4,500	2	40	292	636	503	795	55.56	36,926	0.97	0.974	39,084	0.91
1204/1202	1/1	NW 25th Street	NB	119	0.39	Sys.	S. Act.	1,100	3	45	325	1,012	118	325	22.34	35,418	0.97	1.014	36,009	0.89
1202	2	NW 22nd Street	NB	120	0.82	Sys.	S. Act.	600	3	45	52	952	13	52	5.11	35,418	0.97	1.014	36,009	0.89
1202	3	NW 19th Street	NB	120	0.76	Sys.	S. Act.	2,300	3	45	8	898	0	8	0.88	35,418	0.97	1.014	36,009	0.89
1202	4	Corporate Way	NB	120	0.73	Sys.	S. Act.	2,500	3	45	63	844	0	63	6.95	35,418	0.97	1.014	36,009	0.89
1202/1200	5/1	NW 12th Street West	NB	134	0.55	Sys.	S. Act.	2,800	3	40	155	349	16	155	29.81	25,060	0.97	0.974	26,525	0.89
1200	2	NW 7th Street South	NB	136	0.39	Sys.	S. Act.	n/a	3	40	0	742	775	0	0.00	25,060	0.97	0.974	26,525	0.89
39	3	NW 74th Street	SB	141	0.55	Sys.	S. Act.	n/a	2	45	342	191	119	342	52.45	25,746	0.97	1.006	26,384	0.89
39	2	NW 74th Street Ext.	SB	141	0.38	Sys.	S. Act.	300	2	45	63	488	88	42	6.57	25,746	0.97	1.006	26,384	0.89
39/1205	1/1	NW 58th Street	SB	120	0.35	Sys.	S. Act.	5,003	2	45	4	642	114	118	15.53	25,746	0.97	1.006	26,384	0.89
1205/1204	2/2	NW 36th Street	SB	162	0.25	Sys.	S. Act.	6,100	2	45	628	762	489	1,117	59.45	36,978	0.97	0.974	39,139	0.93
1204/1202	1/1	NW 25th Street	SB	119	0.39	Sys.	S. Act.	4,500	3	40	227	743	683	227	13.73	36,926	0.97	0.974	39,084	0.91
1202	2	NW 22nd Street	SB	120	0.82	Sys.	S. Act.	1,100	3	45	16	1,826	28	16	0.86	35,418	0.97	1.014	36,009	0.89
1202	3	NW 19th Street	SB	120	0.76	Sys.	S. Act.	600	3	45	0	1,840	64	0	0.00	35,418	0.97	1.014	36,009	0.89
1202	4	Corporate Way	SB	120	0.48	Sys.	S. Act.	2,300	3	45	0	1,940	3	0	0.00	35,418	0.97	1.014	36,009	0.89
1202/1200	5/1	NW 12th Street West	SB	134	0.55	Sys.	S. Act.	2,500	2	45	1,353	795	13	915	42.34	35,418	0.97	1.014	36,009	0.89
1200	2	NW 7th Street North	SB	134	0.55	Sys.	S. Act.	2,594	4	40	0	776	31	0	0.00	25,060	0.97	0.974	26,525	0.89
1200	3	NW 7th Street South	SB	136	0.74	Sys.	S. Act.	206	3	40	639	608	0	639	51.24	25,060	0.97	0.974	26,525	0.89

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TABLE 5 NW/SW 72ND AVENUE: NW 12TH STREET EAST TO FLAGLER STREET

Station Number	Seq.	Cross Street	Dir	SIGNAL DATA				ROADWAY VARIABLES			TRAFFIC VARIABLES									
				Cycle Length (sec.)	g/C Ratio	Signal Type		Signal Spacing (ft.)	No. of Through Lanes	Free Flow Speed (mph)	PM Peak Hour Traffic Volume 1994			Turns From Ex. Lanes	% Turns From Ex. Lanes	Raw Daily Count	Bi-Weekly Factor	Day of Week Factor	Adjusted AWDT Count	Pk. Hr. Factor (PHF)
											LT	TH	RT							
1201	1	NW 12th Street East	NB	135	0.17	Sys.	S. Act.	375	1	35	300	27	108	333	76.55	12,930	0.97	1.014	13,146	0.87
1201	2	SR 836 North	NB	133	0.17	Sys.	S. Act.	875	3	35	0	457	841	841	64.79	12,930	0.97	1.014	13,146	0.87
1201	3	SR 836 South	NB	133	0.58	Sys.	S. Act.	900	2	35	0	1,299	396	396	23.36	12,930	0.97	1.014	13,146	0.87
1201	4	NW 7th Street South	NB	136	0.39	Sys.	S. Act.	2,362	3	35	0	742	775	0	0.00	12,930	0.97	1.014	13,146	0.87
1201	5	Flagler Street	NB	135	0.04	Sys.	S. Act.	n/a	2	35	371	186	186	371	49.93	12,930	0.97	1.014	13,146	0.87
1201	1	NW 12th Street East	SB	135	0.05	Sys.	S. Act.	n/a	1	35	6	67	32	6	5.71	12,930	0.97	1.014	13,146	0.87
1201	2	SR 836 North	SB	133	0.85	Sys.	S. Act.	375	2	35	1,190	571	0	1,190	67.58	12,930	0.97	1.014	13,146	0.87
1201	3	SR 836 South	SB	133	0.58	Sys.	S. Act.	875	0	35	223	0	348	571	100.00	12,930	0.97	1.014	13,146	0.87
1201	4	NW 7th Street North	SB	135	0.50	Sys.	S. Act.	900	4	35	0	776	31	0	0.00	12,930	0.97	1.014	13,146	0.87
1201	5	NW 7th Street South	SB	136	0.74	Sys.	S. Act.	206	3	35	639	608	0	639	51.24	12,930	0.97	1.014	13,146	0.87
1201	6	Flagler Street	SB	135	0.15	Sys.	S. Act.	2,362	2	35	152	152	304	456	75.00	12,930	0.97	1.014	13,146	0.87

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TABLE 6 NW 79TH AVENUE: NW 58TH STREET TO NW 25TH STREET

Station Number	Seq.	Cross Street	Dir	Cycle Length (sec.)	g/C Ratio	Signal Type		Signal Spacing (ft.)	No. of Through Lanes	Free Flow Speed (mph)	PM Peak Hour Traffic Volume 1994			Turns From Ex. Lanes	% Turns From Ex. Lanes	Raw Daily Count	Bi-Weekly Factor	Day of Week Factor	Adjusted AWDT Count	Pk. Hr. Factor (PHF)
											LT	TH	RT							
482	1	NW 58th Street	NB	174	0.14	Sys.	S. Act.	1,100	1	35	111	50	989	989	86.00	20,481	1.00	1.014	20,198	0.95
482	2	NW 53rd Street	NB	71	0.52	Sys.	S. Act.	2,350	1	35	110	382	30	110	21.07	20,481	1.00	1.014	20,198	0.95
482	3	NW 48th Street	NB	91	0.58	Sys.	S. Act.	1,824	1	35	0	571	34	0	0.00	20,481	1.00	1.014	20,198	0.95
482	4	NW 41st Street	NB	77	0.73	Sys.	S. Act.	889	1	35	50	492	17	50	8.94	20,481	1.00	1.014	20,198	0.95
482/484	5/2	NW 36th Street	NB	170	0.12	Sys.	S. Act.	4,300	1	35	60	119	281	341	74.13	11,959	1.00	1.014	11,794	0.95
484	1	NW 25th Street	NB	n/a	n/a	Sys.	S. Act.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	11,959	1.00	1.014	11,794	0.95
482	1	NW 58th Street	SB	174	0.18	Sys.	S. Act.	n/a	1	35	499	84	38	371	59.74	20,481	1.00	1.014	20,198	0.95
482	2	NW 53rd Street	SB	71	0.52	Sys.	S. Act.	1,100	1	35	22	382	62	84	18.03	20,481	1.00	1.014	20,198	0.95
482	3	NW 48th Street	SB	91	0.58	Sys.	S. Act.	2,350	1	35	11	827	0	11	1.31	20,481	1.00	1.014	20,198	0.95
482	4	NW 41st Street	SB	77	0.71	Sys.	S. Act.	1,824	2	35	7	1,177	180	7	0.51	20,481	1.00	1.014	20,198	0.95
482/484	5/2	NW 36th Street	SB	170	0.26	Sys.	S. Act.	889	1	35	798	129	58	798	81.02	20,481	1.00	1.014	20,198	0.95
484	1	NW 25th Street	SB	141	0.21	Sys.	S. Act.	4,300	0	35	510	0	196	706	100.00	11,959	1.00	1.014	11,794	0.95

TABLE 7 GALLOWAY ROAD (NW/SW 87TH AVENUE): NW 58TH STREET TO SW 8TH STREET

Station Number	Seq.	Cross Street	Dir	Cycle Length (sec.)	g/C Ratio	Signal Type		Signal Spacing (ft.)	No. of Through Lanes	Free Flow Speed (mph)	PM Peak Hour Traffic Volume 1994			Turns From Ex. Lanes	% Turns From Ex. Lanes	Raw Daily Count	Bi-Weekly Factor	Day of Week Factor	Adjusted AWDT Count	Pk. Hr. Factor (PHF)
											LT	TH	RT							
166	1	NW 58th Street	NB	78	0.22	Sys.	S.Act.	2,250	1	40	185	0	554	677	91.61	25,413	1.00	1.014	25,062	0.93
166	2	NW 53rd Street	NB	65	0.63	Sys.	S.Act.	3,000	2	40	0	712	111	0	0.00	25,413	1.00	1.014	25,062	0.93
166/164	3/1	NW 41st Street	NB	91	0.76	Sys.	S.Act.	890	2	45	155	756	252	155	13.33	36,110	1.00	1.000	36,110	0.95
164	2	NW 36th Street	NB	151	0.36	Sys.	S.Act.	2,200	2	45	459	541	295	754	58.22	36,110	1.00	1.000	36,110	0.95
164	3	NW 33rd Street	NB	160	0.57	Sys.	S.Act.	2,300	3	45	120	649	274	120	11.51	36,110	1.00	1.000	36,110	0.95
164/162	4/1	NW 25th Street	NB	160	0.57	Sys.	S.Act.	2,500	3	45	187	909	230	417	31.45	42,842	0.97	1.024	43,132	0.97
162	2	NW 17th Street	NB	130	0.90	Sys.	S.Act.	1,700	3	45	0	1,042	34	0	0.00	42,842	0.97	1.024	43,132	0.97
162	3	NW 13th Terrace	NB	130	0.69	Sys.	S.Act.	600	3	45	247	904	125	247	19.36	42,842	0.97	1.024	43,132	0.97
162	4	NW 12th Street	NB	130	0.58	Sys.	S.Act.	660	3	45	34	642	309	34	3.45	42,842	0.97	1.024	43,132	0.97
1211	1	SR 836 South	NB	130	0.23	Sys.	S.Act.	1,600	3	40	0	1,963	544	544	21.70	49,255	0.97	0.974	52,134	0.97
1211	2	NW 8th Street	NB	130	0.72	Sys.	S.Act.	315	3	40	0	2,351	431	0	0.00	49,255	0.97	0.974	52,134	0.97
1211	3	NW 7th Street	NB	130	0.74	Sys.	S.Act.	1,300	3	40	0	2,570	580	0	0.00	49,255	0.97	0.974	52,134	0.97
1211	4	Park Boulevard	NB	130	0.61	Sys.	S.Act.	1,322	3	40	155	1,153	158	155	10.57	49,255	0.97	0.974	52,134	0.97
1211/44	5/1	Flagler Street	NB	121	0.29	Sys.	S.Act.	2,357	2	40	325	731	311	636	46.53	31,331	0.97	0.974	33,162	0.97
44	2	SW 8th Street	NB	134	0.34	Sys.	S.Act.	n/a	2	40	464	1,127	0	464	29.16	31,331	0.97	0.974	33,162	0.97
166	1	NW 58th Street	SB	78	0.22	Sys.	S.Act.	n/a	1	40	8	2	0	0	0.00	25,413	1.00	1.014	25,062	0.93
166	2	NW 53rd Street	SB	65	0.63	Sys.	S.Act.	2,250	2	40	41	1,089	0	41	3.63	25,413	1.00	1.014	25,062	0.93
166/164	3/1	NW 41st Street	SB	91	0.77	Sys.	S.Act.	3,000	2	40	140	122	225	140	28.75	25,413	1.00	1.014	25,062	0.93
164	2	NW 36th Street	SB	151	0.36	Sys.	S.Act.	890	3	45	137	1,119	708	137	6.98	36,110	1.00	1.000	36,110	0.95
164	3	NW 33rd Street	SB	160	0.57	Sys.	S.Act.	2,200	3	45	148	621	467	148	11.97	36,110	1.00	1.000	36,110	0.95
164/162	4/1	NW 25th Street	SB	160	0.57	Sys.	S.Act.	2,300	3	45	178	1,317	220	178	10.38	36,110	1.00	1.000	36,110	0.95
162	2	NW 17th Street	SB	130	0.90	Sys.	S.Act.	2,500	3	45	37	2,909	0	37	1.26	42,842	0.97	1.024	43,132	0.97
162	3	NW 13th Terrace	SB	130	0.69	Sys.	S.Act.	1,700	3	45	90	1,962	11	90	4.36	42,842	0.97	1.024	43,132	0.97
162	4	NW 12th Street	SB	130	0.58	Sys.	S.Act.	600	3	45	87	2,239	652	739	24.82	42,842	0.97	1.024	43,132	0.97
1211	1	SR 836 South	SB	130	0.87	Sys.	S.Act.	660	3	40	1,064	1,471	0	1064	41.97	49,255	0.97	0.974	52,134	0.97
1211	2	NW 8th Street	SB	130	0.74	Sys.	S.Act.	1,600	3	40	284	3,650	4	284	7.21	49,255	0.97	0.974	52,134	0.97
1211	3	NW 7th Street	SB	130	0.74	Sys.	S.Act.	315	3	40	242	2,066	17	242	10.41	49,255	0.97	0.974	52,134	0.97
1211	4	Park Boulevard	SB	130	0.61	Sys.	S.Act.	1,300	3	40	238	1,636	848	238	8.74	49,255	0.97	0.974	52,134	0.97
1211/44	5/1	Flagler Street	SB	121	0.29	Sys.	S.Act.	1,322	3	40	211	641	211	211	19.85	49,255	0.97	0.974	52,134	0.97
44	2	SW 8th Street	SB	134	0.34	Sys.	S.Act.	2,357	2	40	88	783	85	88	9.21	31,331	0.97	0.974	33,162	0.97

TABLE 8 NW 97TH AVENUE: NW 25TH STREET TO NW 12TH STREET

Station Number	Seq.	Cross Street	Dir	SIGNAL DATA			ROADWAY VARIABLES			TRAFFIC VARIABLES									
				Cycle Length (sec.)	g/C Ratio	Signal Type	Signal Spacing (ft.)	No. of Through Lanes	Free Flow Speed (mph)	PM Peak Hour Traffic Volume 1994			Turns From Ex. Lanes	% Turns From Ex. Lanes	Raw Daily Count	Bi-Weekly Factor	Day of Week Factor	Adjusted AWDT Count	Pk. Hr. Factor (PHF)
										LT	TH	RT							
494	2	NW 25th Street	NB	61	0.36	Fully Actuated	5,044	1	35	112	36	77	189	84.00	3,979	0.97	1.014	4,045	0.95
494	1	NW 12th Street	NB	61	0.70	No Signal	n/a	1	35	0	36	0	0	0.00	3,979	0.97	1.014	4,045	0.95
494	2	NW 25th Street	SB	61	0.14	Fully Actuated	n/a	1	35	31	22	67	0	0.00	3,979	0.97	1.014	4045	0.95
494	1	NW 12th Street	SB	61	0.70	No Signal	5,044	1	35	0	22	0	0	0.00	3,979	0.97	1.014	4045	0.95

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TABLE 9 NW/SW 107TH AVENUE: NW 41ST STREET TO SW 8TH STREET

Station Number	Seq.	Cross Street	Dir	SIGNAL DATA				ROADWAY VARIABLES			TRAFFIC VARIABLES									
				Cycle Length (sec.)	g/C Ratio	Signal Type		Signal Spacing (ft.)	No. of Through Lanes	Free Flow Speeds (mph)	PM Peak Hour Traffic Volume 1994			Turns From Ex. Lanes	% Turns From Ex. Lanes	Raw Daily Count	Bi-Weekly Factor	Day of Week Factor	Adjusted AWDT Count	Pk. Hr. Factor (PHF)
											LT	TH	RT							
512	1	NW 41st Street	NB	110	0.36	Sys.	S. Act.	2,900	0	40	587	0	410	997	100.00	29,400	1.00	1.000	29,400	0.95
512	2	NW 33rd Street	NB	73	0.78	Sys.	S. Act.	2,400	2	40	0	996	211	211	17.48	29,400	1.00	1.000	29,400	0.95
512/510	3/1	NW 25th Street	NB	110	0.43	Sys.	S. Act.	3,900	2	40	117	1,025	465	582	36.22	33,064	0.97	1.024	33,288	0.84
510	2	NW 14th Street	NB	135	0.79	Sys.	S. Act.	740	2	40	217	672	246	463	40.79	33,064	0.97	1.024	33,288	0.84
510/508	3/1	NW 12th Street	NB	135	0.80	Sys.	S. Act.	2,200	3	40	0	1,074	468	468	30.35	54,533	0.97	1.024	54,902	0.97
508/1218	2/1	SR 836 South	NB	135	0.84	Sys.	S. Act.	930	2	40	0	1,983	0	0	0.00	64,333	1.00	1.006	63,949	0.93
1218	2	Fountainebleau Blvd.	NB	134	0.47	Sys.	S. Act.	2,570	2	40	80	881	175	80	7.04	64,333	1.00	1.006	63,949	0.93
1218	3	Flagler Street	NB	134	0.58	Sys.	S. Act.	1,300	2	40	197	1,009	232	197	13.70	64,333	1.00	1.006	63,949	0.93
1218	4	SW 4th Street	NB	132	0.82	Sys.	S. Act.	1,314	2	40	27	1,259	19	27	2.07	64,333	1.00	1.006	63,949	0.93
1218	5	SW 8th Street	NB	135	0.56	Sys.	S. Act.	n/a	2	40	179	1,357	110	289	17.56	64,333	1.00	1.006	63,949	0.93
512	1	NW 41st Street	SB	n/a	n/a	Sys.	S. Act.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	29,400	1.00	1.000	29,400	0.95
512	2	NW 33rd Street	SB	73	0.78	Sys.	S. Act.	2,900	2	40	48	626	0	48	7.12	29,400	1.00	1.000	29,400	0.95
512/510	3/1	NW 25th Street	SB	110	0.43	Sys.	S. Act.	2,400	2	40	139	615	118	139	15.94	33,064	0.97	1.024	33,288	0.84
510	2	NW 14th Street	SB	135	0.79	Sys.	S. Act.	3,900	2	40	23	3,287	25	23	0.69	33,064	0.97	1.024	33,288	0.84
510/508	3/1	NW 12th Street	SB	135	0.80	Sys.	S. Act.	740	2	40	7	2,227	0	7	0.31	33,064	0.97	1.024	33,288	0.84
508/1218	2/1	SR 836 South	SB	135	0.84	Sys.	S. Act.	2,200	3	40	0	3,100	0	0	0.00	54,533	0.97	1.024	54,902	0.97
1218	2	Fountainebleau Blvd.	SB	134	0.47	Sys.	S. Act.	930	2	40	669	2,066	1,568	2,237	51.99	64,333	1.00	1.006	63,949	0.93
1218	3	Flagler Street	SB	134	0.58	Sys.	S. Act.	2,570	2	40	227	1,433	317	227	11.48	64,333	1.00	1.006	63,949	0.93
1218	4	SW 4th Street	SB	132	0.82	Sys.	S. Act.	1,300	2	40	27	602	16	27	4.19	64,333	1.00	1.006	63,949	0.93
1218	5	SW 8th Street	SB	135	0.56	Sys.	S. Act.	1,314	2	40	179	886	564	179	10.99	64,333	1.00	1.006	63,949	0.93

TABLE 10 NW 74TH STREET: NW 87TH AVENUE TO SR 826 EAST

Station Number	Seq.	Cross Street	Dir	Cycle Length (sec.)	g/C Ratio	Signal Type	Signal Spacing (ft.)	No. of Through Lanes	Free Flow Speed (mph)	PM Peak Hour Traffic Volume 1994 LT	TH	RT	Turns From Ex. Lanes	% Turns From Ex. Lanes	Raw Daily Count	Bi-Weekly Factor	Day of Week Factor	Adjusted AWDT Count	Pk. Hr. Factor (PHF)
481	1	SR 826 West	EB	180	0.37	Sys. S. Act.	640	2	45	0	1,176	65	0	0.00	14,387	1.01	1.014	14,048	0.95
481	2	SR 826 East	EB	180	0.89	Sys. S. Act.	n/a	2	45	513	713	0	513	41.84	14,387	1.01	1.014	14,048	0.95
481	1	SR 826 West	WB	180	0.73	Sys. S. Act.	n/a	2	45	804	529	0	804	60.32	14,387	1.01	1.014	14,048	0.95
481	2	SR 826 East	WB	180	0.66	Sys. S. Act.	640	2	45	0	1,056	670	0	0.00	14,387	1.01	1.014	14,048	0.95

TABLE 11 NW 58TH STREET: NW 97TH AVENUE TO SR 826 EAST

Station Number	Seq.	Cross Street	Dir	SIGNAL DATA Cycle Length (sec.)	g/C Ratio	Signal Type		ROADWAY VARIABLES Signal Spacing (ft.)	No. of Through Lanes	Free Flow Speed (mph)	PM Peak Hour Traffic Volume 1994 LT	TH	RT	Turns From Ex. Lanes	% Turns From Ex. Lanes	Raw Daily Count	Bi-Weekly Factor	Day of Week Factor	Adjusted AWDT Count	Pk. Hr. Factor (PHF)
454	2	NW 97th Avenue	EB	78	0.75	Flashing	Signal	5,362	2	40	0	259	0	0	0.00	14,725	0.99	0.974	15,271	0.77
454/452	1/1	NW 87th Avenue	EB	78	0.41	Sys.	S. Act.	1,100	2	40	0	259	68	0	0.00	14,725	0.99	0.974	15,271	0.77
452	2	NW 84th Avenue	EB	111	0.41	Sys.	S. Act.	2,840	2	40	232	637	12	232	26.33	38,204	1.01	0.974	38,835	0.95
452	3	NW 79th Avenue	EB	174	0.45	Sys.	S. Act.	700	2	40	27	1,179	66	27	2.12	38,204	1.01	0.974	38,835	0.95
452	4	SR 826 West	EB	175	0.80	Sys.	S. Act.	1,100	2	40	0	1,942	502	502	20.54	38,204	1.01	0.974	38,835	0.95
452	5	SR 826 East	EB	175	0.30	Sys.	S. Act.	n/a	2	40	859	1,155	0	859	42.65	38,204	1.01	0.974	38,835	0.95
454	2	NW 97th Avenue	WB	78	0.75	Flashing	Signal	n/a	2	40	0	847	0	0	0.00	14,725	0.99	0.974	15,271	0.77
454/452	1/1	NW 87th Avenue	WB	78	0.68	Sys.	S. Act.	5,362	2	40	642	847	8	642	42.89	38,204	1.01	0.974	38,835	0.95
452	2	NW 84th Avenue	WB	111	0.41	Sys.	S. Act.	1,100	2	40	72	870	99	72	6.92	38,204	1.01	0.974	38,835	0.95
452	3	NW 79th Avenue	WB	174	0.45	Sys.	S. Act.	2,840	2	40	350	949	74	424	30.88	38,204	1.01	0.974	38,835	0.95
452	4	SR 826 West	WB	175	0.87	Sys.	S. Act.	700	2	40	215	916	0	215	19.01	38,204	1.01	0.974	38,835	0.95
452	5	SR 826 East	WB	175	0.30	Sys.	S. Act.	1,100	2	35	0	971	363	363	27.21	38,204	1.01	0.974	38,835	0.95

TABLE 12 NW 41ST/36TH STREET: SR 821 WEST TO MILAM DAIRY ROAD

Station Number	Seq.	Cross Street	Dir	SIGNAL DATA			ROADWAY VARIABLES			TRAFFIC VARIABLES									
				Cycle Length (sec.)	g/C Ratio	Signal Type	Signal Spacing (ft.)	No. of Through Lanes	Free Flow Speed (mph)	PM Peak Hour Traffic Volume 1994			Turns From Ex. Lanes	% Turns From Ex. Lanes	Raw Daily Count	Bi-Weekly Factor	Day of Week Factor	Adjusted AWDT Count	Pk. Hr. Factor (PHF)
										LT	TH	RT							
442	3	SR 821 West	EB	56	0.52	Fully Actuated	500	3	40	0	150	0	0	0.00	17,724	0.99	1.006	17,796	0.93
442	2	SR 821 East	EB	89	0.64	Sys. S. Act.	5,280	3	40	49	80	0	0	0.00	17,724	0.99	1.006	17,796	0.93
442/440	1/3	NW 107th Avenue	EB	120	0.40	Sys. S. Act.	2,600	2	40	0	216	85	0	0.00	17,724	0.99	1.006	17,796	0.93
440	2	NW 102nd Avenue	EB	87	0.54	Sys. S. Act.	2,600	3	40	151	295	28	151	31.86	13,893	0.99	1.006	13,950	0.92
440/434	1/1	NW 97th Avenue	EB	85	0.56	Sys. S. Act.	1,000	3	40	21	473	24	21	4.05	13,893	0.99	1.006	13,950	0.92
434	2	NW 94th Avenue	EB	164	0.88	Sys. S. Act.	4,300	3	45	36	847	0	36	4.08	25,641	1.00	1.000	25,641	0.94
434/432	3/1	Galloway Road	EB	151	0.32	Sys. S. Act.	1,100	2	45	235	589	300	535	47.60	25,641	1.00	1.000	25,641	0.94
432	2	NW 8400 Block	EB	354	0.95	Sys. S. Act.	1,540	2.5	40	3	1,504	0	3	0.20	60,758	1.00	1.014	59,919	0.83
432	3	NW 82nd Avenue	EB	151	0.82	Sys. S. Act.	1,584	2	40	0	1,177	86	0	0.00	60,758	1.00	1.014	59,919	0.83
432/1173	4/2	NW 79th Avenue	EB	170	0.40	Sys. S. Act.	3,958	2	40	48	1,506	14	48	3.06	60,758	1.00	1.014	59,919	0.83
1173	1	Milam Dairy Road	EB	162	0.37	Sys. S. Act.	n/a	2	30	531	1,944	170	701	26.50	65,426	0.99	1.006	65,693	0.91
442	3	SR 821 West	WB	56	0.52	Fully Actuated	n/a	3	40	0	987	0	0	0.00	17,724	0.99	1.006	17,796	0.93
442	2	SR 821 East	WB	89	0.53	Sys. S. Act.	500	3	40	0	1,122	1237	1237	52.44	17,724	0.99	1.006	17,796	0.93
442/440	1/3	NW 107th Avenue	WB	120	0.61	Sys. S. Act.	5,280	2	40	619	1,785	0	619	25.75	13,893	0.99	1.006	13,950	0.92
440	2	NW 102nd Avenue	WB	87	0.54	Sys. S. Act.	2,600	3	40	161	1,847	115	161	7.58	13,893	0.99	1.006	13,950	0.92
440/434	1/1	NW 97th Avenue	WB	85	0.56	Sys. S. Act.	2,600	3	45	309	2,186	244	309	11.28	25,641	1.00	1.000	25,641	0.94
434	2	NW 94th Avenue	WB	164	0.88	Sys. S. Act.	1,000	3	45	2	2,696	39	2	0.07	25,641	1.00	1.000	25,641	0.94
434/432	3/1	Galloway Road	WB	151	0.32	Sys. S. Act.	4,300	2	40	529	1,210	135	664	35.43	60,758	1.00	1.014	59,919	0.83
432	2	NW 8400 Block	WB	354	0.95	Sys. S. Act.	1,100	2	40	1	1,115	16	17	1.50	60,758	1.00	1.014	59,919	0.83
432	3	NW 82nd Avenue	WB	151	0.85	Sys. S. Act.	1,540	2	40	201	1,475	0	201	11.99	60,758	1.00	1.014	59,919	0.83
432/1173	4/2	NW 79th Avenue	WB	170	0.56	Sys. S. Act.	1,584	2	40	134	1,457	375	509	25.89	65,426	0.99	1.006	65,693	0.91
1173	1	Milam Dairy Road	WB	162	0.37	Sys. S. Act.	3,958	2	30	710	2,045	555	710	21.45	65,426	0.99	1.006	65,693	0.91

TABLE 13 NW 25TH STREET: NW 117TH AVENUE TO MILAM DAIRY ROAD

Station Number	Seq.	Cross Street	Dir	Cycle Length (sec.)	g/C Ratio	Signal Type		Signal Spacing (ft.)	No. of Through Lanes	Free Flow Speed (mph)	PM Peak Hour Traffic Volume 1994			Turns From Ex. Lanes	% Turns From Ex. Lanes	Raw Daily Count	Bi-Weekly Factor	Day of Week Factor	Adjusted AWDT Count	Pk. Hr. Factor (PHF)
											LT	TH	RT							
406	2	NW 107th Avenue	EB	110	0.13	Sys.	S. Act.	5,280	1	40	33	117	81	33	14.29	22,205	1.01	1.014	21,682	0.95
406/404	1/1	NW 97th Avenue	EB	61	0.64	Fully	Actuated	3,000	2	40	1	578	71	1	0.15	22,205	1.01	1.014	21,682	0.95
404	2	NW 9100 block	EB	117	0.86	Sys.	S. Act.	380	2	40	46	273	61	46	12.11	30,579	1.00	1.000	30,579	0.95
404	3	NW 89th Place	EB	100	0.79	Sys.	S. Act.	1,900	2	40	108	715	78	108	11.99	30,579	1.00	1.000	30,579	0.95
404/402	4/1	Galloway Road	EB	160	0.27	Sys.	S. Act.	2,640	2	40	132	534	175	307	36.50	30,579	1.00	1.000	30,579	0.95
402	2	NW 82nd Avenue	EB	140	0.40	Sys.	S. Act.	1,320	3	40	316	296	190	316	39.40	46,701	0.96	1.006	48,357	0.95
402	3	NW 79th Avenue	EB	141	0.70	Sys.	S. Act.	1,000	3	40	167	2,018	0	167	7.64	46,701	0.96	1.006	48,357	0.95
402/400	4/1	SR 826 West	EB	139	0.40	Sys.	S. Act.	500	4	40	0	806	575	575	41.64	46,701	0.96	1.006	48,357	0.95
400	2	SR 826 East	EB	139	0.74	Sys.	S. Act.	600	2	40	517	1,027	0	517	33.48	46,701	0.96	1.006	48,357	0.95
400	3	NW 75th Avenue	EB	140	0.58	Sys.	S. Act.	1,885	3	40	335	1,601	45	335	16.91	43,661	0.96	0.974	46,694	0.92
400	4	Milam Dairy Road	EB	119	0.27	Sys.	S. Act.	n/a	2	40	308	575	406	714	55.39	43,661	0.96	0.974	46,694	0.92
406	2	NW 107th Avenue	WB	110	0.29	Sys.	S. Act.	n/a	1	40	557	43	150	521	69.47	22,205	1.01	1.014	21,682	0.95
406/404	1/1	NW 97th Avenue	WB	61	0.64	Fully	Actuated	5,280	2	40	60	1,156	18	60	4.86	30,579	1.00	1.000	30,579	0.95
404	2	NW 9100 block	WB	117	0.86	Sys.	S. Act.	3,000	2	40	149	774	315	149	12.04	30,579	1.00	1.000	30,579	0.95
404	3	NW 89th Place	WB	100	0.79	Sys.	S. Act.	380	2	40	164	787	419	164	11.97	30,579	1.00	1.000	30,579	0.95
404/402	4/1	Galloway Road	WB	160	0.27	Sys.	S. Act.	1,900	2	40	278	589	213	491	45.46	46,701	0.96	1.006	48,357	0.95
402	2	NW 82nd Avenue	WB	140	0.40	Sys.	S. Act.	2,640	2	40	344	333	877	344	22.14	46,701	0.96	1.006	48,357	0.95
402	3	NW 79th Avenue	WB	141	0.70	Sys.	S. Act.	1,320	2	40	0	1,265	166	166	11.60	46,701	0.96	1.006	48,357	0.95
402/400	4/1	SR 826 West	WB	139	0.70	Sys.	S. Act.	1,000	2	40	756	1,031	0	756	42.31	46,701	0.96	1.006	48,357	0.95
400	2	SR 826 East	WB	139	0.54	Sys.	S. Act.	500	4	40	0	1,794	567	567	24.02	43,661	0.96	0.974	46,694	0.92
400	3	NW 75th Avenue	WB	140	0.58	Sys.	S. Act.	600	2	40	58	1,884	135	58	2.79	43,661	0.96	0.974	46,694	0.92
400	4	Milam Dairy Road	WB	119	0.27	Sys.	S. Act.	1,885	2	40	290	551	107	290	30.59	43,661	0.96	0.974	46,694	0.92

TABLE 14 NW 12TH STREET: GALLOWAY ROAD TO NW 72ND AVENUE

Station Number	Seq.	Cross Street	Dir	SIGNAL DATA				ROADWAY VARIABLES			TRAFFIC VARIABLES									
				Cycle Length (sec.)	g/C Ratio	Signal Type		Signal Spacing (ft.)	No. of Through Lanes	Free Flow Speed (mph)	PM Peak Hour Traffic Volume 1994			Turns From Ex. Lanes	% Turns From Ex. Lanes	Raw Daily Count	Bi-Weekly Factor	Day of Week Factor	Adjusted AWDT Count	Pk. Hr. Factor (PHF)
											LT	TH	RT							
358	1	Galloway Road	EB	n/a	n/a	Sys.	S. Act.	500	n/a	n/a	n/a	n/a	n/a	n/a	n/a	25,845	0.97	1.024	26,020	0.90
358	2	NW 8600 block	EB	130	0.77	Sys.	S. Act.	2,200	2	40	0	437	0	0	0.00	25,845	0.97	1.024	26,020	0.90
358	3	NW 82nd Avenue	EB	136	0.74	Sys.	S. Act.	1,750	2	40	241	609	0	241	28.35	25,845	0.97	1.024	26,020	0.90
358	4	NW 78th Avenue	EB	135	0.59	Sys.	S. Act.	1,595	2	40	15	801	0	15	1.84	25,845	0.97	1.024	26,020	0.90
358	5	Milam Dairy Road	EB	134	0.24	Sys.	S. Act.	1,720	3	40	121	752	92	121	12.54	25,845	0.97	1.024	26,020	0.90
358	6	NW 72nd Avenue	EB	135	0.41	Sys.	S. Act.	n/a	2	40	16	90	36	40	28.17	25,845	0.97	1.024	26,020	0.90
358	1	Galloway Road	WB	130	0.35	Sys.	S. Act.	n/a	2	40	795	731	117	530	32.26	25,845	0.97	1.024	26,020	0.90
358	2	NW 8600 block	WB	130	0.77	Sys.	S. Act.	500	2	40	0	2,058	0	0	0.00	25,845	0.97	1.024	26,020	0.90
358	3	NW 82nd Avenue	WB	136	0.70	Sys.	S. Act.	2,200	2	40	0	984	206	0	0.00	25,845	0.97	1.024	26,020	0.90
358	4	NW 78th Avenue	WB	135	0.53	Sys.	S. Act.	1,750	2	40	0	1,164	123	0	0.00	25,845	0.97	1.024	26,020	0.90
358	5	Milam Dairy Road	WB	134	0.24	Sys.	S. Act.	1,595	2	40	19	597	866	596	40.22	25,845	0.97	1.024	26,020	0.90
358	6	NW 72nd Avenue	WB	135	0.30	Sys.	S. Act.	1,720	2	40	702	601	10	468	35.64	25,845	0.97	1.024	26,020	0.90

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TABLE 15 FLAGLER STREET: WEST 114TH AVENUE TO WEST 72ND AVENUE

Station Number	Seq.	Cross Street	Dir	SIGNAL DATA				ROADWAY VARIABLES			TRAFFIC VARIABLES									
				Cycle Length (sec.)	g/C Ratio	Signal Type		Signal Spacing (ft.)	No. of Through Lanes	Free Flow Speed (mph)	PM Peak Hour Traffic Volume 1994			Turns From Ex. Lanes	% Turns From Ex. Lanes	Raw Daily Count	Bi-Weekly Factor	Day of Week Factor	Adjusted AWDT Count	Pk. Hr. Factor (PHF)
											LT	TH	RT							
158	4	West 114th Avenue	EB	136	0.70	Sys.	S. Act.	1,230	3	40	302	882	57	302	24.34	33,521	0.97	1.014	34,081	0.95
158	3	West 112th Avenue	EB	134	0.71	Sys.	S. Act.	1,250	3	40	108	1,031	64	108	8.98	33,521	0.97	1.014	34,081	0.95
158	2	West 109th Avenue	EB	135	0.70	Sys.	S. Act.	1,400	3	40	68	818	51	68	7.26	33,521	0.97	1.014	34,081	0.95
158/156	1/3	West 107th Avenue	EB	134	0.22	Sys.	S. Act.	2,600	3	40	272	948	139	272	20.01	33,521	0.97	1.014	34,081	0.95
156	2	West 102nd Avenue	EB	120	0.78	Sys.	S. Act.	2,700	3	40	179	1,307	188	179	10.69	33,141	0.96	1.006	34,316	0.95
156/154	1/4	West 97th Avenue	EB	120	0.60	Sys.	S. Act.	2,500	3	40	199	792	105	199	18.16	33,141	0.96	1.006	34,316	0.95
154	3	West 92nd Avenue	EB	120	0.66	Sys.	S. Act.	1,784	3	40	2	990	151	0	0.00	42,912	0.97	1.006	43,975	0.96
154	2	Fountainebleau Blvd.	EB	120	0.77	Sys.	S. Act.	826	3	40	122	967	0	122	11.20	42,912	0.97	1.006	43,975	0.96
154/1141	1/5	West 87th Avenue	EB	121	0.40	Sys.	S. Act.	1,320	3	40	439	1,775	343	782	30.58	42,912	0.97	1.006	43,975	0.96
1141	4	West 84th Avenue	EB	135	0.71	Sys.	S. Act.	1,320	3	40	152	1,331	33	152	10.03	63,511	0.97	0.974	67,223	0.98
1141	3	West 82nd Avenue	EB	134	0.69	Sys.	S. Act.	1,210	3	40	133	1,213	64	133	9.43	63,511	0.97	0.974	67,223	0.98
1141	2	West 79th Avenue	EB	136	0.65	Sys.	S. Act.	887	3	40	223	1,585	15	223	12.23	63,511	0.97	0.974	67,223	0.98
1141/1140	1/4	SR 826 West	EB	127	0.64	Sys.	S. Act.	859	2	40	102	247	108	102	22.32	63,511	0.97	0.974	67,223	0.98
1140	3	SR 826 East	EB	136	0.63	Sys.	S. Act.	762	2	40	1,628	2,727	121	1,628	36.37	52,660	0.97	1.006	53,965	0.98
1140	2	West 74th Avenue	EB	254	0.94	Sys.	S. Act.	1,542	2	30	29	1,518	21	29	1.85	52,660	0.97	1.006	53,965	0.95
1140	1	West 72nd Avenue	EB	135	0.50	Sys.	S. Act.	n/a	2	30	182	1300	21	182	12.11	52,660	0.97	1.006	53,965	0.95
158	4	West 114th Avenue	WB	136	0.70	Sys.	S. Act.	n/a	3	40	101	1,354	70	101	6.62	33,521	0.97	1.014	34,081	0.95
158	3	West 112th Avenue	WB	134	0.71	Sys.	S. Act.	1,230	3	40	112	1,268	182	112	7.17	33,521	0.97	1.014	34,081	0.95
158	2	West 109th Avenue	WB	135	0.70	Sys.	S. Act.	1,250	3	40	124	1,264	86	124	8.41	33,521	0.97	1.014	34,081	0.95
158/156	1/3	West 107th Avenue	WB	134	0.22	Sys.	S. Act.	1,400	3	40	256	1,174	214	256	15.57	33,141	0.96	1.006	34,316	0.95
156	2	West 102nd Avenue	WB	120	0.78	Sys.	S. Act.	2,600	3	40	135	1,378	178	135	7.98	33,141	0.96	1.006	34,316	0.95
156/154	1/4	West 97th Avenue	WB	120	0.60	Sys.	S. Act.	2,700	3	40	337	1,461	119	337	17.58	42,912	0.97	1.006	43,975	0.96
154	3	West 92nd Avenue	WB	120	0.66	Sys.	S. Act.	2,500	3	40	754	1,983	50	754	27.05	42,912	0.97	1.006	43,975	0.96
154	2	Fountainebleau Blvd.	WB	120	0.77	Sys.	S. Act.	1,784	3	40	0	2,106	376	0	0.00	42,912	0.97	1.006	43,975	0.96
154/1141	1/5	West 87th Avenue	WB	121	0.40	Sys.	S. Act.	826	3	40	202	705	143	202	19.24	63,511	0.97	0.974	67,223	0.98
1141	4	West 84th Avenue	WB	135	0.71	Sys.	S. Act.	1,320	3	40	67	1,825	102	67	3.36	63,511	0.97	0.974	67,223	0.98
1141	3	West 82nd Avenue	WB	134	0.69	Sys.	S. Act.	1,320	3	40	81	2,238	284	81	3.11	63,511	0.97	0.974	67,223	0.98
1141	2	West 79th Avenue	WB	136	0.65	Sys.	S. Act.	1,210	3	40	64	2,492	740	804	24.39	63,511	0.97	0.974	67,223	0.98
1141/1140	1/4	SR 826 West	WB	127	0.64	Sys.	S. Act.	887	3	40	382	533	664	1,046	66.24	52,660	0.97	1.006	53,965	0.98
1140	3	SR 826 East	WB	136	0.63	Sys.	S. Act.	859	3	30	4	1,555	69	73	4.48	52,660	0.97	1.006	53,965	0.95
1140	2	West 74th Avenue	WB	254	0.94	Sys.	S. Act.	762	2	30	27	1,872	24	27	1.40	52,660	0.97	1.006	53,965	0.95
1140	1	West 72nd Avenue	WB	135	0.45	Sys.	S. Act.	1,542	2	30	27	1,848	225	252	12.00	52,660	0.97	1.006	53,965	0.95

TABLE 16 SW 8TH STREET: SR 821 WEST TO SW 74TH AVENUE

Station Number	Seq.	Cross Street	Dir	Cycle Length (sec.)	g/C Ratio	Signal Type		Signal Spacing (ft.)	No. of Through Lanes	Free Flow Speed (mph)	LT	TH	RT	Turns From Ex. Lanes	% Turns From Ex. Lanes	Raw Daily Count	Bi-Weekly Factor	Day of Week Factor	Adjusted AWDT Count	Pk. Hr. Factor (PHF)
90	5	SR 821 West	EB	135	0.63	Sys.	S. Act.	1,570	3	45	0	1,119	153	153	12.03	31,377	0.97	0.974	33,211	0.93
90	4	SR 821 East	EB	135	0.75	Sys.	S. Act.	1,380	3	45	0	1,272	461	461	26.60	31,377	0.97	0.974	33,211	0.93
90	3	SW 117th Avenue	EB	135	0.76	Sys.	S. Act.	720	3	45	0	1,228	160	160	11.53	31,377	0.97	0.974	33,211	0.93
90	2	SW 112th Avenue	EB	127	0.78	Sys.	S. Act.	2,600	3	45	0	1,184	206	206	14.82	31,377	0.97	0.974	33,211	0.93
90/589	1/6	SW 107th Avenue	EB	135	0.24	Sys.	S. Act.	2,577	3	45	326	1,726	174	500	22.46	31,377	0.97	0.974	33,211	0.93
589	5	SW 102nd Avenue	EB	164	0.78	Sys.	S. Act.	2,685	4	45	0	1,117	89	0	0.00	16,735	0.97	1.006	17,150	0.95
589	4	SW 97th Avenue	EB	136	0.55	Sys.	S. Act.	1,285	4	45	138	1,605	134	272	14.49	16,735	0.97	1.006	17,150	0.95
589	3	SW 94th Avenue	EB	136	0.77	Sys.	S. Act.	1,350	4	45	22	2,226	6	22	0.98	16,735	0.97	1.006	17,150	0.95
589	2	SW 92nd Avenue	EB	134	0.66	Sys.	S. Act.	2,650	4	45	138	1,743	91	138	7.00	16,735	0.97	1.006	17,150	0.95
589/92	1/2	SW 87th Avenue	EB	134	0.46	Sys.	S. Act.	2,660	4	45	170	1,894	136	170	7.73	16,735	0.97	1.006	17,150	0.95
92/5	1/2	SW 82nd Avenue	EB	135	0.76	Sys.	S. Act.	4,066	3	45	0	1,407	123	0	0.00	38,146	0.97	1.006	39,091	0.97
5	1	SW 74th Avenue	EB	120	0.67	Sys.	S. Act.	n/a	2	35	167	1,402	98	167	10.02	42,719	0.97	1.014	43,432	0.96
90	5	SR 821 West	WB	135	0.67	Sys.	S. Act.	n/a	3	45	187	1,372	0	187	11.99	31,377	0.97	0.974	33,211	0.93
90	4	SR 821 East	WB	135	0.84	Sys.	S. Act.	1,570	3	45	210	1,559	0	210	11.87	31,377	0.97	0.974	33,211	0.93
90	3	SW 117th Avenue	WB	135	0.84	Sys.	S. Act.	1,380	3	45	220	1,641	0	220	11.82	31,377	0.97	0.974	33,211	0.93
90	2	SW 112th Avenue	WB	127	0.78	Sys.	S. Act.	720	3	45	189	1,722	0	189	9.89	31,377	0.97	0.974	33,211	0.93
90/589	1/6	SW 107th Avenue	WB	135	0.24	Sys.	S. Act.	2,600	3	45	262	991	162	424	29.96	16,735	0.97	1.006	17,150	0.95
589	5	SW 102nd Avenue	WB	164	0.78	Sys.	S. Act.	2,577	4	45	308	1,833	0	308	14.39	16,735	0.97	1.006	17,150	0.95
589	4	SW 97th Avenue	WB	136	0.55	Sys.	S. Act.	2,685	4	45	51	1,407	94	145	9.34	16,735	0.97	1.006	17,150	0.95
589	3	SW 94th Avenue	WB	136	0.77	Sys.	S. Act.	1,285	4	45	71	1,192	20	71	5.53	16,735	0.97	1.006	17,150	0.95
589	2	SW 92nd Avenue	WB	134	0.66	Sys.	S. Act.	1,350	4	45	75	1,408	88	163	10.38	16,735	0.97	1.006	17,150	0.95
589/92	1/2	SW 87th Avenue	WB	134	0.46	Sys.	S. Act.	2,650	4	45	203	1,234	16	219	15.07	38,146	0.97	1.006	39,091	0.97
92/5	1/2	SW 82nd Avenue	WB	135	0.76	Sys.	S. Act.	2,660	3	45	142	1,963	0	142	6.75	38,146	0.97	1.006	39,091	0.97
5	1	West of 72nd Avenue	WB	120	0.67	Sys.	S. Act.	4,066	2	35	63	1,447	34	97	6.28	42,719	0.97	1.014	43,432	0.96

The next three columns, under the heading "Roadway Variables", were collected and assembled by the Dade County Public Works and the Dade County Metropolitan Planning Organization. The signal spacing distances are approximate measurements between the signalized intersections. The number of lanes refers to the number of through and shared right-turn and/or left-turn lanes which approach the intersection in each direction. Finally, the free flow speed is taken as the speed limit for each approach direction at the cross streets.

The 1994 PM Peak Hour Traffic Volumes were assembled by the Dade County Developmental Impact Committee (DIC). Based on these counts and their corresponding intersection lane configurations, the number and percentage of vehicles utilizing exclusive turn lanes are calculated and displayed in the adjacent two columns.

Due to a lack of resources, the County was not able to collect turning movement volumes for every signalized intersection included within the Art_Plan segments. However, the County did provide the results from a Development of Regional Impact (DRI) study and a Traffic Impact Analysis (TIA) study, both of which contained 1994 turning movement counts for a number of study area intersections. These counts were utilized to the extent possible. The remaining intersections for which no data was provided, are assumed to have approximately 12% turns from exclusive lanes (default Art_Plan value) while the traffic volumes are estimated by averaging adjacent intersections. The cycle lengths and g/C ratios for these intersections were obtained from optimum signal timing plans and not from actual PM peak period timings. These plans provide more conservative green time ratios for the Art_Plan calculations than actual timings; thus, their use may be justified as a substitute for the real timings.

The last five columns in Tables 4 through 16 represent the most critical elements in establishing the existing levels of service using Art_Plan. The "Raw Daily Count" values come directly from permanent machine counters located along the major arterials in West Dade. The state arterial count stations provide 1993 data while the county stations provide mostly 1994 data. This one year difference should not have a significant effect on the level of service analysis and can be ignored. The raw count is then modified by dividing it by both a bi-weekly factor and a daily factor in order to establish the adjusted AWDT count which is input into Art_Plan. Both of these factors were provided by the Public Works Department.

The final column on the spreadsheet is the Peak Hour Factor. This column is similar to the PHF columns on Table 1, with one exception. The 1993 PHF values for the County count stations were not calculated using the PM peak period (4:00 to 6:00 PM), but instead were based on a much longer "afternoon" period. In order to avoid any potential discrepancies, the Public Works department instructed that a default value of 0.95 be used for those particular cases. The K and D factors, however, were calculated using the 1994 machine counts.

Finally, it should be mentioned that the County has recently conducted Art_Plan and Art_Tab analyses on four of the count station segments in the study area. These count stations are 164, 404, 434, and 512. These prior studies are unrelated to the current study; however, the data provided in these earlier calculations are useful for this current evaluation. The Art_Plan values will be slightly different for this study because the original AADT counts are assumed to be "Raw Daily Counts" and are adjusted accordingly. In addition, the DRI and TIA mentioned earlier provide updates on the turning movement volumes for these four segments..

This concludes the description of the spreadsheet variables and, coincidentally, the Art_Plan input parameters.

3.0 PROGRAMMED ROADWAY IMPROVEMENTS AND TRANSIT SERVICE

This section summarizes the listed roadway capacity improvements described in Dade County's 1995 Transportation Improvement Program (TIP) for the study area. This 5-year work program is updated every year by the Metro-Dade Metropolitan Planning Organization. Also included in this section is a description of all current (November 1993) Metrobus routes serving the study area, along with their headways. In addition, the 1994 Metro-Dade Transit Development Program was researched in order to determine future bus headway improvements as well as any rail projects that may affect the mobility of users in the West Dade Task Area.

3.1 Roadway Improvements

The capacity improvements that are scheduled to occur during the next five years in West Dade will have an impact by improving the level of service on major corridors in the study area. Table 17 and Figure 3 provide both a tabular summary and a map of the capacity improvements which are listed in the 1995 TIP. As noted in the table, there are three major divisions in the work program -- each of which represents the major funding source for those roadway improvements. Some of the listings under the Secondary Work Program and Road Impact Fee Program do not indicate an effect on any analyzed count station. One reason for this is that some of the roadways are in the process of being constructed and thus no machine counters have been installed yet. Another reason is that no analysis was completed for those roadway segments which do not include signalized intersections. It is important to realize, however, that with any roadway capacity improvements, the future need for signalization becomes more probable.

Table 17 includes a special note concerning private sector roadway improvements which also enhances the capacity of the study area. In Technical Memorandum C, a more detailed analysis will be provided on other potential private sector roadway improvements. This forthcoming memorandum will also describe a set of recommended improvements, other than those in the TIP, which can adequately mitigate existing and projected levels of congestion in the study area.

3.2 Transit Service

Transit plays an increasingly important role in the movement of people throughout urbanized Dade County, especially in recent years with the passage of tougher federal air pollution standards. The West Dade Task Area, being a rather new growth region, is targeted by the 1994 Metro-Dade Transit Development Program (TDP) as an area that will see definite improvements in transit service. Table 18 provides a summary of both the existing PM peak headways of bus routes servicing the study area, as well as recommended improvements to these headways in the short-term as suggested by the Metro-Dade Transit Authority (MDTA).

TABLE 17
WEST DADE TASK AREA
TRANSPORTATION IMPROVEMENT PROGRAM CAPACITY IMPROVEMENTS

FDOT WORK PROGRAM

Count Stations Affected	Work Program Item Number	Name	From	To	Description Type of Work	Year
39,1202,1204,1205	6113700	Milam Dairy Road	NW 12th Street West	NW 74th Street	Add 2 through lanes for a total of 6 lanes	1994-1995
568,569,570	6113759	SR 826 (Palmetto)	SW 2nd Street	NW 25th Street	Add 2 through lanes for a total of 10 lanes	1994-1998
1140	6113785	Flagler Street	SR 826 (Palmetto)	West 71st Street	Add 2 through lanes for a total of 6 lanes	1994-1995
570,571	6113827	SR 826 (Palmetto)	NW 25th Street	NW 47th Street	Add 2 through lanes for a total of 10 lanes	1994-1995
571,572	6113828	SR 826 (Palmetto)	NW 47th Street	NW 62nd Street	Add 2 through lanes for a total of 10 lanes	1995-1996

DADE COUNTY SECONDARY WORK PROGRAM

n/a	662214	NW 12th Street	NW 97th Avenue	NW 87th Avenue	Add 2 and 4 through lanes	1994-1995
482,484	662307	NW 79th Avenue	NW 58th Street	NW 25th Street	Widen to 5 lanes	1995-1998

DADE COUNTY ROAD IMPACT FEE PROGRAM

434,440	671103	NW 41st Street	NW 102nd Avenue	NW 87th Avenue	Widen from 2 to 6 lanes (Completed 1994)	n/a
432,1173	671104	NW 36th Street	NW 87th Avenue	NW 77th Avenue	Widen from 4 to 6 lanes	1994-1995
1218	671105	SW 107th Avenue	Tamiami Canal	SW 8th Street	Add exclusive SB turn lanes at SW 8th Street	1994-1996
n/a	n/a	NW 12th Street	NW 104th Avenue	NW 97th Avenue	Construct new 4-lane roadway	1996-1999
n/a	n/a	SW 109th Avenue	SW 8th Street	Flagler Street	Construct new 4-lane roadway	1994-1995
n/a	n/a	Tamiami Canal Drive Tamiami Boulevard	SW 8th Street	Flagler Street	Widen to 3 lanes	1994-1998

Special Note: The 1995 TIP also mentioned four private sector road improvements that will be implemented by Ryder System Inc.
in order to accommodate the forecasted 685 PM peak hour trip ends that will be generated by their new facility in the study area.
These improvements are listed below:

Count Station

432   NW 36th Street between NW 82nd Avenue and SR 826 (Palmetto) will be widened from 4 to 6 lanes
n/a   A NB freeflow right turn lane will be added to the intersection of NW 36th Street and NW 82nd Avenue
482   A SB left turn lane will be added to the intersection of NW 36th Street and NW 79th Avenue
482   The SB right turn lane will be restriped for freeflow movement at the above intersection.

[tiplist.wk3]

FIGURE 3

BARTON-ASCHMAN ASSOC., INC.
Ft. LAUDERDALE, FLORIDA

TIP IMPROVEMENTS
WEST DADE TASK AREA

			TABLE 18			
			WEST DADE TASK AREA			
			METRO-DADE BUS ROUTES			
AFFECTED COUNT STATION	BUS ROUTE	ARTERIAL	BUS ROUTE SEGMENT	EXISTING PM PEAK HEADWAY	RECOMMENDED MDTA HEADWAY	TIMEFRAME OF RECOMMENDATION
5	8	SW 8th Street	West of SW 72nd Avenue to SW 82nd Avenue	7.5 to 15 minutes	n/a	n/a
39	73	Milam Dairy Road	NW 58th Street to NW 74th Street	30 to 60 minutes	n/a	n/a
	87	Milam Dairy Road	NW 58th Street to NW 74th Street	60 minutes	30 minutes	Within 1-2 years
44	87	SW 87th Avenue	Flagler Street to SW 8th Street	60 minutes	30 minutes	Within 1-2 years
92	8	SW 8th Street	SW 82nd Avenue to SW 87th Avenue	7.5 to 15 minutes	n/a	n/a
154	Flag MAX	Flagler Street	West 87th Avenue to West 97th Avenue	15 minutes	n/a	n/a
	11	Flagler Street	West 87th Avenue to West 97th Avenue	6 to 12 minutes	5 minutes	Within 3-4 years
156	Flag MAX	Flagler Street	West 97th Avenue to West 107th Avenue	15 minutes	n/a	n/a
	11	Flagler Street	West 97th Avenue to West 107th Avenue	6 to 12 minutes	5 minutes	Within 3-4 years
158	Flag MAX	Flagler Street	West 107th Avenue to West 114th Avenue	15 minutes	n/a	n/a
	11	Flagler Street	West 107th Avenue to West 114th Avenue	6 to 12 minutes	5 minutes	Within 3-4 years
	71	Flagler Street	West 107th Avenue to West 112th Avenue	60 minutes	30 minutes	Within 1-2 years
162	87	NW 87th Avenue	NW 25th Street to NW 12th Street	60 minutes	30 minutes	Within 1-2 years
164	87	NW 87th Avenue	NW 41st Street to NW 25th Street	60 minutes	30 minutes	Within 1-2 years
	95	NW 87th Avenue	NW 41st Street to NW 25th Street	5 minutes	n/a	n/a
166	Tri-Rail Bus	NW 87th Avenue	NW 53rd Street to NW 41st Street	n/a	n/a	n/a
	36	NW 87th Avenue	NW 53rd Street to NW 41st Street	20 minutes	15 minutes	Within 3-4 years
	87	NW 87th Avenue	NW 53rd Street to NW 41st Street	60 minutes	30 minutes	Within 1-2 years
358	73	NW 12th Street	NW 72nd Avenue to Milam Dairy Road	30 to 60 minutes	n/a	n/a
404	87	NW 25th Street	NW 92nd Avenue to NW 87th Avenue	60 minutes	30 minutes	Within 1-2 years
	95	NW 25th Street	NW 92nd Avenue to NW 87th Avenue	5 Minutes	n/a	n/a
432	Tri-Rail Bus	NW 36th Street	NW 87th Avenue to NW 82nd Avenue	n/a	n/a	n/a
	36	NW 36th Street	NW 87th Avenue to NW 82nd Avenue	20 minutes	15 minutes	n/a
	95	NW 36th Street	NW 87th Avenue to NW 82nd Avenue	5 minutes	n/a	n/a
434	NEW	NW 41st Street	NW 97th Avenue to NW 87th Avenue	n/a	20 minutes	Within 3-4 years
440	NEW	NW 41st Street	NW 97th Avenue to NW 107th Avenue	n/a	20 minutes	Within 3-4 years
452	87	NW 58th Street	NW 79th Avenue to SR 826 (Palmetto) East	60 minutes	30 minutes	Within 1-2 years
482	Tri-Rail Bus	NW 79th Avenue	NW 53rd Street to NW 36th Street	n/a	n/a	n/a
	36	NW 79th Avenue	NW 53rd Street to NW 36th Street	20 minutes	15 minutes	n/a
	87	NW 79th Avenue	NW 58th Street to NW 53rd Street	60 minutes	30 minutes	Within 1-2 years
508	7	NW 107th Avenue	NW 12th Street to SR 836 (Dolphin) South	40 minutes	20 minutes	Within 1-2 years
	71	NW 107th Avenue	NW 12th Street to NW 7th Street	60 minutes	30 minutes	Within 1-2 years
510	NEW	NW 107th Avenue	NW 25th Street to NW 14th Street	n/a	20 minutes	Within 3-4 years
512	NEW	NW 107th Avenue	NW 41st Street to NW 25th Street	n/a	20 minutes	Within 3-4 years
589	8	SW 8th Street	SW 87th Avenue to SW 107th Avenue	7.5 to 15 minutes	n/a	n/a
1140	Flag MAX	Flagler Street	West 72nd Avenue to SR 826 (Palmetto) West	15 minutes	n/a	n/a
	7	Flagler Street	West 72nd Avenue to SR 826 (Palmetto) West	40 minutes	20 minutes	Within 1-2 years
	11	Flagler Street	West 72nd Avenue to SR 826 (Palmetto) West	6 to 12 minutes	5 minutes	Within 3-4 years
1141	Flag MAX	Flagler Street	SR 826 (Palmetto) West to West 87th Avenue	15 minutes	n/a	n/a
	11	Flagler Street	SR 826 (Palmetto) West to West 87th Avenue	6 to 12 minutes	5 minutes	Within 3-4 years
	87	Flagler Street	West 79th Avenue to West 87th Avenue	60 minutes	30 minutes	Within 1-2 years
1173	Tri-Rail Bus	NW 36th Street	Milam Dairy Road to NW 79th Avenue	n/a	n/a	n/a
	36	NW 36th Street	Milam Dairy Road to NW 79th Avenue	20 minutes	15 minutes	n/a
	95	NW 36th Street	Milam Dairy Road to NW 79th Avenue	5 minutes	n/a	n/a
1201	73	NW 72nd Avenue	NW 12th Street East to Flagler Street	30 to 60 minutes	n/a	n/a
1202	73	Milam Dairy Road	NW 25th Street to NW 12th Street West	30 to 60 minutes	n/a	n/a
1204	73	Milam Dairy Road	NW 25th Street to NW 36th Street	30 to 60 minutes	n/a	n/a
1205	73	Milam Dairy Road	NW 58th Street to NW 36th Street	30 to 60 minutes	n/a	n/a
1211	7	NW 87th Avenue	NW 7th Street to Park Boulevard	40 minutes	20 minutes	Within 1-2 years
	87	NW 87th Avenue	SR 836 (Dolphin) South to NW 7th Street	60 minutes	30 minutes	Within 1-2 years
1218	NEW	West 107th Avenue	SR 836 (Dolphin) South to SW 8th Street	n/a	15 minutes	Within 1-2 years
	7	NW 107th Avenue	SR 836 (Dolphin) South to Fountainebleau Blvd	40 minutes	20 minutes	Within 1-2 years
	11	SW 107th Avenue	SW 4th Street to SW 8th Street	6 to 12 minutes	5 minutes	Withing 3-4 years
	71	SW 107th Avenue	Flagler Street to SW 8th Street	60 minutes	30 minutes	Within 1-2 years
2188	NEW	SR 836 (Dolphin)	NW 72nd Avenue to SR 826 (Palmetto)	n/a	15 minutes	Within 1-2 years
2243	NEW	SR 836 (Dolphin)	NW 87th Avenue to NW 107th Avenue	n/a	15 minutes	Within 1-2 years
2244	NEW	SR 836 (Dolphin)	SR 826 (Palmetto) to NW 87th Avenue	n/a	15 minutes	Within 1-2 years

A number of new routes are projected to start up during the next few years, mostly as extensions to existing routes. Figure 4 illustrates both the current and planned bus and commuter rail routes in the study area. Although many of the bus routes overlap each other on the major arterials, the network of buses and trains is comprehensive and will affect more than 80% of the analyzed arterial roadway segments in West Dade within a few years. The impact of transit availability is of considerable importance when calculating the level of service thresholds for these arterials. Table 19 describes how these LOS thresholds can change due to transit.

The most important information provided by Table 19 is the definition of the Long-Term LOS Standards. These are new standards that will be applied beginning in 1995 in Dade County. Most of the arterials in the West Dade Task Area lie between the Urban Infill Area (UIA) and the Urban Development Boundary (UDB). Only those arterials in Sectors 5 and 6 (see Figure 2) are considered to be within the Urban Infill Area. As Table 19 indicates, the Level of Service E threshold can be increased up to a maximum of 150% with the provision of extraordinary transit service. This table basically indicates that certain arterial roadways can exceed their automobile capacity significantly without necessitating an immediate physical roadway improvement. From Table 18, it is easy to determine which count stations have -- or will have -- headways of 20 minutes or less and/or extraordinary transit service. Those count station segments listed on Table 18 with multiple bus routes having varying headways were assumed to have adequate transit service only if at least one of the routes had a headway of 20 minutes or less.

It is important to address two proposed additions to the Metrorail network that will have an effect upon the West Dade Area. First is the planned extension of the Metrorail northern terminus from its current stop at Okeechobee Station to a new station located near the NW 74th Street interchange with the Palmetto Expressway (SR 826). This 1.1 mile extension is currently undergoing a preliminary engineering study and is scheduled to be on-line as early as 1998. The new station will have direct access ramps to and from SR 826 and will include a 1,000-car parking garage.

The second preliminary study currently underway is an extension of the Metrorail system along the Dolphin Expressway (SR 836), terminating at the Florida International University campus located near SW 8th Street and SW 107th Avenue. This extension will significantly benefit SR 836 east of NW 107th Avenue, and West 107th Avenue between SR 836 and SW 8th Street. This is, unsurprisingly, a long-term project and therefore no completion dates were provided in the TDP.

FIGURE 4

WEST DADE TASK AREA
METRO-BUS AND METRO-RAIL ROUTES
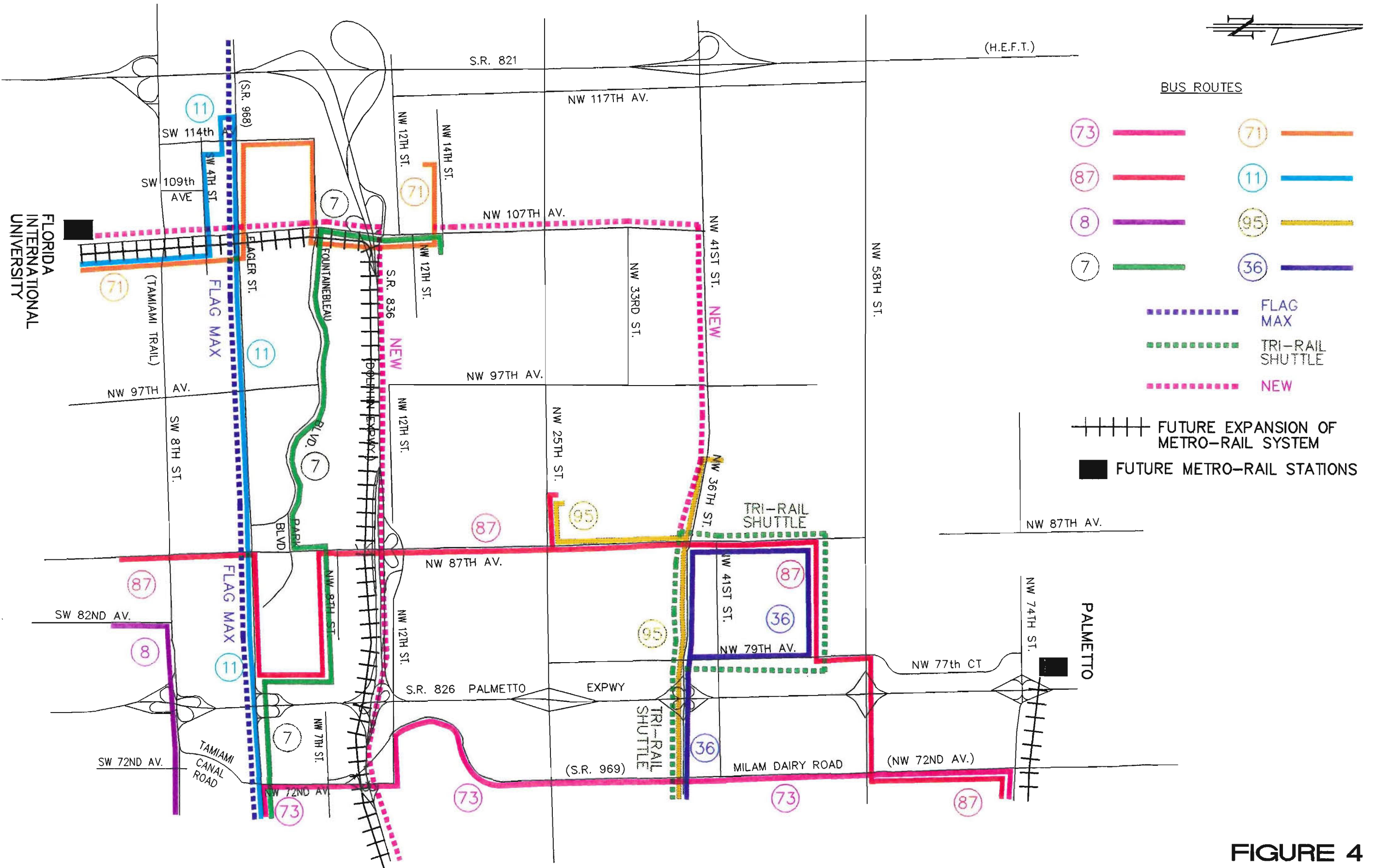
TABLE 19
METRO-DADE COUNTY
TRAFFIC CIRCULATION LEVEL OF SERVICE STANDARD

Short-Term LOS Standard (1989-1994)

Outside UDB:

LOS D - State Minor Arterials*
LOS C - County Roads and State Freeways and Principal Arterials*

Inside UDB:　　LOS E Except

Roads currently operating below E:
1)　　Between the UIA and UDB, 10% total additional peak-period trips allowed on such roads*.
2)　　Inside the UIA, 15% total additional peak-period trips allowed on such roads.

STAs -- 20% non-State roads below E.

Long-Term LOS Standard (Beginning 1995)

LOCATION	Transit Availability		
	No Transit Service	20 min. Headway Transit Service Within 1/2 Mile	Extraordinary Transit Service (Commuter Rail or Express Bus)
Outside UDB	LOS D - State Minor Arterials* LOS C - County Roads and State Freeways and Principal Arterials*		
Between UIA and UDB	LOS D (90% of Capacity) or LOS E on SUMAs (100% of Capacity)	LOS E (100% of Capacity)	120% of Capacity
Inside UIA or STAs	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity

UIA　= Urban Infill Area -- Area east of, and including, NW/SW 77 Avenue and SR 826 (Palmetto Expressway)
UDB　= Urban Development Boundary
STA　= Special Transportation Area
SUMA = State Urban Minor Arterial

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* Peak-period means the average of the two highest consecutive hours of traffic volume during a weekday.
Source: Dade County Comprehensive Development Master Plan

4.0 ARTERIAL LEVEL OF SERVICE (LOS) ANALYSES

The main objective of this study is to define the transportation mobility options and/or enhancements that are required in order to maintain an acceptable level of service on roadways in the West Dade Area. This section of the memorandum addresses the objective by defining not only the existing service levels but also by establishing thresholds for meeting the stricter 1995 definitions for arterial levels of service.

4.1 Existing Roadway Levels of Service

An analysis was conducted for every count station in the West Dade Area utilizing the data compiled by the County and described in Section 2 of this memorandum. The roadway levels of service were calculated using the Florida Department of Transportation Arterial LOS Estimate, based on the 1985 Highway Capacity Manual Art_Plan Version 1.2. The Appendix contains the Art_Plan output depicting existing conditions for the analyzed roadway segments.

The Art_Plan output may appear to differ slightly from normally accepted standards for using this software. This is due to two important details. The first one is the short lengths of most of the roadway segments being analyzed. Typically, in this type of non-CBD urban study area, the arterial segment lengths are between two and four miles long. The lengths of most segments analyzed in this study, however, average less than two miles between endpoints. A deliberate decision was made by the County to maintain these shorter distances because every Art_Plan run would then be specific to a unique count station and thus the levels of service can be more easily tracked when considering future land-use developments in the West Dade Area.

As the Appendix indicates, the use of shorter analyses segments often times leads to only one link per segment. The peak hour volume for this link -- and therefore, the segment -- is computed using the inputted Average Weekly Daily Traffic (AWDT), K, D, and peak hour factor (PHF). In a number of cases, however, there is more than one link per segment; but to be consistent, the calculations were performed the same way. This leads to a simplification of sorts by assuming each link to have equal peak and off-peak volumes. The effect of this simplification is minimized, however, by the short segment lengths; thus an assumption of uniform traffic volume per segment is reasonable.

Taking all of this into consideration, it is relevant to examine Table 20 which summarizes the level of service for all analyzed count stations. This table shows that there is quite a large variation in existing peak hour volumes and levels of service from LOS A through LOS F -- even for adjacent roadway segments. These volumes and levels of service are illustrated in Figure 5.

TABLE 20 ART_PLAN LEVEL OF SERVICE SUMMARY

SECTOR NUMBER	STATION NUMBER	ARTERIAL	LOCATION OF COUNT STATION	PEAK DIR. OFF-PEAK DIR.	EXISTING VOLUME	EXISTING LOS	MAX. PM PEAK HOUR VOL. AT LOS D	MAX PM PEAK HOUR VOL AT LOS E	STANDARD LOS DEFINITION	STANDARD LOS MAX. VOL.
1	452	NW 58th Street	West of SR 826 (Palmetto)	EB	1864	C	3210	3500	LOS D	3210
				WB	1243	F	***	***	LOS D	***
1	454	NW 58th Street	West of NW 87th Avenue	WB	2268	B	2580	2720	LOS D	2580
				EB	23	B	1340	1430	LOS D	1340
1	481	NW 74th Street	West of NW 77th Court	EB	702	B	5240	5460	LOS D	5240
				WB	702	D	2650	5180	LOS D	2650
2	406	NW 25th Street	West of NW 97th Avenue	WB	1943	E	1940	2100	LOS D	1940
				EB	1093	A	2750	2930	LOS D	2750
2	440	NW 41st Street	West of NW 97th Avenue	WB	2300	B	3260	3440	LOS E*	3440
				EB	71	B	3180	3330	LOS E*	3330
2	442	NW 41st Street	West of NW 107th Avenue	WB	4396	B	6880	7350	LOS D	6880
				EB	231	B	1540	1650	LOS D	1540
2	494	NW 97th Avenue	South of NW 25th Street	NB	204	B	4610	4980	LOS D	4610
				SB	160	B	1460	1560	LOS D	1460
2	508	NW 107th Avenue	North of SR 836 (Dolphin)	SB	4151	B	4910	5100	LOS E*	5100
				NB	2438	B	6550	6800	LOS E*	6800
2	510	NW 107th Avenue	North of NW 12th Street	SB	2956	F	2380	2530	LOS E*	2530
				NB	1039	C	3630	4060	LOS E*	4060
2	512	NW 107th Avenue	North of NW 25th Street	SB	1455	C	1880	2000	LOS E*	2000
				NB	1191	A	3580	3730	LOS E*	3730
3	162	NW 87th Avenue	North of NW 12th Street	SB	4831	F	2170	3480	LOS D	2170
				NB	1208	D	1930	3890	LOS D	1930
3	164	NW 87th Avenue	North of NW 25th Street	SB	2112	C	3520	3730	LOS E	3730
				NB	1137	C	3410	3640	LOS E	3640
3	166	NW 87th Avenue	North of NW 41st Street	SB	2632	A	4190	4390	LOS E	4390
				NB	1128	B	2370	2480	LOS E	2480
3	358	NW 12th Street	West of SR 826 (Palmetto)	EB	1218	E	860	1310	LOS D	860
				WB	1124	D	1400	1760	LOS D	1400
3	402	NW 25th Street	West of SR 826 (Palmetto)	EB	3240	E	350	3920	LOS D	350
				WB	1596	D	2180	2690	LOS D	2180
3	404	NW 25th Street	West of NW 87th Avenue	EB	1431	E	1050	1450	LOS E	1450
				WB	1321	B	3310	3440	LOS E	3440
3	432	NW 36th Street	West of SR 826 (Palmetto)	EB	3020	F	900	1230	LOS E	1230
				WB	2373	B	3060	3180	LOS E	3180
3	434	NW 36th Street	West of NW 87th Avenue	EB	2978	F	2370	2550	LOS E*	2550
				WB	740	A	5560	5740	LOS E*	5740
3	482	NW 79th Avenue	North of NW 36th Street	SB	1000	F	***	***	LOS E	***
				NB	818	D	1220	1360	LOS E	1360
3	484	NW 79th Avenue	South of NW 36th Street	NB	817	E	750	880	LOS D	750
				SB	480	n/a	n/a	n/a	LOS D	n/a
4	44	SW 87th Avenue	South of Flagler Street	SB	2280	F	1320	1450	LOS D	1320
				NB	1998	F	1560	1980	LOS D	1560
4	90	SW 8th Street	East of SW 109th Street	WB	1633	A	4940	5160	LOS D	4940
				EB	930	E	910	1650	LOS D	910
4	92	SW 8th Street	East of SW 87th Avenue	WB	1744	B	4190	4440	LOS E	4440
				EB	1074	A	4440	4620	LOS E	4620
4	154	Flagler Street	West of West 87th Avenue	WB	3289	C	4010	4230	120% OF LOS E	5076
				EB	1548	F	***	***	120% OF LOS E	***
4	156	Flagler Street	West of West 97th Avenue	WB	1592	A	4960	5190	120% OF LOS E	6228
				EB	1153	B	4100	4310	120% OF LOS E	5172
4	158	Flagler Street	West of West 107th Avenue	WB	2147	C	4100	4310	120% OF LOS E	5172
				EB	1261	F	***	***	120% OF LOS E	***
4	589	SW 8th Street	West of SW 87th Avenue	WB	1554	A	5710	6000	LOS E	6000
				EB	912	C	3630	3850	LOS E	3850
4	1141	Flagler Street	West of SR 826 (Palmetto)	WB	2552	D	3990	4640	120% OF LOS E	5568
				EB	2154	E	1500	2700	120% OF LOS E	3240
4	1211	NW 87th Avenue	North of NW 8th Street	SB	3263	B	4490	4680	LOS E*	4680
				NB	1403	F	***	220	LOS E*	220
4	1218	West 107th Avenue	North of NW 7th Street	SB	3414	F	1530	2880	120% OF LOS E*	3456
				NB	2534	D	2770	2920	120% OF LOS E*	3504
5	39	Milam Dairy Road	South of NW 74th Street Extension	NB	1474	F	1040	1120	LOS E	1120
				SB	708	B	1530	1640	LOS E	1640
5	400	NW 25th Street	East of SR 826 (Palmetto)	EB	1667	E	1250	2790	LOS D	1250
				WB	1602	F	***	***	LOS D	***
5	1173	NW 36th Street	East of SR 826 (Palmetto)	WB	2758	D	2800	3010	120% OF LOS E	3612
				EB	1788	E	1700	1880	120% OF LOS E	2256
5	1202	Milam Dairy Road	North of NW 12th Street	SB	2607	C	3360	3560	LOS E	3560
				NB	968	B	4170	4350	LOS E	4350
5	1204	Milam Dairy Road	South of NW 36th Street	NB	1870	C	2100	2280	LOS E	2280
				SB	1468	B	2550	2720	LOS E	2720
5	1205	Milam Dairy Road	South of NW 41st Street	SB	2146	C	2510	2720	LOS E	2720
				NB	1423	B	1970	2110	LOS E	2110
6	5	SW 8th Street	East of SW 74th Avenue	WB	1949	A	5040	5300	120% OF LOS E	6360
				EB	1334	B	2960	3120	120% OF LOS E	3744
6	1140	Flagler Street	West of West 72nd Avenue	WB	2346	B	3510	3590	150% OF LOS E	5385
				EB	1783	E	930	1920	150% OF LOS E	2880
6	1200	Milam Dairy Road	South of NW 12th Street	SB	2071	B	3910	4130	LOS D	3910
				NB	624	C	4070	4300	LOS D	4070
6	1201	NW 72nd Avenue	North of Flagler Street	SB	719	D	1510	1920	LOS E	1920
				NB	400	D	1600	1950	LOS E	1950

* Future rail or bus service   *** No threshold exists   n/a T-intersection with no south leg

FIGURE 5

BARTON-ASCHMAN ASSOC., INC.
Ft. LAUDERDALE, FLORIDA

EXISTING FREEWAY AND ARTERIAL
LEVELS OF SERVICE
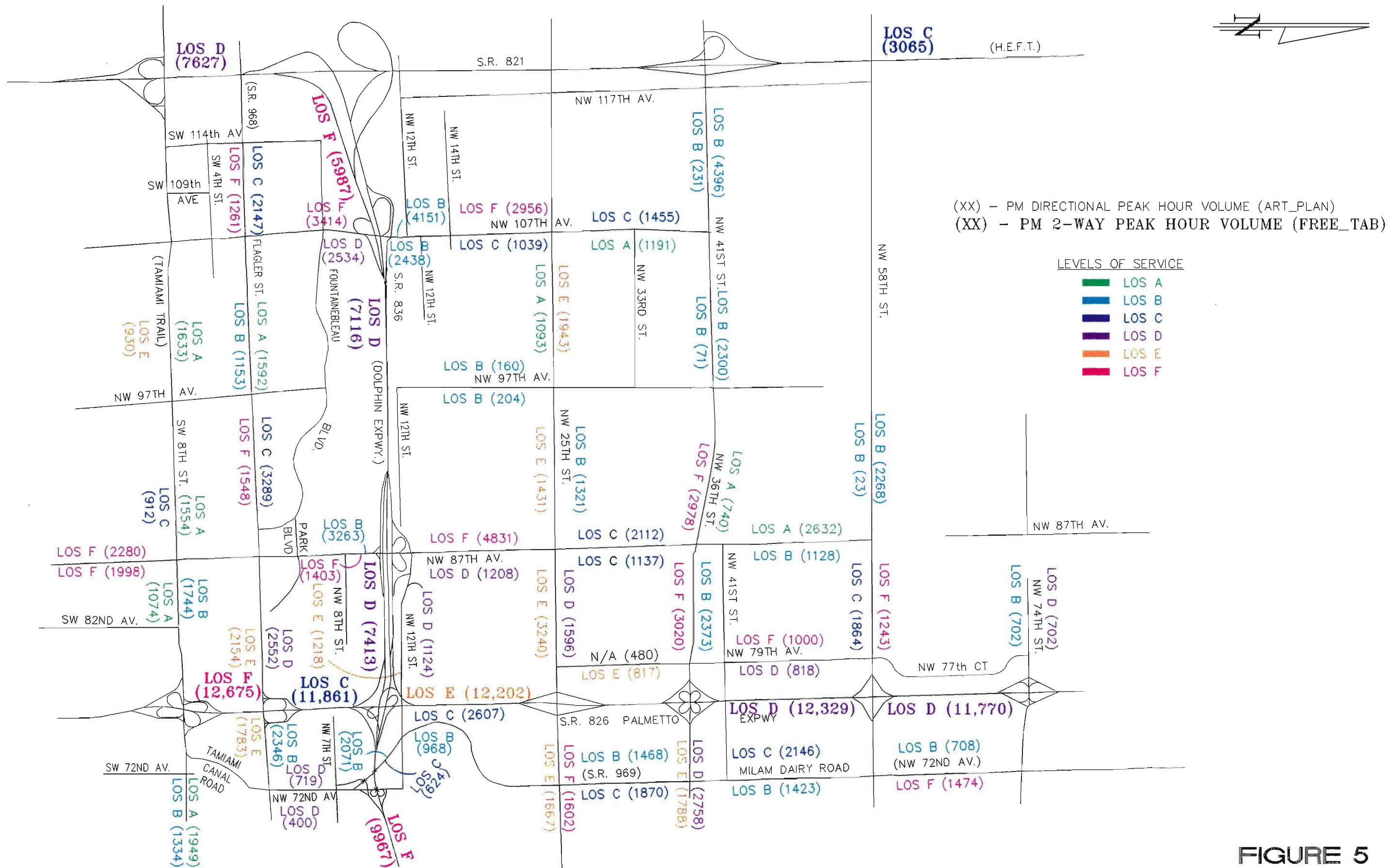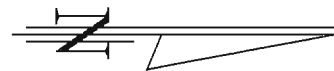
4.2 LOS D and LOS E Thresholds for Study Area

As Section 3 of this Memorandum had indicated, the level of service standard has changed from a maximum LOS of E to a maximum LOS of D beginning in 1995 for those roadways without adequate transit service and outside of the Urban Infill Area. Using the standards provided in Table 19, Table 20 has defined the maximum PM peak hour volumes (plus or minus ten vehicles) for both a LOS D and LOS E. These threshold values were calculated using an iterative procedure in both the peak and off-peak directions.

Only one link was iterated in both directions for every count station. The link that was chosen was the one which contains the permanent traffic counter. If a different link had been chosen for iteration, the maximum threshold volumes would have likely been different. The thresholds, like the existing volumes, are sensitive to all of the parameters input into an Art_Plan run. Changing even one parameter by a small percentage may affect these thresholds. Therefore, some of the assumptions that were made about certain segments (e.g. 12% turns from exclusive lanes) may lead to artificial levels of Service as compared to the actual conditions. However, as more accurate data is obtained about the links, Table 20 can certainly be used as a concise arterial roadway level of service summary for the West Dade Task area.

The last column in Table 20 reflects the impact of transit service on some of the major arterials in the study area. Using Tables 18 and 19, a determination of the standard Level of Service was made. Depending on the location of the roadway segment and the availability of transit, the PM peak hour maximum volume ranged from the LOS D threshold to 150 percent of the LOS E threshold. As the footnote states, some of the count stations have higher levels of service based on future (within five years) transit improvements rather than existing bus headways. One might be tempted to argue that no transit improvements should be considered because there are no equivalent roadway capacity improvements considered when establishing the thresholds. The transit conditions are included in Table 20 to illustrate the degree of additional capacity -- or deficit-- that the segments would have if no road improvements were to occur. This capacity (deficit) is obtained by subtracting the existing peak hour volume from the standard LOS maximum volume. Technical Memorandum C will specifically address those segments which have deficits and propose capacity improvements to correct the problem. The inclusion of roadway improvements will be discussed in this forthcoming memorandum.

Some of the count stations listed in Table 20 do not have threshold levels of service at LOS D and/or LOS E. These particular count stations, denoted by triple asterisks, show either the peak or off-peak direction of travel as having an existing LOS F. No thresholds could be established for the links representing these count station segments. A closer examination of the Art_Plan input parameters, however, can shed some light as to why no maximum volumes can be identified.

The segments are listed below along with a brief explanation of the primary reason for failure.

Count Station	Dir.	Reason Why No Threshold Can Be Reached
154	EB	Low g/C ratio of 0.40.
158	EB	Low g/C ratio of 0.22.
400	WB	Low g/C ratio of 0.54.
		Short signalized intersection spacing of 600 feet.
452	WB	Low g/C ratio of 0.45.
		Short signalized intersection spacing of 700 feet.
482	SB	Low g/C ratio of 0.26.
1211	NB	Low g/C ratio of 0.23.

Adjusting the maximum input parameters listed above will allow thresholds to be established and will also increase the validity of Art _Plan calculations for these segments.

5.0 FREEWAY LEVEL OF SERVICE ANALYSES

The final task completed as part of this technical memorandum was an analysis of the freeways that are within the study area. Portions of three freeways, consisting of eleven count stations, were analyzed using Free_Tab which provides a level of service table based only on the K factor, D factor and peak hour factor. The Appendix contains the Free_Tab outputs for all eleven count stations while Table 21 provides a summary of the results.

This table indicates that the highway segments currently range between LOS C and F with the most determining factor being the total number of lanes. The portions of the Dolphin Expressway, east of NW 107th Avenue have standard LOS maximum volumes defined higher than the current LOS E thresholds because of the planned expansion of Metrorail along this corridor. With this transit improvement, all except for two freeway segments in the study area are within the standard level of service and, therefore, meet the Dade County concurrency requirements. Some of the TIP elements reviewed earlier may alleviate the congestion experienced along the remaining two over-capacity segments. These improvements will be analyzed in more detail in Technical Memorandum C.

TABLE 21 FREE_TAB LEVEL OF SERVICE SUMMARY

SECTOR NUMBER	STATION NUMBER	FREEWAY	LOCATION OF COUNT STATION	# OF LANES	EXISTING PM PEAK 2-WAY VOLUME	EXISTING LOS	MAX. PM PEAK HOUR VOLUME AT LOS D	LOS E	STANDARD LOS DEFINITION	STANDARD LOS MAX. VOL.
1	572	S.R. 826 (Palmetto)	North of NW 58th Street	8	11,770	D	13,280	14,280	LOS E	14,280
2	2242	S.R. 836 (Dolphin)	West of NW 107th Avenue	4	5,987	F	4,440	4,770	LOS D	4,440
2	2243	S.R. 836 (Dolphin)	East of NW 107th Avenue	6	7,116	D	7,750	8,330	120% OF LOS E*	9,996
2	2272	S.R. 821 (H.E.F.T.)	South of Okeechobee Road	4	3,065	C	4,940	5,310	LOS D	4,940
3	2244	S.R. 836 (Dolphin)	East of NW 87th Avenue	6	7,413	D	7,860	8,450	120% OF LOS E*	10,140
4	2250	S.R. 821 (H.E.F.T.)	North of SW 8th Street	6	7,627	D	8,870	9,540	LOS D	8,870
5	570	S.R. 826 (Palmetto)	North of NW 12th Street	8	12,202	E	11,960	12,860	LOS E	12,860
5	571	S.R. 826 (Palmetto)	North of NW 36th Street	8	12,329	D	14,190	15,260	LOS E	15,260
6	568	S.R. 826 (Palmetto)	North of SW 8th Street	8	12,675	F	11,090	11,920	LOS E	11,920
6	569	S.R. 826 (Palmetto)	North of Flagler Street	10	11,861	C	15,660	16,840	LOS E	16,840
6	2188	S.R. 836 (Dolphin)	East of S.R. 826	6	9,967	F	9,110	9,800	150% OF LOS E*	14,700

* Future extension of the Metro-rail system

APPENDIX

Art_Plan Outputs

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=====================================================================================
```
Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION	ROAD NAME: SW 8TH STREET
	Station No. & Location: 5
PEAK >>>>>>>>>>	PEAK DIRECTION: WB
	OFF-PEAK DIRECTION: EB
	Study Time Period: PM PEAK
Traffic Count Date:	AUGUST 25, 1994 Analysis Date: JANUARY 14, 1995
User's Notes:	WEST OF 72ND AVENUE TO SW 82ND AVENUE

```
=====================================================================================
```
TRAFFIC CHARACTERISTICS

AWDT:	43,432
K FACTOR:	0.076
D FACTOR:	0.594
PHF:	0.965
ADJ. SATURATION FLOW RATE:	1,900
% TURNS FROM EXCLUSIVE LANES:	15

```
=====================================================================================
```
ROADWAY CHARACTERISTICS

NUMBER OF THRU LANES
PEAK DIRECTION:	2
OFF-PEAK DIRECTION:	2
URBAN, TRANSITIONING, OR RURAL DEVELOPED (U/T/R):	U
ARTERIAL CLASS:	1 (1, 2, or 3)
FREE FLOW SPEED (mph):	40 (45, 40, or 35)

For Arterial Type and Class:	Use Free flow speed of:
Rural	55, 50, 45, 40 or 35
Transitioning, Class 1	55, 50, 45, 40 or 35
Urban, Class 1	45, 40 or 35
Urban or Transitioning, Class 2	40, 35, 30 or 25
Urban, Class 3	35, 30 or 25

```
=====================================================================================
```
SIGNALIZATION CHARACTERISTICS

ARRIVAL TYPE
PEAK DIRECTION:	4
OFF-PEAK DIRECTION:	2
TYPE SIGNAL SYSTEM:	3 (1=ACTUATED 2=PRETIMED 3=SEMIACTUATED)
SYSTEM CYCLE LENGTH:	150
WEIGHTED THRU MOVEMENT g/C:	0.37

```
=====================================================================================
```

```
=================================================================================================
WB    PEAK DIRECTION'S SPECIFIC INPUTS
SW 8TH STREET                                    % TURNS          CYCLE   EFFECTIVE
                                        PEAK     FROM             LENGTH  g/C
                              COUNT     HOUR     EXCLUS.          SIGNALS SIGNALS  LENGTH  ARRIVAL
LINK  Signal Number & LocationSTATION  VOLUME   LANES   LANES     2-20    2-20     (FT)    TYPE
-------------------------------------------------------------------------------------------------
```

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	SW 82nd Avenue (4565)	5	1,949	6.75	3	135	0.76	4,066	4
2-3	SIGNAL # 3	5							
3-4	SIGNAL # 4	5							
4-5	SIGNAL # 5	5							
5-6	SIGNAL # 6	5							
6-7	SIGNAL # 7	5							
7-8	SIGNAL # 8	5							
8-9	SIGNAL # 9	5							
9-10	SIGNAL # 10	5							
10-11	SIGNAL # 11	5							
11-12	SIGNAL # 12	5							
12-13	SIGNAL # 13	5							
13-14	SIGNAL # 14	5							
14-15	SIGNAL # 15	5							
15-16	SIGNAL # 16	5							
16-17	SIGNAL # 17	5							
17-18	SIGNAL # 18	5							
18-19	SIGNAL # 19	5							
19-20	SIGNAL # 20	5							

```
=================================================================================================
EB    OFF-PEAK DIRECTION'S SPECIFIC INPUTS
SW 8TH STREET                                    % TURNS          CYCLE   EFFECTIVE
                                        PEAK     FROM             LENGTH  g/C
                              COUNT     HOUR     EXCLUS.          SIGNALS SIGNALS  LENGTH  ARRIVAL
LINK  Signal Number & LocationSTATION  VOLUME   LANES   LANES     19-1    19-1     (FT)    TYPE
-------------------------------------------------------------------------------------------------
```

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	5	0						
19-18	SIGNAL # 18	5	0						
18-17	SIGNAL # 17	5	0						
17-16	SIGNAL # 16	5	0						
16-15	SIGNAL # 15	5	0						
15-14	SIGNAL # 14	5	0						
14-13	SIGNAL # 13	5	0						
13-12	SIGNAL # 12	5	0						
12-11	SIGNAL # 11	5	0						
11-10	SIGNAL # 10	5	0						
10-9	SIGNAL # 9	5	0						
9-8	SIGNAL # 8	5	0						
8-7	SIGNAL # 7	5	0						
7-6	SIGNAL # 6	5	0						
6-5	SIGNAL # 5	5	0						
5-4	SIGNAL # 4	5	0						
4-3	SIGNAL # 3	5	0						
3-2	SIGNAL # 2	5	0						
2-1	SW 74th Avenue (2634)	5	1,334	10.02	2	120	0.67	4,066	2

```
=================================================================================================
```

WB SW 8TH STREET LINK Signal Number & Location	PEAK DIRECTION RESULTS COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS
1-2 SW 82nd Avenue (4565)	5	1884	0.43	3.2	A	37.2	A
2-3 SIGNAL # 3	5	0					
3-4 SIGNAL # 4	5	0					
4-5 SIGNAL # 5	5	0					
5-6 SIGNAL # 6	5	0					
6-7 SIGNAL # 7	5	0					
7-8 SIGNAL # 8	5	0					
8-9 SIGNAL # 9	5	0					
9-10 SIGNAL # 10	5	0					
10-11 SIGNAL # 11	5	0					
11-12 SIGNAL # 12	5	0					
12-13 SIGNAL # 13	5	0					
13-14 SIGNAL # 14	5	0					
14-15 SIGNAL # 15	5	0					
15-16 SIGNAL # 16	5	0					
16-17 SIGNAL # 17	5	0					
17-18 SIGNAL # 18	5	0					
18-19 SIGNAL # 19	5	0					
19-20 SIGNAL # 20	5	0					

WB   Arterial Speed =   37.2 mph
                                                   LOS =   A

EB SW 8TH STREET LINK Signal Number & Location	OFF-PEAK DIRECTION RESULTS COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19 SIGNAL # 19	5	0					
19-18 SIGNAL # 18	5	0					
18-17 SIGNAL # 17	5	0					
17-16 SIGNAL # 16	5	0					
16-15 SIGNAL # 15	5	0					
15-14 SIGNAL # 14	5	0					
14-13 SIGNAL # 13	5	0					
13-12 SIGNAL # 12	5	0					
12-11 SIGNAL # 11	5	0					
11-10 SIGNAL # 10	5	0					
10-9 SIGNAL # 9	5	0					
9-8 SIGNAL # 8	5	0					
8-7 SIGNAL # 7	5	0					
7-6 SIGNAL # 6	5	0					
6-5 SIGNAL # 5	5	0					
5-4 SIGNAL # 4	5	0					
4-3 SIGNAL # 3	5	0					
3-2 SIGNAL # 2	5	0					
2-1 SW 74th Avenue (2634)	5	1,244	0.49	10.1	B	33.2	B

EB   Arterial Speed =   33.2 mph
                                                   LOS =   B

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

```
===================================================================================
   Florida Department of Transportation
                      Arterial Level of Service Estimate
                      Based on the 1985 Highway Capacity Manual
                      ART_PLAN Version 1.2
     Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
                      Modified by: FDOT District Four  05-18-92
-----------------------------------------------------------------------------------
DESCRIPTION                             ROAD NAME:  MILAM DAIRY ROAD
                             Station No. & Location:       39
          PEAK >>>>>>>>>>          PEAK DIRECTION: NB
                              OFF-PEAK DIRECTION:  SB
                                 Study Time Period:  PM PEAK
     Traffic Count Date:     JULY 14, 1993        Analysis Date:  JANUARY 14, 1995
     User's Notes:          NW 58TH STREET TO NW 74TH STREET
===================================================================================
TRAFFIC CHARACTERISTICS


                                       AWDT:       26,384
                                    K FACTOR:       0.083
                                    D FACTOR:       0.675
                                        PHF:        0.894
                   ADJ. SATURATION FLOW RATE:       1,900
                   % TURNS FROM EXCLUSIVE LANES:      15
===================================================================================
ROADWAY CHARACTERISTICS


                    NUMBER OF THRU LANES
                           PEAK DIRECTION:           2
                       OFF-PEAK DIRECTION:           2
                    URBAN, TRANSITIONING, OR
                    RURAL DEVELOPED (U/T/R):          U
                            ARTERIAL CLASS:           1  (1, 2, or 3)
                       FREE FLOW SPEED (mph):        45  (45, 40, or 35)

     For Arterial Type and Class:                 Use Free flow speed of:
     Rural                                        55, 50, 45, 40 or 35
     Transitioning, Class 1                       55, 50, 45, 40 or 35
     Urban, Class 1                               45, 40 or 35
     Urban or Transitioning, Class 2              40, 35, 30 or 25
     Urban, Class 3                               35, 30 or 25


===================================================================================
SIGNALIZATION CHARACTERISTICS

                    ARRIVAL TYPE
                           PEAK DIRECTION:           4
                       OFF-PEAK DIRECTION:           2
                       TYPE SIGNAL SYSTEM:           3  (1=ACTUATED
                                                         2=PRETIMED
                                                         3=SEMIACTUATED)

                       SYSTEM CYCLE LENGTH:         150
                   WEIGHTED THRU MOVEMENT g/C:      0.37
===================================================================================
```

```
===================================================================================================
```
NB   PEAK DIRECTION'S SPECIFIC INPUTS
MILAM DAIRY ROAD

LINK	Signal Number & Location	STATION	COUNT PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	NW 74th Street Ext(3975)	39	1,474	30.68	1	141	0.38	5,003	4
2-3	NW 74th Street (4528)	39	1,474	0.5	2	141	0.55	300	4
3-4	SIGNAL # 4	39							
4-5	SIGNAL # 5	39							
5-6	SIGNAL # 6	39							
6-7	SIGNAL # 7	39							
7-8	SIGNAL # 8	39							
8-9	SIGNAL # 9	39							
9-10	SIGNAL # 10	39							
10-11	SIGNAL # 11	39							
11-12	SIGNAL # 12	39							
12-13	SIGNAL # 13	39							
13-14	SIGNAL # 14	39							
14-15	SIGNAL # 15	39							
15-16	SIGNAL # 16	39							
16-17	SIGNAL # 17	39							
17-18	SIGNAL # 18	39							
18-19	SIGNAL # 19	39							
19-20	SIGNAL # 20	39							

```
===================================================================================================
```
SB   OFF-PEAK DIRECTION'S SPECIFIC INPUTS
MILAM DAIRY ROAD

LINK	Signal Number & Location	STATION	COUNT PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	39	0						
19-18	SIGNAL # 18	39	0						
18-17	SIGNAL # 17	39	0						
17-16	SIGNAL # 16	39	0						
16-15	SIGNAL # 15	39	0						
15-14	SIGNAL # 14	39	0						
14-13	SIGNAL # 13	39	0						
13-12	SIGNAL # 12	39	0						
12-11	SIGNAL # 11	39	0						
11-10	SIGNAL # 10	39	0						
10-9	SIGNAL # 9	39	0						
9-8	SIGNAL # 8	39	0						
8-7	SIGNAL # 7	39	0						
7-6	SIGNAL # 6	39	0						
6-5	SIGNAL # 5	39	0						
5-4	SIGNAL # 4	39	0						
4-3	SIGNAL # 3	39	0						
3-2	NW 74th Street Ext(3975)	39	708	6.57	2	141	0.38	300	2
2-1	NW 58th Street (4315)	39	708	15.53	2	120	0.35	5,003	2

```
===================================================================================================
```

```
================================================================================
NB    PEAK DIRECTION RESULTS      THRU                    THRU              ARTERIAL
MILAM DAIRY ROAD          COUNT   FLOW     V/C     THRU APPROACH  SPEED     LINK
LINK  Signal Number & LocationSTATION RATE  RATIO   DELAY   LOS     (MPH)     LOS
--------------------------------------------------------------------------------
1-2   NW 74th Street Ext(3975)   39    1142    1.58    511.7   F              4.6    F    *Warning: In
2-3   NW 74th Street (4528)      39    1640    0.78    16.7    C              7.3    F
3-4   SIGNAL # 4                 39      0
4-5   SIGNAL # 5                 39      0
5-6   SIGNAL # 6                 39      0
6-7   SIGNAL # 7                 39      0
7-8   SIGNAL # 8                 39      0
8-9   SIGNAL # 9                 39      0
9-10  SIGNAL # 10                39      0
10-11 SIGNAL # 11                39      0
11-12 SIGNAL # 12                39      0
12-13 SIGNAL # 13                39      0
13-14 SIGNAL # 14                39      0
14-15 SIGNAL # 15                39      0
15-16 SIGNAL # 16                39      0
16-17 SIGNAL # 17                39      0
17-18 SIGNAL # 18                39      0
18-19 SIGNAL # 19                39      0
19-20 SIGNAL # 20                39      0
```

NB   Arterial Speed =   ***   mph
                                     LOS =   F
                            NOTE: Intersection Capacity Exceeded

```
================================================================================
SB    OFF-PEAK DIRECTION RESULTS  THRU                    THRU              ARTERIAL
MILAM DAIRY ROAD          COUNT   FLOW     V/C     THRU APPROACH  SPEED     LINK
LINK  Signal Number & LocationSTATION RATE  RATIO   DELAY   LOS     (MPH)     LOS
--------------------------------------------------------------------------------
20-19 SIGNAL # 19                39      0
19-18 SIGNAL # 18                39      0
18-17 SIGNAL # 17                39      0
17-16 SIGNAL # 16                39      0
16-15 SIGNAL # 15                39      0
15-14 SIGNAL # 14                39      0
14-13 SIGNAL # 13                39      0
13-12 SIGNAL # 12                39      0
12-11 SIGNAL # 11                39      0
11-10 SIGNAL # 10                39      0
10-9  SIGNAL # 9                 39      0
9-8   SIGNAL # 8                 39      0
8-7   SIGNAL # 7                 39      0
7-6   SIGNAL # 6                 39      0
6-5   SIGNAL # 5                 39      0
5-4   SIGNAL # 4                 39      0
4-3   SIGNAL # 3                 39      0
3-2   NW 74th Street Ext(3975)   39    740    0.51    34.9    D              4.0    F
2-1   NW 58th Street (4315)      39    669    0.50    31.9    D              28.9   B
```

SB   Arterial Speed =   21.3   mph
                                     LOS =   D

```
================================================================================
```
NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

```
=================================================================================
      Florida Department of Transportation
                        Arterial Level of Service Estimate
                        Based on the 1985 Highway Capacity Manual
                        ART_PLAN Version 1.2
      Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
                        Modified by: FDOT District Four  05-18-92
---------------------------------------------------------------------------------
DESCRIPTION                              ROAD NAME:  SW 87TH AVENUE
                              Station No. & Location:        44
            PEAK >>>>>>>>>>            PEAK DIRECTION: SB
                              OFF-PEAK DIRECTION:   NB
                                  Study Time Period:  PM PEAK
Traffic Count Date:        JULY 22, 1993        Analysis Date:  FEBRUARY 2, 1995
User's Notes:              FLAGLER STREET TO SW 8TH STREET
=================================================================================
TRAFFIC CHARACTERISTICS

                                           AWDT:        33,162
                                       K FACTOR:         0.129
                                       D FACTOR:         0.533
                                           PHF:          0.967
                        ADJ. SATURATION FLOW RATE:       1,900
                        % TURNS FROM EXCLUSIVE LANES:       15
=================================================================================
ROADWAY CHARACTERISTICS

                              NUMBER OF THRU LANES
                                 PEAK DIRECTION:         2
                             OFF-PEAK DIRECTION:         2
                        URBAN, TRANSITIONING, OR
                        RURAL DEVELOPED (U/T/R):          U
                                 ARTERIAL CLASS:         1   (1, 2, or 3)
                           FREE FLOW SPEED (mph):       40   (45, 40, or 35)

    For Arterial Type and Class:                    Use Free flow speed of:
    Rural                                           55, 50, 45, 40 or 35
    Transitioning, Class 1                          55, 50, 45, 40 or 35
    Urban, Class 1                                  45, 40 or 35
    Urban or Transitioning, Class 2                 40, 35, 30 or 25
    Urban, Class 3                                  35, 30 or 25


=================================================================================
SIGNALIZATION CHARACTERISTICS

                              ARRIVAL TYPE
                                 PEAK DIRECTION:         4
                             OFF-PEAK DIRECTION:         2
                             TYPE SIGNAL SYSTEM:         3  (1=ACTUATED
                                                             2=PRETIMED
                                                             3=SEMIACTUATED)

                          SYSTEM CYCLE LENGTH:          150
                   WEIGHTED THRU MOVEMENT g/C:         0.37
=================================================================================
```

```
================================================================================
```

SB   PEAK DIRECTION'S SPECIFIC INPUTS
SW 87TH AVENUE

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	SW 8th Street (3362)	44	2,280	9.21	2	134	0.34	2,357	4
2-3	SIGNAL # 3	44							
3-4	SIGNAL # 4	44							
4-5	SIGNAL # 5	44							
5-6	SIGNAL # 6	44							
6-7	SIGNAL # 7	44							
7-8	SIGNAL # 8	44							
8-9	SIGNAL # 9	44							
9-10	SIGNAL # 10	44							
10-11	SIGNAL # 11	44							
11-12	SIGNAL # 12	44							
12-13	SIGNAL # 13	44							
13-14	SIGNAL # 14	44							
14-15	SIGNAL # 15	44							
15-16	SIGNAL # 16	44							
16-17	SIGNAL # 17	44							
17-18	SIGNAL # 18	44							
18-19	SIGNAL # 19	44							
19-20	SIGNAL # 20	44							

```
================================================================================
```

NB   OFF-PEAK DIRECTION'S SPECIFIC INPUTS
SW 87TH AVENUE

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	44	0						
19-18	SIGNAL # 18	44	0						
18-17	SIGNAL # 17	44	0						
17-16	SIGNAL # 16	44	0						
16-15	SIGNAL # 15	44	0						
15-14	SIGNAL # 14	44	0						
14-13	SIGNAL # 13	44	0						
13-12	SIGNAL # 12	44	0						
12-11	SIGNAL # 11	44	0						
11-10	SIGNAL # 10	44	0						
10-9	SIGNAL # 9	44	0						
9-8	SIGNAL # 8	44	0						
8-7	SIGNAL # 7	44	0						
7-6	SIGNAL # 6	44	0						
6-5	SIGNAL # 5	44	0						
5-4	SIGNAL # 4	44	0						
4-3	SIGNAL # 3	44	0						
3-2	SIGNAL # 2	44	0						
2-1	Flagler Street (3747)	44	1,998	46.53	2	121	0.29	2,357	2

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================================================================================
```

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=========================================================================
```

SB SW 87TH AVENUE LINK Signal Number & Location	STATION COUNT	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS	
1-2 SW 8th Street (3362)	44	2142	1.66	615.3	F	1.9	F	*Warning: In
2-3 SIGNAL # 3	44	0						
3-4 SIGNAL # 4	44	0						
4-5 SIGNAL # 5	44	0						
5-6 SIGNAL # 6	44	0						
6-7 SIGNAL # 7	44	0						
7-8 SIGNAL # 8	44	0						
8-9 SIGNAL # 9	44	0						
9-10 SIGNAL # 10	44	0						
10-11 SIGNAL # 11	44	0						
11-12 SIGNAL # 12	44	0						
12-13 SIGNAL # 13	44	0						
13-14 SIGNAL # 14	44	0						
14-15 SIGNAL # 15	44	0						
15-16 SIGNAL # 16	44	0						
16-17 SIGNAL # 17	44	0						
17-18 SIGNAL # 18	44	0						
18-19 SIGNAL # 19	44	0						
19-20 SIGNAL # 20	44	0						

SB   Arterial Speed =   ***   mph
                                       LOS =   F
                                NOTE: Intersection Capacity Exceeded

```
=========================================================================
```

NB SW 87TH AVENUE LINK Signal Number & Location	STATION COUNT	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS	
20-19 SIGNAL # 19	44	0						
19-18 SIGNAL # 18	44	0						
18-17 SIGNAL # 17	44	0						
17-16 SIGNAL # 16	44	0						
16-15 SIGNAL # 15	44	0						
15-14 SIGNAL # 14	44	0						
14-13 SIGNAL # 13	44	0						
13-12 SIGNAL # 12	44	0						
12-11 SIGNAL # 11	44	0						
11-10 SIGNAL # 10	44	0						
10-9 SIGNAL # 9	44	0						
9-8 SIGNAL # 8	44	0						
8-7 SIGNAL # 7	44	0						
7-6 SIGNAL # 6	44	0						
6-5 SIGNAL # 5	44	0						
5-4 SIGNAL # 4	44	0						
4-3 SIGNAL # 3	44	0						
3-2 SIGNAL # 2	44	0						
2-1 Flagler Street (3747)	44	1,105	1.00	64.0	F	12.8	F	*Warning: In

NB   Arterial Speed =   12.8 mph
                                       LOS =   F

```
=========================================================================
```

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

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================================================================================
Florida Department of Transportation
                    Arterial Level of Service Estimate
                    Based on the 1985 Highway Capacity Manual
                    ART_PLAN Version 1.2
      Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
                    Modified by: FDOT District Four  05-18-92
--------------------------------------------------------------------------------
DESCRIPTION                           ROAD NAME:  SW 8TH STREET
                              Station No. & Location:        90
         PEAK >>>>>>>>>>             PEAK DIRECTION: WB
                                 OFF-PEAK DIRECTION:  EB
                                  Study Time Period:  PM PEAK
  Traffic Count Date:    AUGUST 5, 1994      Analysis Date:  JANUARY 27, 1995
  User's Notes:          SW 107TH AVENUE TO SR 821 (H.E.F.T.) WEST
================================================================================
TRAFFIC CHARACTERISTICS


                                        AWDT:       33,211
                                    K FACTOR:        0.077
                                    D FACTOR:        0.637
                                        PHF:         0.927
                     ADJ. SATURATION FLOW RATE:      1,900
                     % TURNS FROM EXCLUSIVE LANES:      15
================================================================================
ROADWAY CHARACTERISTICS


                     NUMBER OF THRU LANES
                            PEAK DIRECTION:        3
                        OFF-PEAK DIRECTION:        3
                     URBAN, TRANSITIONING, OR
                     RURAL DEVELOPED (U/T/R):       U
                             ARTERIAL CLASS:        1  (1, 2, or 3)
                       FREE FLOW SPEED (mph):      45  (45, 40, or 35)

   For Arterial Type and Class:                  Use Free flow speed of:
   Rural                                         55, 50, 45, 40 or 35
   Transitioning, Class 1                        55, 50, 45, 40 or 35
   Urban, Class 1                                45, 40 or 35
   Urban or Transitioning, Class 2               40, 35, 30 or 25
   Urban, Class 3                                35, 30 or 25


================================================================================
SIGNALIZATION CHARACTERISTICS


                     ARRIVAL TYPE
                            PEAK DIRECTION:        4
                        OFF-PEAK DIRECTION:        2
                        TYPE SIGNAL SYSTEM:        3  (1=ACTUATED
                                                       2=PRETIMED
                                                       3=SEMIACTUATED)
                      SYSTEM CYCLE LENGTH:       150
              WEIGHTED THRU MOVEMENT g/C:        0.37
================================================================================
```

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WB PEAK DIRECTION'S SPECIFIC INPUTS
SW 8TH STREET

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	SW 112th Avenue (3879)	90	1,633	9.89	3	127	0.78	2,600	4
2-3	SW 117th Avenue (4974)	90	1,633	11.82	3	135	0.84	720	4
3-4	SR 821 East (4238)	90	1,633	11.87	3	135	0.84	1,380	4
4-5	SR 821 West (4239)	90	1,633	11.99	3	135	0.67	1,570	4
5-6	SIGNAL # 6	90							
6-7	SIGNAL # 7	90							
7-8	SIGNAL # 8	90							
8-9	SIGNAL # 9	90							
9-10	SIGNAL # 10	90							
10-11	SIGNAL # 11	90							
11-12	SIGNAL # 12	90							
12-13	SIGNAL # 13	90							
13-14	SIGNAL # 14	90							
14-15	SIGNAL # 15	90							
15-16	SIGNAL # 16	90							
16-17	SIGNAL # 17	90							
17-18	SIGNAL # 18	90							
18-19	SIGNAL # 19	90							
19-20	SIGNAL # 20	90							

==

EB OFF-PEAK DIRECTION'S SPECIFIC INPUTS
SW 8TH STREET

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	90	0						
19-18	SIGNAL # 18	90	0						
18-17	SIGNAL # 17	90	0						
17-16	SIGNAL # 16	90	0						
16-15	SIGNAL # 15	90	0						
15-14	SIGNAL # 14	90	0						
14-13	SIGNAL # 13	90	0						
13-12	SIGNAL # 12	90	0						
12-11	SIGNAL # 11	90	0						
11-10	SIGNAL # 10	90	0						
10-9	SIGNAL # 9	90	0						
9-8	SIGNAL # 8	90	0						
8-7	SIGNAL # 7	90	0						
7-6	SIGNAL # 6	90	0						
6-5	SIGNAL # 5	90	0						
5-4	SR 821 East (4238)	90	930	26.6	3	135	0.75	1,570	2
4-3	SW 117th Avenue (4974)	90	930	11.53	3	135	0.76	1,380	2
3-2	SW 112th Avenue (3879)	90	930	14.82	3	127	0.78	720	2
2-1	SW 107th Avenue (3709)	90	930	22.46	3	135	0.24	2,600	2

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=================================================================================
WB    PEAK DIRECTION RESULTS        THRU                    THRU            ARTERIAL
SW 8TH STREET             COUNT     FLOW     V/C    THRU   APPROACH   SPEED    LINK
LINK  Signal Number & Location STATION  RATE    RATIO   DELAY    LOS      (MPH)    LOS
---------------------------------------------------------------------------------
1-2   SW 112th Avenue (3879)    90     1587    0.36    2.3     A         38.0     A
2-3   SW 117th Avenue (4974)    90     1553    0.32    1.3     A         29.6     B
3-4   SR 821 East (4238)        90     1552    0.32    1.3     A         32.9     B
4-5   SR 821 West (4239)        90     1550    0.41    5.6     B         29.1     B
5-6   SIGNAL # 6                90        0
6-7   SIGNAL # 7                90        0
7-8   SIGNAL # 8                90        0
8-9   SIGNAL # 9                90        0
9-10  SIGNAL # 10               90        0
10-11 SIGNAL # 11               90        0
11-12 SIGNAL # 12               90        0
12-13 SIGNAL # 13               90        0
13-14 SIGNAL # 14               90        0
14-15 SIGNAL # 15               90        0
15-16 SIGNAL # 16               90        0
16-17 SIGNAL # 17               90        0
17-18 SIGNAL # 18               90        0
18-19 SIGNAL # 19               90        0
19-20 SIGNAL # 20               90        0

WB                              Arterial Speed =       33.3  mph
                                        LOS =      B


=================================================================================
EB    OFF-PEAK DIRECTION RESULTS   THRU                    THRU            ARTERIAL
SW 8TH STREET             COUNT     FLOW     V/C    THRU   APPROACH   SPEED    LINK
LINK  Signal Number & Location STATION  RATE    RATIO   DELAY    LOS      (MPH)    LOS
---------------------------------------------------------------------------------
20-19 SIGNAL # 19               90        0
19-18 SIGNAL # 18               90        0
18-17 SIGNAL # 17               90        0
17-16 SIGNAL # 16               90        0
16-15 SIGNAL # 15               90        0
15-14 SIGNAL # 14               90        0
14-13 SIGNAL # 13               90        0
13-12 SIGNAL # 12               90        0
12-11 SIGNAL # 11               90        0
11-10 SIGNAL # 10               90        0
10-9  SIGNAL # 9                90        0
9-8   SIGNAL # 8                90        0
8-7   SIGNAL # 7                90        0
7-6   SIGNAL # 6                90        0
6-5   SIGNAL # 5                90        0
5-4   SR 821 East (4238)        90      736    0.17    5.0     A         29.7     B
4-3   SW 117th Avenue (4974)    90      888    0.20    4.7     A         28.5     B
3-2   SW 112th Avenue (3879)    90      855    0.19    3.7     A         24.9     C
2-1   SW 107th Avenue (3709)    90      778    0.57   46.9     E         17.0     E

EB                              Arterial Speed =       22.1  mph
                                        LOS =      C

=================================================================================
NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET
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===============================================================================
   Florida Department of Transportation
                    Arterial Level of Service Estimate
                    Based on the 1985 Highway Capacity Manual
                    ART_PLAN Version 1.2
      Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
                    Modified by: FDOT District Four  05-18-92
-------------------------------------------------------------------------------
 DESCRIPTION                         ROAD NAME:  SW 8TH STREET
                            Station No. & Location:       92
         PEAK >>>>>>>>>>        PEAK DIRECTION: WB
                            OFF-PEAK DIRECTION:  EB
                              Study Time Period:  PM PEAK
 Traffic Count Date:      AUGUST 5, 1993      Analysis Date:  FEBRUARY 2, 1995
 User's Notes:         SW 82ND AVENUE TO SW 87TH AVENUE
===============================================================================
 TRAFFIC CHARACTERISTICS


                                   AWDT:        39,091
                               K FACTOR:        0.072
                               D FACTOR:        0.619
                                   PHF:         0.974
                  ADJ. SATURATION FLOW RATE:    1,900
                  % TURNS FROM EXCLUSIVE LANES:   15
===============================================================================
 ROADWAY CHARACTERISTICS


                    NUMBER OF THRU LANES
                          PEAK DIRECTION:         4
                      OFF-PEAK DIRECTION:         3
                    URBAN, TRANSITIONING, OR
                    RURAL DEVELOPED (U/T/R):      U
                          ARTERIAL CLASS:         1   (1, 2, or 3)
                    FREE FLOW SPEED (mph):       45   (45, 40, or 35)


     For Arterial Type and Class:                 Use Free flow speed of:
     Rural                                        55, 50, 45, 40 or 35
     Transitioning, Class 1                       55, 50, 45, 40 or 35
     Urban, Class 1                               45, 40 or 35
     Urban or Transitioning, Class 2              40, 35, 30 or 25
     Urban, Class 3                               35, 30 or 25


===============================================================================
 SIGNALIZATION CHARACTERISTICS


                    ARRIVAL TYPE
                          PEAK DIRECTION:         4
                      OFF-PEAK DIRECTION:         2
                      TYPE SIGNAL SYSTEM:         3  (1=ACTUATED
                                                      2=PRETIMED
                                                      3=SEMIACTUATED)
                    SYSTEM CYCLE LENGTH:        150
             WEIGHTED THRU MOVEMENT g/C:        0.37
===============================================================================
```

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===============================================================================
WB    PEAK DIRECTION'S SPECIFIC INPUTS
SW 8TH STREET                                % TURNS          CYCLE   EFFECTIVE
                                     PEAK    FROM             LENGTH  g/C
                            COUNT    HOUR    EXCLUS.          SIGNALS SIGNALS  LENGTH  ARRIVAL
LINK  Signal Number & LocationSTATION VOLUME  LANES   LANES    2-20    2-20    (FT)    TYPE
-------------------------------------------------------------------------------
1-2   SW 87th Avenue (3362)   92     1,744   15.07     4       134     0.46    2,660      4
2-3   SIGNAL # 3              92
3-4   SIGNAL # 4              92
4-5   SIGNAL # 5              92
5-6   SIGNAL # 6              92
6-7   SIGNAL # 7              92
7-8   SIGNAL # 8              92
8-9   SIGNAL # 9              92
9-10  SIGNAL # 10             92
10-11 SIGNAL # 11             92
11-12 SIGNAL # 12             92
12-13 SIGNAL # 13             92
13-14 SIGNAL # 14             92
14-15 SIGNAL # 15             92
15-16 SIGNAL # 16             92
16-17 SIGNAL # 17             92
17-18 SIGNAL # 18             92
18-19 SIGNAL # 19             92
19-20 SIGNAL # 20             92
===============================================================================
EB    OFF-PEAK DIRECTION'S SPECIFIC INPUTS
SW 8TH STREET                                % TURNS          CYCLE   EFFECTIVE
                                     PEAK    FROM             LENGTH  g/C
                            COUNT    HOUR    EXCLUS.          SIGNALS SIGNALS  LENGTH  ARRIVAL
LINK  Signal Number & LocationSTATION VOLUME  LANES   LANES    19-1    19-1    (FT)    TYPE
-------------------------------------------------------------------------------
20-19 SIGNAL # 19             92       0
19-18 SIGNAL # 18             92       0
18-17 SIGNAL # 17             92       0
17-16 SIGNAL # 16             92       0
16-15 SIGNAL # 15             92       0
15-14 SIGNAL # 14             92       0
14-13 SIGNAL # 13             92       0
13-12 SIGNAL # 12             92       0
12-11 SIGNAL # 11             92       0
11-10 SIGNAL # 10             92       0
10-9  SIGNAL # 9              92       0
9-8   SIGNAL # 8              92       0
8-7   SIGNAL # 7              92       0
7-6   SIGNAL # 6              92       0
6-5   SIGNAL # 5              92       0
5-4   SIGNAL # 4              92       0
4-3   SIGNAL # 3              92       0
3-2   SIGNAL # 2              92       0
2-1   SW 82nd Avenue (4565)   92     1,074     0       3       135     0.76    2,660      2
===============================================================================
```

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===========================================================================
WB    PEAK DIRECTION RESULTS        THRU                   THRU            ARTERIAL
SW 8TH STREET               COUNT   FLOW    V/C    THRU  APPROACH  SPEED    LINK
LINK  Signal Number & LocationSTATION RATE  RATIO  DELAY    LOS    (MPH)     LOS
---------------------------------------------------------------------------
1-2   SW 87th Avenue (3362)    92    1521   0.44   13.4    B       29.4     B
2-3   SIGNAL # 3               92      0
3-4   SIGNAL # 4               92      0
4-5   SIGNAL # 5               92      0
5-6   SIGNAL # 6               92      0
6-7   SIGNAL # 7               92      0
7-8   SIGNAL # 8               92      0
8-9   SIGNAL # 9               92      0
9-10  SIGNAL # 10              92      0
10-11 SIGNAL # 11              92      0
11-12 SIGNAL # 12              92      0
12-13 SIGNAL # 13              92      0
13-14 SIGNAL # 14              92      0
14-15 SIGNAL # 15              92      0
15-16 SIGNAL # 16              92      0
16-17 SIGNAL # 17              92      0
17-18 SIGNAL # 18              92      0
18-19 SIGNAL # 19              92      0
19-20 SIGNAL # 20              92      0

WB                            Arterial Speed =       29.4 mph
                                       LOS =      B


===========================================================================
EB    OFF-PEAK DIRECTION RESULTS    THRU                   THRU            ARTERIAL
SW 8TH STREET               COUNT   FLOW    V/C    THRU  APPROACH  SPEED    LINK
LINK  Signal Number & LocationSTATION RATE  RATIO  DELAY    LOS    (MPH)     LOS
---------------------------------------------------------------------------
20-19 SIGNAL # 19              92      0
19-18 SIGNAL # 18              92      0
18-17 SIGNAL # 17              92      0
17-16 SIGNAL # 16              92      0
16-15 SIGNAL # 15              92      0
15-14 SIGNAL # 14              92      0
14-13 SIGNAL # 13              92      0
13-12 SIGNAL # 12              92      0
12-11 SIGNAL # 11              92      0
11-10 SIGNAL # 10              92      0
10-9  SIGNAL # 9               92      0
9-8   SIGNAL # 8               92      0
8-7   SIGNAL # 7               92      0
7-6   SIGNAL # 6               92      0
6-5   SIGNAL # 5               92      0
5-4   SIGNAL # 4               92      0
4-3   SIGNAL # 3               92      0
3-2   SIGNAL # 2               92      0
2-1   SW 82nd Avenue (4565)    92    1,103  0.25    5.0    A       35.7     A

EB                            Arterial Speed =       35.7 mph
                                       LOS =      A


===========================================================================
NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET
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```
Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION   ROAD NAME: WEST FLAGLER STREET
                                   Station No. & Location: 154
            PEAK >>>>>>>>>>   PEAK DIRECTION: WB
                                   OFF-PEAK DIRECTION: EB
                                   Study Time Period: PM PEAK
Traffic Count Date: JULY 13, 1994   Analysis Date: JANUARY 25, 1995
User's Notes: WEST 87TH AVENUE TO WEST 97TH AVENUE
```
================== ======= ========= ======== ====== ========= ========= ========
```
TRAFFIC CHARACTERISTICS

                                            AWDT: 43,975
                                        K FACTOR: 0.110
                                        D FACTOR: 0.680
                                            PHF: 0.963
                        ADJ. SATURATION FLOW RATE: 1,900
                        % TURNS FROM EXCLUSIVE LANES: 15
```
================== ======= ========= ======== ====== ========= ========= ========
```
ROADWAY CHARACTERISTICS

                            NUMBER OF THRU LANES
                               PEAK DIRECTION: 3
                           OFF-PEAK DIRECTION: 3
                        URBAN, TRANSITIONING, OR
                        RURAL DEVELOPED (U/T/R):   U
                               ARTERIAL CLASS: 1   (1, 2, or 3)
                          FREE FLOW SPEED (mph):   40   (45, 40, or 35)

    For Arterial Type and Class: Use Free flow speed of:
    Rural   55, 50, 45, 40 or 35
    Transitioning, Class 1   55, 50, 45, 40 or 35
    Urban, Class 1   45, 40 or 35
    Urban or Transitioning, Class 2   40, 35, 30 or 25
    Urban, Class 3   35, 30 or 25
```
================== ======= ========= ======== ====== ========= ========= ========
```
SIGNALIZATION CHARACTERISTICS

                            ARRIVAL TYPE
                               PEAK DIRECTION   4
                           OFF-PEAK DIRECTION: 2
                           TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                                           2=PRETIMED
                                                           3=SEMIACTUATED)

                        SYSTEM CYCLE LENGTH: 150
                   WEIGHTED THRU MOVEMENT g/C: 0.37
```
================== ======= ========= ======== ====== ========= ========= ========
```

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================================ ======= ========= ======== ======= ========= ========= ========= ========
```

WB   PEAK DIRECTION'S SPECIFIC INPUTS
WEST FLAGLER STREET

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	Fountainebleau Blvd(4337)	154	3,289	0	3	120	0.77	826	4
2-3	West 92nd Avenue (4121)	154	3,289	27.05	3	120	0.66	1,784	4
3-4	West 97th Avenue (4520)	154	3,289	17.58	3	120	0.60	2,500	4
4-5	SIGNAL # 5	154							
5-6	SIGNAL # 6	154							
6-7	SIGNAL # 7	154							
7-8	SIGNAL # 8	154							
8-9	SIGNAL # 9	154							
9-10	SIGNAL # 10	154							
10-11	SIGNAL # 11	154							
11-12	SIGNAL # 12	154							
12-13	SIGNAL # 13	154							
13-14	SIGNAL # 14	154							
14-15	SIGNAL # 15	154							
15-16	SIGNAL # 16	154							
16-17	SIGNAL # 17	154							
17-18	SIGNAL # 18	154							
18-19	SIGNAL # 19	154							
19-20	SIGNAL # 20	154							

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```

EB   OFF-PEAK DIRECTION'S SPECIFIC INPUTS
WEST FLAGLER STREET

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	154	0						
19-18	SIGNAL # 18	154	0						
18-17	SIGNAL # 17	154	0						
17-16	SIGNAL # 16	154	0						
16-15	SIGNAL # 15	154	0						
15-14	SIGNAL # 14	154	0						
14-13	SIGNAL # 13	154	0						
13-12	SIGNAL # 12	154	0						
12-11	SIGNAL # 11	154	0						
11-10	SIGNAL # 10	154	0						
10-9	SIGNAL # 9	154	0						
9-8	SIGNAL # 8	154	0						
8-7	SIGNAL # 7	154	0						
7-6	SIGNAL # 6	154	0						
6-5	SIGNAL # 5	154	0						
5-4	SIGNAL # 4	154	0						
4-3	West 92nd Avenue (4121)	154	1,548	0	3	120	0.66	2,500	2
3-2	Fountainebleau Blvd(4337)	154	1,548	11.2	3	120	0.77	1,784	2
2-1	West 87th Avenue (3747)	154	1,548	30.58	3	121	0.40	826	2

```
================================ ======= ========= ======== ======= ========= ========= ========= ========
```

WB WEST LINK	PEAK DIRECTION RESULTS FLAGLER STREET Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS
1-2	Fountainebleau Blvd(4337)	154	3417	0.78	5.4	B	22.5	C
2-3	West 92nd Avenue (4121)	154	2493	0.66	7.3	B	28.2	B
3-4	West 97th Avenue (4520)	154	2816	0.82	13.0	B	27.8	C
4-5	SIGNAL # 5	154	0					
5-6	SIGNAL # 6	154	0					
6-7	SIGNAL # 7	154	0					
7-8	SIGNAL # 8	154	0					
8-9	SIGNAL # 9	154	0					
9-10	SIGNAL # 10	154	0					
10-11	SIGNAL # 11	154	0					
11-12	SIGNAL # 12	154	0					
12-13	SIGNAL # 13	154	0					
13-14	SIGNAL # 14	154	0					
14-15	SIGNAL # 15	154	0					
15-16	SIGNAL # 16	154	0					
16-17	SIGNAL # 17	154	0					
17-18	SIGNAL # 18	154	0					
18-19	SIGNAL # 19	154	0					
19-20	SIGNAL # 20	154	0					

WB   Arterial Speed =   26.9 mph
                                      LOS =   C

EB WEST LINK	OFF-PEAK DIRECTION RESULTS FLAGLER STREET Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	154	0					
19-18	SIGNAL # 18	154	0					
18-17	SIGNAL # 17	154	0					
17-16	SIGNAL # 16	154	0					
16-15	SIGNAL # 15	154	0					
15-14	SIGNAL # 14	154	0					
14-13	SIGNAL # 13	154	0					
13-12	SIGNAL # 12	154	0					
12-11	SIGNAL # 11	154	0					
11-10	SIGNAL # 10	154	0					
10-9	SIGNAL # 9	154	0					
9-8	SIGNAL # 8	154	0					
8-7	SIGNAL # 7	154	0					
7-6	SIGNAL # 6	154	0					
6-5	SIGNAL # 5	154	0					
5-4	SIGNAL # 4	154	0					
4-3	West 92nd Avenue (4121)	154	1,608	0.43	10.0	B	29.7	B
3-2	Fountainebleau Blvd(4337)	154	1,428	0.33	4.4	A	30.9	B
2-1	West 87th Avenue (3747)	154	1,116	0.49	28.0	D	10.4	F

EB   Arterial Speed =   23.1 mph
                                      LOS =   C

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

```
============================================================================
```
Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92
```
----------------------------------------------------------------------------
```
DESCRIPTION   ROAD NAME: WEST FLAGLER STREET
                              Station No. & Location: 156
          PEAK >>>>>>>>>>   PEAK DIRECTION: WB
                              OFF-PEAK DIRECTION: EB
                              Study Time Period: PM PEAK
Traffic Count Date: JUNE 29, 1994   Analysis Date: JANUARY 27, 1995
User's Notes: WEST 97TH AVENUE TO WEST 107TH AVENUE
```
============================================================================
```
TRAFFIC CHARACTERISTICS

                                      AWDT: 34,316
                                  K FACTOR: 0.080
                                  D FACTOR: 0.580
                                      PHF: 0.950
                    ADJ. SATURATION FLOW RATE: 1,900
                    % TURNS FROM EXCLUSIVE LANES: 15
```
============================================================================
```
ROADWAY CHARACTERISTICS

                    NUMBER OF THRU LANES
                         PEAK DIRECTION: 3
                     OFF-PEAK DIRECTION: 3
                    URBAN, TRANSITIONING, OR
                    RURAL DEVELOPED (U/T/R):   U
                          ARTERIAL CLASS: 1 (1, 2, or 3)
                    FREE FLOW SPEED (mph):   40 (45, 40, or 35)

For Arterial Type and Class: Use Free flow speed of:
Rural   55, 50, 45, 40 or 35
Transitioning, Class 1   55, 50, 45, 40 or 35
Urban, Class 1   45, 40 or 35
Urban or Transitioning, Class 2   40, 35, 30 or 25
Urban, Class 3   35, 30 or 25
```
============================================================================
```
SIGNALIZATION CHARACTERISTICS

                    ARRIVAL TYPE
                         PEAK DIRECTION: 4
                     OFF-PEAK DIRECTION: 2
                     TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                                    2=PRETIMED
                                                    3=SEMIACTUATED)

                    SYSTEM CYCLE LENGTH: 150
            WEIGHTED THRU MOVEMENT g/C: 0.37
```
============================================================================
```

```
==================================================================================================
WB    PEAK DIRECTION'S SPECIFIC INPUTS
WEST FLAGLER STREET                              % TURNS        CYCLE   EFFECTIVE
                                         PEAK    FROM           LENGTH  g/C
                                 COUNT   HOUR    EXCLUS.        SIGNALS  SIGNALS  LENGTH  ARRIVAL
LINK  Signal Number & LocationSTATION VOLUME   LANES    LANES    2-20    2-20    (FT)   TYPE
--------------------------------------------------------------------------------------------------
1-2    West 102nd Avenue(4792)   156    1,592   7.98     3      120     0.78    2,700      4
2-3    West 107th Avenue(3894)   156    1,592   15.57    3      134     0.22    2,600      4
3-4    SIGNAL # 4                156
4-5    SIGNAL # 5                156
5-6    SIGNAL # 6                156
6-7    SIGNAL # 7                156
7-8    SIGNAL # 8                156
8-9    SIGNAL # 9                156
9-10   SIGNAL # 10               156
10-11  SIGNAL # 11               156
11-12  SIGNAL # 12               156
12-13  SIGNAL # 13               156
13-14  SIGNAL # 14               156
14-15  SIGNAL # 15               156
15-16  SIGNAL # 16               156
16-17  SIGNAL # 17               156
17-18  SIGNAL # 18               156
18-19  SIGNAL # 19               156
19-20  SIGNAL # 20               156
==================================================================================================
EB    OFF-PEAK DIRECTION'S SPECIFIC INPUTS
WEST FLAGLER STREET                              % TURNS        CYCLE   EFFECTIVE
                                         PEAK    FROM           LENGTH  g/C
                                 COUNT   HOUR    EXCLUS.        SIGNALS  SIGNALS  LENGTH  ARRIVAL
LINK  Signal Number & LocationSTATION VOLUME   LANES    LANES    19-1    19-1    (FT)   TYPE
--------------------------------------------------------------------------------------------------
20-19  SIGNAL # 19               156      0
19-18  SIGNAL # 18               156      0
18-17  SIGNAL # 17               156      0
17-16  SIGNAL # 16               156      0
16-15  SIGNAL # 15               156      0
15-14  SIGNAL # 14               156      0
14-13  SIGNAL # 13               156      0
13-12  SIGNAL # 12               156      0
12-11  SIGNAL # 11               156      0
11-10  SIGNAL # 10               156      0
10-9   SIGNAL # 9                156      0
9-8    SIGNAL # 8                156      0
8-7    SIGNAL # 7                156      0
7-6    SIGNAL # 6                156      0
6-5    SIGNAL # 5                156      0
5-4    SIGNAL # 4                156      0
4-3    SIGNAL # 3                156      0
3-2    West 102nd Avenue(4792)   156    1,153   10.69    3      120     0.78    2,600      2
2-1    West 97th Avenue(4520)    156    1,153   18.16    3      120     0.60    2,700      2
==================================================================================================
```

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WB WEST FLAGLER STREET LINK	PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS	
1-2	West 102nd Avenue(4792)	156	1542	0.35	2.2	A	36.5	A	
2-3	West 107th Avenue(3894)	156	1415	1.13	97.4	F	10.3	F	*Warning: In
3-4	SIGNAL # 4	156	0						
4-5	SIGNAL # 5	156	0						
5-6	SIGNAL # 6	156	0						
6-7	SIGNAL # 7	156	0						
7-8	SIGNAL # 8	156	0						
8-9	SIGNAL # 9	156	0						
9-10	SIGNAL # 10	156	0						
10-11	SIGNAL # 11	156	0						
11-12	SIGNAL # 12	156	0						
12-13	SIGNAL # 13	156	0						
13-14	SIGNAL # 14	156	0						
14-15	SIGNAL # 15	156	0						
15-16	SIGNAL # 16	156	0						
16-17	SIGNAL # 17	156	0						
17-18	SIGNAL # 18	156	0						
18-19	SIGNAL # 19	156	0						
19-20	SIGNAL # 20	156	0						

WB   Arterial Speed =   ***   mph
     LOS =   F
     NOTE: Intersection Capacity Exceeded

===

EB WEST FLAGLER STREET LINK	OFF-PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	156	0					
19-18	SIGNAL # 18	156	0					
18-17	SIGNAL # 17	156	0					
17-16	SIGNAL # 16	156	0					
16-15	SIGNAL # 15	156	0					
15-14	SIGNAL # 14	156	0					
14-13	SIGNAL # 13	156	0					
13-12	SIGNAL # 12	156	0					
12-11	SIGNAL # 11	156	0					
11-10	SIGNAL # 10	156	0					
10-9	SIGNAL # 9	156	0					
9-8	SIGNAL # 8	156	0					
8-7	SIGNAL # 7	156	0					
7-6	SIGNAL # 6	156	0					
6-5	SIGNAL # 5	156	0					
5-4	SIGNAL # 4	156	0					
4-3	SIGNAL # 3	156	0					
3-2	West 102nd Avenue(4792)	156	1,084	0.24	3.7	A	35.0	B
2-1	West 97th Avenue(4520)	156	993	0.29	11.9	B	29.2	B

EB   Arterial Speed =   31.8 mph
     LOS =   B

===
NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

```
===================================================================================
```
Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION   ROAD NAME: WEST FLAGLER STREET
                                  Station No. & Location: 158
          PEAK >>>>>>>>>>   PEAK DIRECTION: WB
                                OFF-PEAK DIRECTION: EB
                                   Study Time Period: PM PEAK
Traffic Count Date: JULY 12, 1994   Analysis Date: JANUARY 27, 1995
User's Notes: WEST 107TH AVENUE TO WEST 114TH AVENUE
```
===================================================================================
```
TRAFFIC CHARACTERISTICS

                                    AWDT: 34,081
                                K FACTOR: 0.100
                                D FACTOR: 0.630
                                    PHF: 0.954
               ADJ. SATURATION FLOW RATE: 1,900
               % TURNS FROM EXCLUSIVE LANES: 15
```
===================================================================================
```
ROADWAY CHARACTERISTICS

                        NUMBER OF THRU LANES
                            PEAK DIRECTION: 3
                        OFF-PEAK DIRECTION: 3
                   URBAN, TRANSITIONING, OR
                   RURAL DEVELOPED (U/T/R):   U
                            ARTERIAL CLASS: 1   (1, 2, or 3)
                     FREE FLOW SPEED (mph):   40 (45, 40, or 35)

   For Arterial Type and Class: Use Free flow speed of:
   Rural   55, 50, 45, 40 or 35
   Transitioning, Class 1   55, 50, 45, 40 or 35
   Urban, Class 1   45, 40 or 35
   Urban or Transitioning, Class 2   40, 35, 30 or 25
   Urban, Class 3   35, 30 or 25
```
===================================================================================
```
SIGNALIZATION CHARACTERISTICS

                           ARRIVAL TYPE
                            PEAK DIRECTION: 4
                        OFF-PEAK DIRECTION: 2
                        TYPE SIGNAL SYSTEM: 3   (1=ACTUATED
                                                       2=PRETIMED
                                                       3=SEMIACTUATED)

                    SYSTEM CYCLE LENGTH: 150
             WEIGHTED THRU MOVEMENT g/C: 0.37
```
===================================================================================
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=========================================================================
WB    PEAK DIRECTION'S SPECIFIC INPUTS
WEST FLAGLER STREET                            % TURNS        CYCLE   EFFECTIVE
                                     PEAK      FROM           LENGTH  g/C
                              COUNT  HOUR      EXCLUS.        SIGNALS SIGNALS  LENGTH  ARRIVAL
LINK  Signal Number & LocationSTATION VOLUME   LANES    LANES  2-20    2-20     (FT)    TYPE
```

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	West 109th Avenue(5252)	158	2,147	8.41	3	135	0.70	1,400	4
2-3	West 112th Avenue(4423)	158	2,147	7.17	3	134	0.71	1,250	4
3-4	West 114th Avenue(4985)	158	2,147	6.62	3	136	0.70	1,230	4
4-5	SIGNAL # 5	158							
5-6	SIGNAL # 6	158							
6-7	SIGNAL # 7	158							
7-8	SIGNAL # 8	158							
8-9	SIGNAL # 9	158							
9-10	SIGNAL # 10	158							
10-11	SIGNAL # 11	158							
11-12	SIGNAL # 12	158							
12-13	SIGNAL # 13	158							
13-14	SIGNAL # 14	158							
14-15	SIGNAL # 15	158							
15-16	SIGNAL # 16	158							
16-17	SIGNAL # 17	158							
17-18	SIGNAL # 18	158							
18-19	SIGNAL # 19	158							
19-20	SIGNAL # 20	158							

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=========================================================================
EB    OFF-PEAK DIRECTION'S SPECIFIC INPUTS
WEST FLAGLER STREET                            % TURNS        CYCLE   EFFECTIVE
                                     PEAK      FROM           LENGTH  g/C
                              COUNT  HOUR      EXCLUS.        SIGNALS SIGNALS  LENGTH  ARRIVAL
LINK  Signal Number & LocationSTATION VOLUME   LANES    LANES  19-1    19-1     (FT)    TYPE
```

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	158	0						
19-18	SIGNAL # 18	158	0						
18-17	SIGNAL # 17	158	0						
17-16	SIGNAL # 16	158	0						
16-15	SIGNAL # 15	158	0						
15-14	SIGNAL # 14	158	0						
14-13	SIGNAL # 13	158	0						
13-12	SIGNAL # 12	158	0						
12-11	SIGNAL # 11	158	0						
11-10	SIGNAL # 10	158	0						
10-9	SIGNAL # 9	158	0						
9-8	SIGNAL # 8	158	0						
8-7	SIGNAL # 7	158	0						
7-6	SIGNAL # 6	158	0						
6-5	SIGNAL # 5	158	0						
5-4	SIGNAL # 4	158	0						
4-3	West 112th Avenue(4423)	158	1,261	8.98	3	134	0.71	1,230	2
3-2	West 109th Avenue(5252)	158	1,261	7.26	3	135	0.70	1,250	2
2-1	West 107th Avenue(3894)	158	1,261	20.01	3	134	0.22	1,400	2

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WB WEST FLAGLER STREET LINK	PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS
1-2	West 109th Avenue(5252)	158	2061	0.52	5.3	B	27.0	C
2-3	West 112th Avenue(4423)	158	2089	0.52	4.9	A	26.0	C
3-4	West 114th Avenue(4985)	158	2102	0.53	5.4	B	25.4	C
4-5	SIGNAL # 5	158	0					
5-6	SIGNAL # 6	158	0					
6-7	SIGNAL # 7	158	0					
7-8	SIGNAL # 8	158	0					
8-9	SIGNAL # 9	158	0					
9-10	SIGNAL # 10	158	0					
10-11	SIGNAL # 11	158	0					
11-12	SIGNAL # 12	158	0					
12-13	SIGNAL # 13	158	0					
13-14	SIGNAL # 14	158	0					
14-15	SIGNAL # 15	158	0					
15-16	SIGNAL # 16	158	0					
16-17	SIGNAL # 17	158	0					
17-18	SIGNAL # 18	158	0					
18-19	SIGNAL # 19	158	0					
19-20	SIGNAL # 20	158	0					

WB   Arterial Speed =   26.1 mph

          LOS =   C

```
=======================================================================================
```

EB WEST FLAGLER STREET LINK	OFF-PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	158	0					
19-18	SIGNAL # 18	158	0					
18-17	SIGNAL # 17	158	0					
17-16	SIGNAL # 16	158	0					
16-15	SIGNAL # 15	158	0					
15-14	SIGNAL # 14	158	0					
14-13	SIGNAL # 13	158	0					
13-12	SIGNAL # 12	158	0					
12-11	SIGNAL # 11	158	0					
11-10	SIGNAL # 10	158	0					
10-9	SIGNAL # 9	158	0					
9-8	SIGNAL # 8	158	0					
8-7	SIGNAL # 7	158	0					
7-6	SIGNAL # 6	158	0					
6-5	SIGNAL # 5	158	0					
5-4	SIGNAL # 4	158	0					
4-3	West 112th Avenue(4423)	158	1,203	0.30	7.3	B	23.6	C
3-2	West 109th Avenue(5252)	158	1,226	0.31	8.0	B	23.2	C
2-1	West 107th Avenue(3894)	158	1,057	0.84	50.7	E	10.1	F

EB   Arterial Speed =   15.9 mph

          LOS =   E

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=======================================================================================
```

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

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```
Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION | ROAD NAME: NW 87TH AVENUE

Station No. & Location: 162

PEAK >>>>>>>>>> | PEAK DIRECTION: SB

OFF-PEAK DIRECTION: NB

Study Time Period: PM PEAK

Traffic Count Date: JULY 11, 1994 | Analysis Date: JANUARY 25, 1995

User's Notes: NW 25TH STREET TO NW 12TH STREET

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```
TRAFFIC CHARACTERISTICS

AWDT:	43,132
K FACTOR:	0.140
D FACTOR:	0.800
PHF:	0.971
ADJ. SATURATION FLOW RATE:	1,900
% TURNS FROM EXCLUSIVE LANES:	15

```
===== ======================= ======= ========= ======== ======= ========= ========= =========
```
ROADWAY CHARACTERISTICS

NUMBER OF THRU LANES

PEAK DIRECTION:	3
OFF-PEAK DIRECTION:	3
URBAN, TRANSITIONING, OR RURAL DEVELOPED (U/T/R):	U
ARTERIAL CLASS:	1 (1, 2, or 3)
FREE FLOW SPEED (mph):	45 (45, 40, or 35)

For Arterial Type and Class:	Use Free flow speed of:
Rural	55, 50, 45, 40 or 35
Transitioning, Class 1	55, 50, 45, 40 or 35
Urban, Class 1	45, 40 or 35
Urban or Transitioning, Class 2	40, 35, 30 or 25
Urban, Class 3	35, 30 or 25

```
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```
SIGNALIZATION CHARACTERISTICS

ARRIVAL TYPE

PEAK DIRECTION	4
OFF-PEAK DIRECTION:	2
TYPE SIGNAL SYSTEM:	3 (1=ACTUATED 2=PRETIMED 3=SEMIACTUATED)
SYSTEM CYCLE LENGTH:	150
WEIGHTED THRU MOVEMENT g/C:	0.37

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```

SB   PEAK DIRECTION'S SPECIFIC INPUTS
NW 87TH AVENUE

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	NW 17th Street (5144)	162	4,831	1.26	3	130	0.90	2,500	4
2-3	NW 13th Terrace (4732)	162	4,831	4.36	3	130	0.69	1,700	4
3-4	NW 12th Street (4338)	162	4,831	24.82	3	130	0.58	600	4
4-5	SIGNAL # 5	162							
5-6	SIGNAL # 6	162							
6-7	SIGNAL # 7	162							
7-8	SIGNAL # 8	162							
8-9	SIGNAL # 9	162							
9-10	SIGNAL # 10	162							
10-11	SIGNAL # 11	162							
11-12	SIGNAL # 12	162							
12-13	SIGNAL # 13	162							
13-14	SIGNAL # 14	162							
14-15	SIGNAL # 15	162							
15-16	SIGNAL # 16	162							
16-17	SIGNAL # 17	162							
17-18	SIGNAL # 18	162							
18-19	SIGNAL # 19	162							
19-20	SIGNAL # 20	162							

```
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```

NB   OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 87TH AVENUE

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	162	0						
19-18	SIGNAL # 18	162	0						
18-17	SIGNAL # 17	162	0						
17-16	SIGNAL # 16	162	0						
16-15	SIGNAL # 15	162	0						
15-14	SIGNAL # 14	162	0						
14-13	SIGNAL # 13	162	0						
13-12	SIGNAL # 12	162	0						
12-11	SIGNAL # 11	162	0						
11-10	SIGNAL # 10	162	0						
10-9	SIGNAL # 9	162	0						
9-8	SIGNAL # 8	162	0						
8-7	SIGNAL # 7	162	0						
7-6	SIGNAL # 6	162	0						
6-5	SIGNAL # 5	162	0						
5-4	SIGNAL # 4	162	0						
4-3	NW 13th Terrace (4732)	162	1,208	19.36	3	130	0.69	600	2
3-2	NW 17th Street (5144)	162	1,208	0	3	130	0.90	1,700	2
2-1	NW 25th Street (4333)	162	1,208	31.45	3	160	0.57	2,500	2

```
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```

SB NW 87TH AVENUE LINK	PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS	
1-2	NW 17th Street (5144)	162	4913	0.96	6.9	B	33.2	B	
2-3	NW 13th Terrace (4732)	162	4759	1.21	124.2	F	6.0	F	*Warning: In
3-4	NW 12th Street (4338)	162	3741	1.13	79.1	F	3.6	F	*Warning: In
4-5	SIGNAL # 5	162	0						
5-6	SIGNAL # 6	162	0						
6-7	SIGNAL # 7	162	0						
7-8	SIGNAL # 8	162	0						
8-9	SIGNAL # 9	162	0						
9-10	SIGNAL # 10	162	0						
10-11	SIGNAL # 11	162	0						
11-12	SIGNAL # 12	162	0						
12-13	SIGNAL # 13	162	0						
13-14	SIGNAL # 14	162	0						
14-15	SIGNAL # 15	162	0						
15-16	SIGNAL # 16	162	0						
16-17	SIGNAL # 17	162	0						
17-18	SIGNAL # 18	162	0						
18-19	SIGNAL # 19	162	0						
19-20	SIGNAL # 20	162	0						

SB   Arterial Speed =   ***   mph

     LOS =   F

NOTE: Intersection Capacity Exceeded

NB NW 87TH AVENUE LINK	OFF-PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	162	0					
19-18	SIGNAL # 18	162	0					
18-17	SIGNAL # 17	162	0					
17-16	SIGNAL # 16	162	0					
16-15	SIGNAL # 15	162	0					
15-14	SIGNAL # 14	162	0					
14-13	SIGNAL # 13	162	0					
13-12	SIGNAL # 12	162	0					
12-11	SIGNAL # 11	162	0					
11-10	SIGNAL # 10	162	0					
10-9	SIGNAL # 9	162	0					
9-8	SIGNAL # 8	162	0					
8-7	SIGNAL # 7	162	0					
7-6	SIGNAL # 6	162	0					
6-5	SIGNAL # 5	162	0					
5-4	SIGNAL # 4	162	0					
4-3	NW 13th Terrace (4732)	162	1,003	0.26	7.8	B	18.2	D
3-2	NW 17th Street (5144)	162	1,244	0.24	0.9	A	35.5	A
2-1	NW 25th Street (4333)	162	853	0.26	17.9	C	26.0	C

NB   Arterial Speed =   27.1 mph

     LOS =   C

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

```
=============================================================================
```
Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION   ROAD NAME: NW 87TH AVENUE
                              Station No. & Location: 164
          PEAK >>>>>>>>>>   PEAK DIRECTION: SB
                              OFF-PEAK DIRECTION: NB
                                  Study Time Period: PM PEAK
Traffic Count Date: NO COUNTS   Analysis Date: JANUARY 14, 1995
User's Notes: NW 41ST STREET TO NW 25TH STREET

```
=============================================================================
```
TRAFFIC CHARACTERISTICS

                                            AWDT: 36,110
                                        K FACTOR: 0.090
                                        D FACTOR: 0.650
                                            PHF: 0.950
                        ADJ. SATURATION FLOW RATE: 1,900
                        % TURNS FROM EXCLUSIVE LANES: 15
```
=============================================================================
```
ROADWAY CHARACTERISTICS

                        NUMBER OF THRU LANES
                                PEAK DIRECTION: 3
                            OFF-PEAK DIRECTION: 3
                        URBAN, TRANSITIONING, OR
                        RURAL DEVELOPED (U/T/R):   U
                                ARTERIAL CLASS: 1 (1, 2, or 3)
                            FREE FLOW SPEED (mph):   45 (45, 40, or 35)

For Arterial Type and Class: Use Free flow speed of:
Rural   55, 50, 45, 40 or 35
Transitioning, Class 1   55, 50, 45, 40 or 35
Urban, Class 1   45, 40 or 35
Urban or Transitioning, Class 2   40, 35, 30 or 25
Urban, Class 3   35, 30 or 25


```
=============================================================================
```
SIGNALIZATION CHARACTERISTICS

                        ARRIVAL TYPE
                                PEAK DIRECTION: 4
                            OFF-PEAK DIRECTION: 2
                            TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                                           2=PRETIMED
                                                           3=SEMIACTUATED)
                        SYSTEM CYCLE LENGTH: 150
                    WEIGHTED THRU MOVEMENT g/C: 0.37
```
=============================================================================
```

SB   PEAK DIRECTION'S SPECIFIC INPUTS
NW 87TH AVENUE

LINK	Signal Number & Location	STATION	COUNT PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	NW 36th Street (4477)	164	2,112	6.98	3	151	0.36	890	4
2-3	NW 33rd Street (4864)	164	2,112	11.97	3	160	0.57	2,200	4
3-4	NW 25th Street (4333)	164	2,112	10.38	3	160	0.57	2,300	4
4-5	SIGNAL # 5	164							
5-6	SIGNAL # 6	164							
6-7	SIGNAL # 7	164							
7-8	SIGNAL # 8	164							
8-9	SIGNAL # 9	164							
9-10	SIGNAL # 10	164							
10-11	SIGNAL # 11	164							
11-12	SIGNAL # 12	164							
12-13	SIGNAL # 13	164							
13-14	SIGNAL # 14	164							
14-15	SIGNAL # 15	164							
15-16	SIGNAL # 16	164							
16-17	SIGNAL # 17	164							
17-18	SIGNAL # 18	164							
18-19	SIGNAL # 19	164							
19-20	SIGNAL # 20	164							

===

NB   OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 87TH AVENUE

LINK	Signal Number & Location	STATION	COUNT PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	164	0						
19-18	SIGNAL # 18	164	0						
18-17	SIGNAL # 17	164	0						
17-16	SIGNAL # 16	164	0						
16-15	SIGNAL # 15	164	0						
15-14	SIGNAL # 14	164	0						
14-13	SIGNAL # 13	164	0						
13-12	SIGNAL # 12	164	0						
12-11	SIGNAL # 11	164	0						
11-10	SIGNAL # 10	164	0						
10-9	SIGNAL # 9	164	0						
9-8	SIGNAL # 8	164	0						
8-7	SIGNAL # 7	164	0						
7-6	SIGNAL # 6	164	0						
6-5	SIGNAL # 5	164	0						
5-4	SIGNAL # 4	164	0						
4-3	NW 33rd Street (4864)	164	1,137	11.51	3	160	0.57	2,300	2
3-2	NW 36th Street (4477)	164	1,137	58.22	2	151	0.36	2,200	2
2-1	NW 41st Street (4332)	164	1,137	13.33	2	91	0.76	890	2

===

SB PEAK DIRECTION RESULTS NW 87TH AVENUE LINK Signal Number & Location	STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS	
1-2 NW 36th Street (4477)	164	2068	1.01	48.5	E	7.4	F	*Warning: In
2-3 NW 33rd Street (4864)	164	1957	0.60	12.5	B	27.3	C	
3-4 NW 25th Street (4333)	164	1993	0.61	12.7	B	27.7	C	
4-5 SIGNAL # 5	164	0						
5-6 SIGNAL # 6	164	0						
6-7 SIGNAL # 7	164	0						
7-8 SIGNAL # 8	164	0						
8-9 SIGNAL # 9	164	0						
9-10 SIGNAL # 10	164	0						
10-11 SIGNAL # 11	164	0						
11-12 SIGNAL # 12	164	0						
12-13 SIGNAL # 13	164	0						
13-14 SIGNAL # 14	164	0						
14-15 SIGNAL # 15	164	0						
15-16 SIGNAL # 16	164	0						
16-17 SIGNAL # 17	164	0						
17-18 SIGNAL # 18	164	0						
18-19 SIGNAL # 19	164	0						
19-20 SIGNAL # 20	164	0						

SB   Arterial Speed =   19.0 mph
                      LOS =   D

NB OFF-PEAK DIRECTION RESULTS NW 87TH AVENUE LINK Signal Number & Location	STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19 SIGNAL # 19	164	0					
19-18 SIGNAL # 18	164	0					
18-17 SIGNAL # 17	164	0					
17-16 SIGNAL # 16	164	0					
16-15 SIGNAL # 15	164	0					
15-14 SIGNAL # 14	164	0					
14-13 SIGNAL # 13	164	0					
13-12 SIGNAL # 12	164	0					
12-11 SIGNAL # 11	164	0					
11-10 SIGNAL # 10	164	0					
10-9 SIGNAL # 9	164	0					
9-8 SIGNAL # 8	164	0					
8-7 SIGNAL # 7	164	0					
7-6 SIGNAL # 6	164	0					
6-5 SIGNAL # 5	164	0					
5-4 SIGNAL # 4	164	0					
4-3 NW 33rd Street (4864)	164	1,060	0.33	18.7	C	24.4	C
3-2 NW 36th Street (4477)	164	500	0.37	36.6	D	17.4	D
2-1 NW 41st Street (4332)	164	1,038	0.36	3.7	A	26.1	C

NB   Arterial Speed =   21.1 mph
                      LOS =   D

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

```
=================================================================================
```
Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION   ROAD NAME: NW 87TH AVENUE
                                       Station No. & Location: 166
            PEAK >>>>>>>>>>   PEAK DIRECTION: SB
                                       OFF-PEAK DIRECTION: NB
                                       Study Time Period: PM PEAK
Traffic Count Date: MAY 24, 1994   Analysis Date: JANUARY 14, 1995
User's Notes: NW 58TH STREET TO NW 41ST STREET
```
=================================================================================
```
TRAFFIC CHARACTERISTICS

                                                  AWDT: 25,062
                                              K FACTOR: 0.150
                                              D FACTOR: 0.700
                                                   PHF: 0.931
                              ADJ. SATURATION FLOW RATE: 1,900
                         % TURNS FROM EXCLUSIVE LANES: 15
```
=================================================================================
```
ROADWAY CHARACTERISTICS

                              NUMBER OF THRU LANES
                                  PEAK DIRECTION: 2
                              OFF-PEAK DIRECTION: 2
                              URBAN, TRANSITIONING, OR
                              RURAL DEVELOPED (U/T/R):   U
                                       ARTERIAL CLASS: 1   (1, 2, or 3)
                              FREE FLOW SPEED (mph):   40   (45, 40, or 35)

    For Arterial Type and Class: Use Free flow speed of:
    Rural   55, 50, 45, 40 or 35
    Transitioning, Class 1   55, 50, 45, 40 or 35
    Urban, Class 1   45, 40 or 35
    Urban or Transitioning, Class 2   40, 35, 30 or 25
    Urban, Class 3   35, 30 or 25

```
=================================================================================
```
SIGNALIZATION CHARACTERISTICS

                              ARRIVAL TYPE
                                  PEAK DIRECTION: 4
                              OFF-PEAK DIRECTION: 2
                              TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                                              2=PRETIMED
                                                              3=SEMIACTUATED)
                              SYSTEM CYCLE LENGTH: 150
                         WEIGHTED THRU MOVEMENT g/C: 0.37
```
=================================================================================
```

SB PEAK DIRECTION'S SPECIFIC INPUTS
NW 87TH AVENUE

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	NW 53rd Street (4667)	166	2,632	3.63	2	65	0.63	2,250	4
2-3	NW 41st Street (4332)	166	2,632	28.75	2	91	0.77	3,000	4
3-4	SIGNAL # 4	166							
4-5	SIGNAL # 5	166							
5-6	SIGNAL # 6	166							
6-7	SIGNAL # 7	166							
7-8	SIGNAL # 8	166							
8-9	SIGNAL # 9	166							
9-10	SIGNAL # 10	166							
10-11	SIGNAL # 11	166							
11-12	SIGNAL # 12	166							
12-13	SIGNAL # 13	166							
13-14	SIGNAL # 14	166							
14-15	SIGNAL # 15	166							
15-16	SIGNAL # 16	166							
16-17	SIGNAL # 17	166							
17-18	SIGNAL # 18	166							
18-19	SIGNAL # 19	166							
19-20	SIGNAL # 20	166							

==

NB OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 87TH AVENUE

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	166	0						
19-18	SIGNAL # 18	166	0						
18-17	SIGNAL # 17	166	0						
17-16	SIGNAL # 16	166	0						
16-15	SIGNAL # 15	166	0						
15-14	SIGNAL # 14	166	0						
14-13	SIGNAL # 13	166	0						
13-12	SIGNAL # 12	166	0						
12-11	SIGNAL # 11	166	0						
11-10	SIGNAL # 10	166	0						
10-9	SIGNAL # 9	166	0						
9-8	SIGNAL # 8	166	0						
8-7	SIGNAL # 7	166	0						
7-6	SIGNAL # 6	166	0						
6-5	SIGNAL # 5	166	0						
5-4	SIGNAL # 4	166	0						
4-3	SIGNAL # 3	166	0						
3-2	NW 53rd Street (4667)	166	1,128	0	2	65	0.63	3,000	2
2-1	NW 58th Street (4596)	166	1,128	91.61	1	78	0.22	2,250	2

==

```
==============================================================================
SB   PEAK DIRECTION RESULTS      THRU                  THRU           ARTERIAL
NW 87TH AVENUE          COUNT    FLOW     V/C    THRU APPROACH  SPEED   LINK
LINK Signal Number & LocationSTATION  RATE  RATIO  DELAY   LOS    (MPH)   LOS
```

LINK	Signal Number & Location	STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS	
1-2	NW 53rd Street (4667)	166	2725	1.14	71.5	F	11.5	F	*Warning: In
2-3	NW 41st Street (4332)	166	2014	0.69	3.3	A	35.9	A	
3-4	SIGNAL # 4	166	0						
4-5	SIGNAL # 5	166	0						
5-6	SIGNAL # 6	166	0						
6-7	SIGNAL # 7	166	0						
7-8	SIGNAL # 8	166	0						
8-9	SIGNAL # 9	166	0						
9-10	SIGNAL # 10	166	0						
10-11	SIGNAL # 11	166	0						
11-12	SIGNAL # 12	166	0						
12-13	SIGNAL # 13	166	0						
13-14	SIGNAL # 14	166	0						
14-15	SIGNAL # 15	166	0						
15-16	SIGNAL # 16	166	0						
16-17	SIGNAL # 17	166	0						
17-18	SIGNAL # 18	166	0						
18-19	SIGNAL # 19	166	0						
19-20	SIGNAL # 20	166	0						

```
SB                      Arterial Speed =      ***    mph
                                   LOS =       F
                        NOTE: Intersection Capacity Exceeded
==============================================================================
NB   OFF-PEAK DIRECTION RESULTS   THRU                  THRU           ARTERIAL
NW 87TH AVENUE          COUNT    FLOW     V/C    THRU APPROACH  SPEED   LINK
LINK Signal Number & LocationSTATION  RATE  RATIO  DELAY   LOS    (MPH)   LOS
```

LINK	Signal Number & Location	STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	166	0					
19-18	SIGNAL # 18	166	0					
18-17	SIGNAL # 17	166	0					
17-16	SIGNAL # 16	166	0					
16-15	SIGNAL # 15	166	0					
15-14	SIGNAL # 14	166	0					
14-13	SIGNAL # 13	166	0					
13-12	SIGNAL # 12	166	0					
12-11	SIGNAL # 11	166	0					
11-10	SIGNAL # 10	166	0					
10-9	SIGNAL # 9	166	0					
9-8	SIGNAL # 8	166	0					
8-7	SIGNAL # 7	166	0					
7-6	SIGNAL # 6	166	0					
6-5	SIGNAL # 5	166	0					
5-4	SIGNAL # 4	166	0					
4-3	SIGNAL # 3	166	0					
3-2	NW 53rd Street (4667)	166	1,212	0.51	6.9	B	33.2	B
2-1	NW 58th Street (4596)	166	102	0.24	25.8	D	20.7	D

```
NB                      Arterial Speed =      26.4 mph
                                   LOS =       C
==============================================================================
```

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

```
================================================================================
  Florida Department of Transportation
                        Arterial Level of Service Estimate
                     Based on the 1985 Highway Capacity Manual
                            ART_PLAN Version 1.2
         Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
                        Modified by: FDOT District Four  05-18-92
--------------------------------------------------------------------------------
  DESCRIPTION                              ROAD NAME:  NW 12TH STREET
                                  Station No. & Location:       358
              PEAK >>>>>>>>>>         PEAK DIRECTION: EB
                                OFF-PEAK DIRECTION:   WB
                                   Study Time Period:  PM PEAK
  Traffic Count Date:     JULY 11, 1994       Analysis Date:  FEBRUARY 2, 1995
  User's Notes:           NW 87TH AVENUE TO NW 72ND AVENUE
================================================================================
  TRAFFIC CHARACTERISTICS

                                        AWDT:      26,020
                                    K FACTOR:       0.090
                                    D FACTOR:       0.520
                                        PHF:        0.898
                     ADJ. SATURATION FLOW RATE:     1,900
                  % TURNS FROM EXCLUSIVE LANES:       15
================================================================================
  ROADWAY CHARACTERISTICS

                           NUMBER OF THRU LANES
                              PEAK DIRECTION:         2
                          OFF-PEAK DIRECTION:         2
                          URBAN, TRANSITIONING, OR
                          RURAL DEVELOPED (U/T/R):    U
                              ARTERIAL CLASS:         1   (1, 2, or 3)
                          FREE FLOW SPEED (mph):     40   (45, 40, or 35)

      For Arterial Type and Class:                   Use Free flow speed of:
      Rural                                          55, 50, 45, 40 or 35
      Transitioning, Class 1                         55, 50, 45, 40 or 35
      Urban, Class 1                                 45, 40 or 35
      Urban or Transitioning, Class 2                40, 35, 30 or 25
      Urban, Class 3                                 35, 30 or 25


================================================================================
  SIGNALIZATION CHARACTERISTICS

                           ARRIVAL TYPE
                              PEAK DIRECTION:         4
                          OFF-PEAK DIRECTION:         2
                          TYPE SIGNAL SYSTEM:         3  (1=ACTUATED
                                                          2=PRETIMED
                                                          3=SEMIACTUATED)
                          SYSTEM CYCLE LENGTH:       150
                     WEIGHTED THRU MOVEMENT g/C:     0.37
================================================================================
```

```
================================================================================
EB     PEAK DIRECTION'S SPECIFIC INPUTS
NW 12TH STREET                          % TURNS          CYCLE   EFFECTIVE
                                PEAK    FROM             LENGTH  g/C
                        COUNT   HOUR    EXCLUS.          SIGNALS SIGNALS  LENGTH  ARRIVAL
LINK Signal Number & LocationSTATION VOLUME LANES  LANES  2-20    2-20    (FT)    TYPE
--------------------------------------------------------------------------------
 1-2  NW 8600 block (5115)     358   1,218      0     2     130    0.77    500      4
 2-3  NW 82nd Avenue (4660)    358   1,218  28.35     2     136    0.74  2,200      4
 3-4  NW 78th Avenue (4659)    358   1,218   1.84     2     135    0.59  1,750      4
 4-5  Milam Dairy Road (4489)  358   1,218  12.54     3     134    0.24  1,595      4
 5-6  NW 72nd Avenue (3085)    358   1,218  28.17     2     135    0.41  1,720      4
 6-7  SIGNAL # 7               358
 7-8  SIGNAL # 8               358
 8-9  SIGNAL # 9               358
 9-10 SIGNAL # 10              358
10-11 SIGNAL # 11              358
11-12 SIGNAL # 12              358
12-13 SIGNAL # 13              358
13-14 SIGNAL # 14              358
14-15 SIGNAL # 15              358
15-16 SIGNAL # 16              358
16-17 SIGNAL # 17              358
17-18 SIGNAL # 18              358
18-19 SIGNAL # 19              358
19-20 SIGNAL # 20              358
================================================================================
WB    OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 12TH STREET                          % TURNS          CYCLE   EFFECTIVE
                                PEAK    FROM             LENGTH  g/C
                        COUNT   HOUR    EXCLUS.          SIGNALS SIGNALS  LENGTH  ARRIVAL
LINK Signal Number & LocationSTATION VOLUME LANES  LANES  19-1    19-1    (FT)    TYPE
--------------------------------------------------------------------------------
20-19 SIGNAL # 19             358      0
19-18 SIGNAL # 18             358      0
18-17 SIGNAL # 17             358      0
17-16 SIGNAL # 16             358      0
16-15 SIGNAL # 15             358      0
15-14 SIGNAL # 14             358      0
14-13 SIGNAL # 13             358      0
13-12 SIGNAL # 12             358      0
12-11 SIGNAL # 11             358      0
11-10 SIGNAL # 10             358      0
10-9  SIGNAL # 9              358      0
 9-8  SIGNAL # 8              358      0
 8-7  SIGNAL # 7              358      0
 7-6  SIGNAL # 6              358      0
 6-5  Milam Dairy Road (4489) 358   1,124  40.22     2     134    0.24  1,720      2
 5-4  NW 78th Avenue (4659)   358   1,124      0     2     135    0.53  1,595      2
 4-3  NW 82nd Avenue (4660)   358   1,124      0     2     136    0.70  1,750      2
 3-2  NW 8600 block (5115)    358   1,124      0     2     130    0.77  2,200      2
 2-1  NW 87th Avenue (4338)   358   1,124  32.26     2     130    0.35    500      2
================================================================================
```

```
=====================================================================================
EB    PEAK DIRECTION RESULTS        THRU                      THRU            ARTERIAL
NW 12TH STREET               COUNT  FLOW     V/C    THRU   APPROACH  SPEED      LINK
LINK  Signal Number & LocationSTATION RATE   RATIO  DELAY    LOS     (MPH)      LOS
-------------------------------------------------------------------------------------
```

LINK	Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS
1-2	NW 8600 block (5115)	358	1355	0.46	3.0	A	23.1	C
2-3	NW 82nd Avenue (4660)	358	971	0.35	3.4	A	33.9	B
3-4	NW 78th Avenue (4659)	358	1331	0.59	9.8	B	26.0	C
4-5	Milam Dairy Road (4489)	358	1185	0.87	35.1	D	14.2	E
5-6	NW 72nd Avenue (3085)	358	974	0.62	18.0	C	20.9	D
6-7	SIGNAL # 7	358	0					
7-8	SIGNAL # 8	358	0					
8-9	SIGNAL # 9	358	0					
9-10	SIGNAL # 10	358	0					
10-11	SIGNAL # 11	358	0					
11-12	SIGNAL # 12	358	0					
12-13	SIGNAL # 13	358	0					
13-14	SIGNAL # 14	358	0					
14-15	SIGNAL # 15	358	0					
15-16	SIGNAL # 16	358	0					
16-17	SIGNAL # 17	358	0					
17-18	SIGNAL # 18	358	0					
18-19	SIGNAL # 19	358	0					
19-20	SIGNAL # 20	358	0					

EB   Arterial Speed =   22.3 mph
            LOS =   C

```
=====================================================================================
WB    OFF-PEAK DIRECTION RESULTS    THRU                      THRU            ARTERIAL
NW 12TH STREET               COUNT  FLOW     V/C    THRU   APPROACH  SPEED      LINK
LINK  Signal Number & LocationSTATION RATE   RATIO  DELAY    LOS     (MPH)      LOS
-------------------------------------------------------------------------------------
```

LINK	Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	358	0					
19-18	SIGNAL # 18	358	0					
18-17	SIGNAL # 17	358	0					
17-16	SIGNAL # 16	358	0					
16-15	SIGNAL # 15	358	0					
15-14	SIGNAL # 14	358	0					
14-13	SIGNAL # 13	358	0					
13-12	SIGNAL # 12	358	0					
12-11	SIGNAL # 11	358	0					
11-10	SIGNAL # 10	358	0					
10-9	SIGNAL # 9	358	0					
9-8	SIGNAL # 8	358	0					
8-7	SIGNAL # 7	358	0					
7-6	SIGNAL # 6	358	0					
6-5	Milam Dairy Road (4489)	358	748	0.82	49.7	E	12.1	F
5-4	NW 78th Avenue (4659)	358	1,251	0.62	23.2	C	17.9	D
4-3	NW 82nd Avenue (4660)	358	1,251	0.47	9.5	B	26.2	C
3-2	NW 8600 block (5115)	358	1,251	0.43	5.3	B	32.1	B
2-1	NW 87th Avenue (4338)	358	848	0.64	36.6	D	5.8	F

WB   Arterial Speed =   17.1 mph
            LOS =   D

```
=====================================================================================
```

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

```
===================================================================================
```
Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION   ROAD NAME: NW 25TH STREET
                                Station No. & Location: 400
         PEAK >>>>>>>>>>   PEAK DIRECTION: EB
                               OFF-PEAK DIRECTION: WB
                                Study Time Period: PM PEAK
Traffic Count Date: JUNE 16, 1994   Analysis Date: JANUARY 14, 1995
User's Notes: SR 826 WEST TO MILAM DAIRY ROAD
```
===================================================================================
```
TRAFFIC CHARACTERISTICS

                                         AWDT: 46,694
                                     K FACTOR: 0.070
                                     D FACTOR: 0.510
                                         PHF: 0.920
                       ADJ. SATURATION FLOW RATE: 1,900
                       % TURNS FROM EXCLUSIVE LANES: 15
```
===================================================================================
```
ROADWAY CHARACTERISTICS

                           NUMBER OF THRU LANES
                               PEAK DIRECTION: 2
                           OFF-PEAK DIRECTION: 2
                           URBAN, TRANSITIONING, OR
                           RURAL DEVELOPED (U/T/R):   U
                                ARTERIAL CLASS: 1 (1, 2, or 3)
                           FREE FLOW SPEED (mph):   40 (45, 40, or 35)

     For Arterial Type and Class: Use Free flow speed of:
     Rural   55, 50, 45, 40 or 35
     Transitioning, Class 1   55, 50, 45, 40 or 35
     Urban, Class 1   45, 40 or 35
     Urban or Transitioning, Class 2   40, 35, 30 or 25
     Urban, Class 3   35, 30 or 25
```
===================================================================================
```
SIGNALIZATION CHARACTERISTICS

                           ARRIVAL TYPE
                               PEAK DIRECTION: 4
                           OFF-PEAK DIRECTION: 2
                           TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                                           2=PRETIMED
                                                           3=SEMIACTUATED)
                           SYSTEM CYCLE LENGTH: 150
                       WEIGHTED THRU MOVEMENT g/C: 0.37
```
===================================================================================
```

```
==========================================================================================
EB     PEAK DIRECTION'S SPECIFIC INPUTS
NW 25TH STREET                                    % TURNS        CYCLE    EFFECTIVE
                                        PEAK      FROM           LENGTH   g/C
                               COUNT    HOUR      EXCLUS.        SIGNALS  SIGNALS  LENGTH  ARRIVAL
LINK  Signal Number & Location STATION VOLUME     LANES  LANES   2-20     2-20     (FT)    TYPE
------------------------------------------------------------------------------------------
1-2   SR 826 East (4918)       400     1,667      33.48    2     139.     0.74     500     4
2-3   NW 75th Avenue (5200)    400     1,667      16.91    3     140      0.58     600     4
3-4   Milam Dairy Road (2897)  400     1,667      55.39    2     119      0.27     1,885   4
4-5   SIGNAL # 5               400
5-6   SIGNAL # 6               400
6-7   SIGNAL # 7               400
7-8   SIGNAL # 8               400
8-9   SIGNAL # 9               400
9-10  SIGNAL # 10              400
10-11 SIGNAL # 11              400
11-12 SIGNAL # 12              400
12-13 SIGNAL # 13              400
13-14 SIGNAL # 14              400
14-15 SIGNAL # 15              400
15-16 SIGNAL # 16              400
16-17 SIGNAL # 17              400
17-18 SIGNAL # 18              400
18-19 SIGNAL # 19              400
19-20 SIGNAL # 20              400
==========================================================================================
WB     OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 25TH STREET                                    % TURNS        CYCLE    EFFECTIVE
                                        PEAK      FROM           LENGTH   g/C
                               COUNT    HOUR      EXCLUS.        SIGNALS  SIGNALS  LENGTH  ARRIVAL
LINK  Signal Number & Location STATION VOLUME     LANES  LANES   19-1     19-1     (FT)    TYPE
------------------------------------------------------------------------------------------
20-19 SIGNAL # 19              400        0
19-18 SIGNAL # 18              400        0
18-17 SIGNAL # 17              400        0
17-16 SIGNAL # 16              400        0
16-15 SIGNAL # 15              400        0
15-14 SIGNAL # 14              400        0
14-13 SIGNAL # 13              400        0
13-12 SIGNAL # 12              400        0
12-11 SIGNAL # 11              400        0
11-10 SIGNAL # 10              400        0
10-9  SIGNAL # 9               400        0
9-8   SIGNAL # 8               400        0
8-7   SIGNAL # 7               400        0
7-6   SIGNAL # 6               400        0
6-5   SIGNAL # 5               400        0
5-4   SIGNAL # 4               400        0
4-3   NW 75th Avenue (5200)    400     1,602      2.79     2     140      0.58     1,885   2
3-2   SR 826 East (4918)       400     1,602      24.02    4     139      0.54     600     2
2-1   SR 826 West (4919)       400     1,602      42.31    2     139      0.70     500     2
==========================================================================================
```

```
========================================================================================
EB      PEAK DIRECTION RESULTS        THRU                      THRU                ARTERIAL
NW 25TH STREET                COUNT   FLOW    V/C     THRU APPROACH   SPEED         LINK
LINK  Signal Number & Location STATION RATE   RATIO   DELAY  LOS      (MPH)         LOS
----------------------------------------------------------------------------------------
1-2    SR 826 East (4918)            400     1205     0.43    3.8     A           21.5    D
2-3    NW 75th Avenue (5200)         400     1505     0.46    9.2     B           16.3    E
3-4    Milam Dairy Road (2897)       400      808     0.79   27.3     D           18.2    D
4-5    SIGNAL # 5                    400        0
5-6    SIGNAL # 6                    400        0
6-7    SIGNAL # 7                    400        0
7-8    SIGNAL # 8                    400        0
8-9    SIGNAL # 9                    400        0
9-10   SIGNAL # 10                   400        0
10-11  SIGNAL # 11                   400        0
11-12  SIGNAL # 12                   400        0
12-13  SIGNAL # 13                   400        0
13-14  SIGNAL # 14                   400        0
14-15  SIGNAL # 15                   400        0
15-16  SIGNAL # 16                   400        0
16-17  SIGNAL # 17                   400        0
17-18  SIGNAL # 18                   400        0
18-19  SIGNAL # 19                   400        0
19-20  SIGNAL # 20                   400        0

EB                                   Arterial Speed =         18.2 mph
                                              LOS =      D


========================================================================================
WB      OFF-PEAK DIRECTION RESULTS    THRU                      THRU                ARTERIAL
NW 25TH STREET                COUNT   FLOW    V/C     THRU APPROACH   SPEED         LINK
LINK  Signal Number & Location STATION RATE   RATIO   DELAY  LOS      (MPH)         LOS
----------------------------------------------------------------------------------------
20-19  SIGNAL # 19                   400        0
19-18  SIGNAL # 18                   400        0
18-17  SIGNAL # 17                   400        0
17-16  SIGNAL # 16                   400        0
16-15  SIGNAL # 15                   400        0
15-14  SIGNAL # 14                   400        0
14-13  SIGNAL # 13                   400        0
13-12  SIGNAL # 12                   400        0
12-11  SIGNAL # 11                   400        0
11-10  SIGNAL # 10                   400        0
10-9   SIGNAL # 9                    400        0
9-8    SIGNAL # 8                    400        0
8-7    SIGNAL # 7                    400        0
7-6    SIGNAL # 6                    400        0
6-5    SIGNAL # 5                    400        0
5-4    SIGNAL # 4                    400        0
4-3    NW 75th Avenue (5200)         400     1,692    0.77   22.5     C           20.0    D
3-2    SR 826 East (4918)            400     1,322    0.32   18.3     C           11.1    F
2-1    SR 826 West (4919)            400     1,004    0.38    8.8     B           15.3    E

WB                                   Arterial Speed =         16.5 mph
                                              LOS =      E

========================================================================================
```
NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

```
=================================================================================
```
Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION   ROAD NAME: NW 25TH STREET
                                   Station No. & Location: 402
         PEAK >>>>>>>>>>   PEAK DIRECTION: EB
                                   OFF-PEAK DIRECTION: WB
                                   Study Time Period: PM PEAK
Traffic Count Date: JUNE 22, 1994   Analysis Date: JANUARY 14, 1995
User's Notes: NW 87TH AVENUE (GALLOWAY ROAD) TO SR 826 WEST
```
=================================================================================
```
TRAFFIC CHARACTERISTICS

                                          AWDT: 48,357
                                      K FACTOR: 0.100
                                      D FACTOR: 0.670
                                          PHF: 0.950
                    ADJ. SATURATION FLOW RATE: 1,900
                    % TURNS FROM EXCLUSIVE LANES: 15
```
=================================================================================
```
ROADWAY CHARACTERISTICS

                         NUMBER OF THRU LANES
                            PEAK DIRECTION: 3
                        OFF-PEAK DIRECTION: 2
                     URBAN, TRANSITIONING, OR
                     RURAL DEVELOPED (U/T/R):   U
                              ARTERIAL CLASS: 1 (1, 2, or 3)
                        FREE FLOW SPEED (mph):   40 (45, 40, or 35)

    For Arterial Type and Class: Use Free flow speed of:
    Rural   55, 50, 45, 40 or 35
    Transitioning, Class 1   55, 50, 45, 40 or 35
    Urban, Class 1   45, 40 or 35
    Urban or Transitioning, Class 2   40, 35, 30 or 25
    Urban, Class 3   35, 30 or 25
```
=================================================================================
```
SIGNALIZATION CHARACTERISTICS

                         ARRIVAL TYPE
                            PEAK DIRECTION: 4
                        OFF-PEAK DIRECTION: 2
                        TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                                         2=PRETIMED
                                                         3=SEMIACTUATED)
                     SYSTEM CYCLE LENGTH: 150
                 WEIGHTED THRU MOVEMENT g/C: 0.37
```
=================================================================================
```

```
===============================================================================
```

EB   PEAK DIRECTION'S SPECIFIC INPUTS
NW 25TH STREET

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE		COUNT							
1-2	NW 82nd Avenue (5113)	402	3,240	39.4	3	140	0.40	2,640	4
2-3	NW 79th Avenue (5111)	402	3,240	7.64	3	141	0.70	1,320	4
3-4	SR 826 West (4919)	402	3,240	41.64	4	139	0.40	1,000	4
4-5	SIGNAL # 5	402							
5-6	SIGNAL # 6	402							
6-7	SIGNAL # 7	402							
7-8	SIGNAL # 8	402							
8-9	SIGNAL # 9	402							
9-10	SIGNAL # 10	402							
10-11	SIGNAL # 11	402							
11-12	SIGNAL # 12	402							
12-13	SIGNAL # 13	402							
13-14	SIGNAL # 14	402							
14-15	SIGNAL # 15	402							
15-16	SIGNAL # 16	402							
16-17	SIGNAL # 17	402							
17-18	SIGNAL # 18	402							
18-19	SIGNAL # 19	402							
19-20	SIGNAL # 20	402							

```
===============================================================================
```

WB   OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 25TH STREET

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	402	0						
19-18	SIGNAL # 18	402	0						
18-17	SIGNAL # 17	402	0						
17-16	SIGNAL # 16	402	0						
16-15	SIGNAL # 15	402	0						
15-14	SIGNAL # 14	402	0						
14-13	SIGNAL # 13	402	0						
13-12	SIGNAL # 12	402	0						
12-11	SIGNAL # 11	402	0						
11-10	SIGNAL # 10	402	0						
10-9	SIGNAL # 9	402	0						
9-8	SIGNAL # 8	402	0						
8-7	SIGNAL # 7	402	0						
7-6	SIGNAL # 6	402	0						
6-5	SIGNAL # 5	402	0						
5-4	SIGNAL # 4	402	0						
4-3	NW 79th Avenue (5111)	402	1,596	11.6	2	141	0.70	1,000	2
3-2	NW 82nd Avenue (5113)	402	1,596	22.14	2	140	0.40	1,320	2
2-1	NW 87th Avenue (4333)	402	1,596	45.46	2	160	0.27	2,640	2

```
===============================================================================
```

```
============================================================================
EB   PEAK DIRECTION RESULTS      THRU                  THRU            ARTERIAL
NW 25TH STREET         COUNT    FLOW     V/C      THRU APPROACH  SPEED    LINK
LINK  Signal Number & Location STATION  RATE   RATIO   DELAY    LOS    (MPH)    LOS
----------------------------------------------------------------------------
 1-2   NW 82nd Avenue (5113)   402   2067    0.91   29.5    D         21.2    D
 2-3   NW 79th Avenue (5111)   402   3150    0.79    9.4    B         22.6    C
 3-4   SR 826 West (4919)      402   1990    0.65   19.5    C         14.5    E
 4-5   SIGNAL # 5              402      0
 5-6   SIGNAL # 6              402      0
 6-7   SIGNAL # 7              402      0
 7-8   SIGNAL # 8              402      0
 8-9   SIGNAL # 9              402      0
 9-10  SIGNAL # 10             402      0
10-11  SIGNAL # 11             402      0
11-12  SIGNAL # 12             402      0
12-13  SIGNAL # 13             402      0
13-14  SIGNAL # 14             402      0
14-15  SIGNAL # 15             402      0
15-16  SIGNAL # 16             402      0
16-17  SIGNAL # 17             402      0
17-18  SIGNAL # 18             402      0
18-19  SIGNAL # 19             402      0
19-20  SIGNAL # 20             402      0

EB                            Arterial Speed =        19.7  mph
                                        LOS =      D


============================================================================
WB   OFF-PEAK DIRECTION RESULTS  THRU                  THRU            ARTERIAL
NW 25TH STREET         COUNT    FLOW     V/C      THRU APPROACH  SPEED    LINK
LINK  Signal Number & Location STATION  RATE   RATIO   DELAY    LOS    (MPH)    LOS
----------------------------------------------------------------------------
20-19  SIGNAL # 19             402      0
19-18  SIGNAL # 18             402      0
18-17  SIGNAL # 17             402      0
17-16  SIGNAL # 16             402      0
16-15  SIGNAL # 15             402      0
15-14  SIGNAL # 14             402      0
14-13  SIGNAL # 13             402      0
13-12  SIGNAL # 12             402      0
12-11  SIGNAL # 11             402      0
11-10  SIGNAL # 10             402      0
10-9   SIGNAL # 9              402      0
 9-8   SIGNAL # 8              402      0
 8-7   SIGNAL # 7              402      0
 7-6   SIGNAL # 6              402      0
 6-5   SIGNAL # 5              402      0
 5-4   SIGNAL # 4              402      0
 4-3   NW 79th Avenue (5111)   402   1,485   0.56   11.0    B         18.9    D
 3-2   NW 82nd Avenue (5113)   402   1,308   0.86   39.8    D         11.4    F
 2-1   NW 87th Avenue (4333)   402     916   0.89   60.0    E         14.5    E

WB                            Arterial Speed =        14.1  mph
                                        LOS =      E


============================================================================
NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET
```

```
============================================================================
```
Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92
```
----------------------------------------------------------------------------
```
DESCRIPTION   ROAD NAME: NW 25TH STREET
                          Station No. & Location: 404
         PEAK >>>>>>>>>>   PEAK DIRECTION: EB
                          OFF-PEAK DIRECTION: WB
                          Study Time Period: PM PEAK
Traffic Count Date: NO COUNTS   Analysis Date: JANUARY 14, 1995
User's Notes: NW 97TH AVENUE TO NW 87TH AVENUE
```
============================================================================
```
TRAFFIC CHARACTERISTICS

                                        AWDT: 30,579
                                    K FACTOR: 0.090
                                    D FACTOR: 0.520
                                         PHF: 0.950
                     ADJ. SATURATION FLOW RATE: 1,900
                     % TURNS FROM EXCLUSIVE LANES: 15
```
============================================================================
```
ROADWAY CHARACTERISTICS

                          NUMBER OF THRU LANES
                             PEAK DIRECTION: 2
                         OFF-PEAK DIRECTION: 2
                     URBAN, TRANSITIONING, OR
                     RURAL DEVELOPED (U/T/R):   U
                               ARTERIAL CLASS: 1 (1, 2, or 3)
                        FREE FLOW SPEED (mph):   40 (45, 40, or 35)

   For Arterial Type and Class: Use Free flow speed of:
   Rural   55, 50, 45, 40 or 35
   Transitioning, Class 1   55, 50, 45, 40 or 35
   Urban, Class 1   45, 40 or 35
   Urban or Transitioning, Class 2   40, 35, 30 or 25
   Urban, Class 3   35, 30 or 25
```
============================================================================
```
SIGNALIZATION CHARACTERISTICS

                          ARRIVAL TYPE
                             PEAK DIRECTION: 4
                         OFF-PEAK DIRECTION: 2
                         TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                                      2=PRETIMED
                                                      3=SEMIACTUATED)
                     SYSTEM CYCLE LENGTH: 150
                     WEIGHTED THRU MOVEMENT g/C: 0.37
```
============================================================================
```

```
===============================================================================
EB     PEAK DIRECTION'S SPECIFIC INPUTS
NW 25TH STREET                          % TURNS        CYCLE   EFFECTIVE
                                 PEAK   FROM           LENGTH  g/C
                          COUNT  HOUR   EXCLUS.        SIGNALS SIGNALS  LENGTH  ARRIVAL
LINK  Signal Number & LocationSTATION VOLUME LANES  LANES  2-20    2-20     (FT)    TYPE
-------------------------------------------------------------------------------
1-2    NW 9100 block (4991)    404    1,431   12.11    2     117     0.86    3,000     4
2-3    NW 89th Place (5188)    404    1,431   11.99    2     100     0.79      380     4
3-4    NW 87th Avenue (4333)   404    1,431   36.5     2     160     0.27    1,900     4
4-5    SIGNAL # 5              404
5-6    SIGNAL # 6              404
6-7    SIGNAL # 7              404
7-8    SIGNAL # 8              404
8-9    SIGNAL # 9              404
9-10   SIGNAL # 10             404
10-11  SIGNAL # 11             404
11-12  SIGNAL # 12             404
12-13  SIGNAL # 13             404
13-14  SIGNAL # 14             404
14-15  SIGNAL # 15             404
15-16  SIGNAL # 16             404
16-17  SIGNAL # 17             404
17-18  SIGNAL # 18             404
18-19  SIGNAL # 19             404
19-20  SIGNAL # 20             404
===============================================================================
WB     OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 25TH STREET                          % TURNS        CYCLE   EFFECTIVE
                                 PEAK   FROM           LENGTH  g/C
                          COUNT  HOUR   EXCLUS.        SIGNALS SIGNALS  LENGTH  ARRIVAL
LINK  Signal Number & LocationSTATION VOLUME LANES  LANES  19-1    19-1     (FT)    TYPE
-------------------------------------------------------------------------------
20-19  SIGNAL # 19             404      0
19-18  SIGNAL # 18             404      0
18-17  SIGNAL # 17             404      0
17-16  SIGNAL # 16             404      0
16-15  SIGNAL # 15             404      0
15-14  SIGNAL # 14             404      0
14-13  SIGNAL # 13             404      0
13-12  SIGNAL # 12             404      0
12-11  SIGNAL # 11             404      0
11-10  SIGNAL # 10             404      0
10-9   SIGNAL # 9              404      0
9-8    SIGNAL # 8              404      0
8-7    SIGNAL # 7              404      0
7-6    SIGNAL # 6              404      0
6-5    SIGNAL # 5              404      0
5-4    SIGNAL # 4              404      0
4-3    NW 89th Place (5188)    404    1,321   11.97    2     100     0.79    1,900     2
3-2    NW 9100 block (4991)    404    1,321   12.04    2     117     0.86      380     2
2-1    NW 97th Avenue (5112)   404    1,321    4.86    2      61     0.64    3,000     2
===============================================================================
```

```
===============================================================================
EB    PEAK DIRECTION RESULTS      THRU                   THRU           ARTERIAL
NW 25TH STREET                COUNT FLOW    V/C    THRU APPROACH SPEED   LINK
LINK  Signal Number & Location STATION RATE RATIO  DELAY   LOS    (MPH)   LOS
-------------------------------------------------------------------------------
```

LINK	Signal Number & Location	STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS
1-2	NW 9100 block (4991)	404	1324	0.41	1.0	A	37.9	A
2-3	NW 89th Place (5188)	404	1326	0.44	1.9	A	24.1	C
3-4	NW 87th Avenue (4333)	404	957	0.93	47.1	E	13.4	E
4-5	SIGNAL # 5	404	0					
5-6	SIGNAL # 6	404	0					
6-7	SIGNAL # 7	404	0					
7-8	SIGNAL # 8	404	0					
8-9	SIGNAL # 9	404	0					
9-10	SIGNAL # 10	404	0					
10-11	SIGNAL # 11	404	0					
11-12	SIGNAL # 12	404	0					
12-13	SIGNAL # 13	404	0					
13-14	SIGNAL # 14	404	0					
14-15	SIGNAL # 15	404	0					
15-16	SIGNAL # 16	404	0					
16-17	SIGNAL # 17	404	0					
17-18	SIGNAL # 18	404	0					
18-19	SIGNAL # 19	404	0					
19-20	SIGNAL # 20	404	0					

EB   Arterial Speed =   22.3 mph
                                          LOS =   C

```
===============================================================================
WB    OFF-PEAK DIRECTION RESULTS  THRU                   THRU           ARTERIAL
NW 25TH STREET                COUNT FLOW    V/C    THRU APPROACH SPEED   LINK
LINK  Signal Number & Location STATION RATE RATIO  DELAY   LOS    (MPH)   LOS
-------------------------------------------------------------------------------
```

LINK	Signal Number & Location	STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	404	0					
19-18	SIGNAL # 18	404	0					
18-17	SIGNAL # 17	404	0					
17-16	SIGNAL # 16	404	0					
16-15	SIGNAL # 15	404	0					
15-14	SIGNAL # 14	404	0					
14-13	SIGNAL # 13	404	0					
13-12	SIGNAL # 12	404	0					
12-11	SIGNAL # 11	404	0					
11-10	SIGNAL # 10	404	0					
10-9	SIGNAL # 9	404	0					
9-8	SIGNAL # 8	404	0					
8-7	SIGNAL # 7	404	0					
7-6	SIGNAL # 6	404	0					
6-5	SIGNAL # 5	404	0					
5-4	SIGNAL # 4	404	0					
4-3	NW 89th Place (5188)	404	1,224	0.41	3.4	A	32.5	B
3-2	NW 9100 block (4991)	404	1,223	0.37	1.8	A	24.5	C
2-1	NW 97th Avenue (5112)	404	1,323	0.54	6.5	B	33.5	B

WB   Arterial Speed =   32.3 mph
                                          LOS =   B

```
===============================================================================
```
NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

```
===========================================================================
```
Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92
```
---------------------------------------------------------------------------
```
DESCRIPTION   ROAD NAME: NW 25TH STREET
                                Station No. & Location: 406
        PEAK >>>>>>>>>>   PEAK DIRECTION: WB
                                OFF-PEAK DIRECTION: EB
                                Study Time Period: PM PEAK
Traffic Count Date: DECEMBER 20, 199‹   Analysis Date: JANUARY 14, 1995
User's Notes: NW 97TH AVENUE TO NW 107TH AVENUE
```
===========================================================================
```
TRAFFIC CHARACTERISTICS

                                        AWDT: 21,682
                                    K FACTOR: 0.140
                                    D FACTOR: 0.640
                                        PHF: 0.950
                    ADJ. SATURATION FLOW RATE: 1,900
                  % TURNS FROM EXCLUSIVE LANES: 15
```
===========================================================================
```
ROADWAY CHARACTERISTICS

                            NUMBER OF THRU LANES
                                PEAK DIRECTION: 2
                            OFF-PEAK DIRECTION: 2
                        URBAN, TRANSITIONING, OR
                        RURAL DEVELOPED (U/T/R):   U
                                ARTERIAL CLASS: 1   (1, 2, or 3)
                        FREE FLOW SPEED (mph):   40   (45, 40, or 35)

    For Arterial Type and Class: Use Free flow speed of:
    Rural   55, 50, 45, 40 or 35
    Transitioning, Class 1   55, 50, 45, 40 or 35
    Urban, Class 1   45, 40 or 35
    Urban or Transitioning, Class 2   40, 35, 30 or 25
    Urban, Class 3   35, 30 or 25


```
===========================================================================
```
SIGNALIZATION CHARACTERISTICS

                            ARRIVAL TYPE
                                PEAK DIRECTION: 3
                            OFF-PEAK DIRECTION: 3
                            TYPE SIGNAL SYSTEM: 1 (1=ACTUATED
                                                            2=PRETIMED
                                                            3=SEMIACTUATED)
                        SYSTEM CYCLE LENGTH: 150
                WEIGHTED THRU MOVEMENT g/C: 0.37
```
===========================================================================
```

WB   PEAK DIRECTION'S SPECIFIC INPUTS
NW 25TH STREET

| LINK | Signal Number & Location | STATION | PEAK HOUR VOLUME | % TURNS FROM EXCLUS. LANES | LANES | CYCLE LENGTH SIGNALS 2-20 | EFFECTIVE g/C SIGNALS 2-20 | LENGTH (FT) | ARRIVAL TYPE |
COUNT									
1-2	NW 107th Avenue (4697)	406	1,943	69.47	1	110	0.29	5,280	3
2-3	SIGNAL # 3	406							
3-4	SIGNAL # 4	406							
4-5	SIGNAL # 5	406							
5-6	SIGNAL # 6	406							
6-7	SIGNAL # 7	406							
7-8	SIGNAL # 8	406							
8-9	SIGNAL # 9	406							
9-10	SIGNAL # 10	406							
10-11	SIGNAL # 11	406							
11-12	SIGNAL # 12	406							
12-13	SIGNAL # 13	406							
13-14	SIGNAL # 14	406							
14-15	SIGNAL # 15	406							
15-16	SIGNAL # 16	406							
16-17	SIGNAL # 17	406							
17-18	SIGNAL # 18	406							
18-19	SIGNAL # 19	406							
19-20	SIGNAL # 20	406							

EB   OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 25TH STREET

| LINK | Signal Number & Location | STATION | PEAK HOUR VOLUME | % TURNS FROM EXCLUS. LANES | LANES | CYCLE LENGTH SIGNALS 19-1 | EFFECTIVE g/C SIGNALS 19-1 | LENGTH (FT) | ARRIVAL TYPE |
COUNT									
20-19	SIGNAL # 19	406	0						
19-18	SIGNAL # 18	406	0						
18-17	SIGNAL # 17	406	0						
17-16	SIGNAL # 16	406	0						
16-15	SIGNAL # 15	406	0						
15-14	SIGNAL # 14	406	0						
14-13	SIGNAL # 13	406	0						
13-12	SIGNAL # 12	406	0						
12-11	SIGNAL # 11	406	0						
11-10	SIGNAL # 10	406	0						
10-9	SIGNAL # 9	406	0						
9-8	SIGNAL # 8	406	0						
8-7	SIGNAL # 7	406	0						
7-6	SIGNAL # 6	406	0						
6-5	SIGNAL # 5	406	0						
5-4	SIGNAL # 4	406	0						
4-3	SIGNAL # 3	406	0						
3-2	SIGNAL # 2	406	0						
2-1	NW 97th Avenue (5112)	406	1,093	0.15	2	61	0.64	5,280	3

```
=========================================================================================
WB    PEAK DIRECTION RESULTS         THRU                    THRU              ARTERIAL
NW 25TH STREET              COUNT    FLOW      V/C     THRU APPROACH  SPEED      LINK
LINK  Signal Number & Location STATION  RATE    RATIO   DELAY    LOS     (MPH)       LOS
-----------------------------------------------------------------------------------------
1-2   NW 107th Avenue (4697)    406     624    1.13    94.3   F         16.9     E      *Warning: In
2-3   SIGNAL # 3                406       0
3-4   SIGNAL # 4                406       0
4-5   SIGNAL # 5                406       0
5-6   SIGNAL # 6                406       0
6-7   SIGNAL # 7                406       0
7-8   SIGNAL # 8                406       0
8-9   SIGNAL # 9                406       0
9-10  SIGNAL # 10               406       0
10-11 SIGNAL # 11               406       0
11-12 SIGNAL # 12               406       0
12-13 SIGNAL # 13               406       0
13-14 SIGNAL # 14               406       0
14-15 SIGNAL # 15               406       0
15-16 SIGNAL # 16               406       0
16-17 SIGNAL # 17               406       0
17-18 SIGNAL # 18               406       0
18-19 SIGNAL # 19               406       0
19-20 SIGNAL # 20               406       0

WB                              Arterial Speed =       ***     mph
                                           LOS =       F
                                NOTE: Intersection Capacity Exceeded
=========================================================================================
EB    OFF-PEAK DIRECTION RESULTS     THRU                    THRU              ARTERIAL
NW 25TH STREET              COUNT    FLOW      V/C     THRU APPROACH  SPEED      LINK
LINK  Signal Number & Location STATION  RATE    RATIO   DELAY    LOS     (MPH)       LOS
-----------------------------------------------------------------------------------------
20-19 SIGNAL # 19               406       0
19-18 SIGNAL # 18               406       0
18-17 SIGNAL # 17               406       0
17-16 SIGNAL # 16               406       0
16-15 SIGNAL # 15               406       0
15-14 SIGNAL # 14               406       0
14-13 SIGNAL # 13               406       0
13-12 SIGNAL # 12               406       0
12-11 SIGNAL # 11               406       0
11-10 SIGNAL # 10               406       0
10-9  SIGNAL # 9                406       0
9-8   SIGNAL # 8                406       0
8-7   SIGNAL # 7                406       0
7-6   SIGNAL # 6                406       0
6-5   SIGNAL # 5                406       0
5-4   SIGNAL # 4                406       0
4-3   SIGNAL # 3                406       0
3-2   SIGNAL # 2                406       0
2-1   NW 97th Avenue (5112)     406     1,149   0.47    3.8    A         37.9     A

EB                              Arterial Speed =       37.9 mph
                                           LOS =       A

=========================================================================================
NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET
```

```
===================================================================================
Florida Department of Transportation
                          Arterial Level of Service Estimate
                        Based on the 1985 Highway Capacity Manual ·
                        ART_PLAN Version 1.2
        Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
                        Modified by: FDOT District Four  05-18-92
-----------------------------------------------------------------------------------
 DESCRIPTION                                  ROAD NAME:  NW 36TH STREET
                                  Station No. & Location:        432
            PEAK >>>>>>>>>>         PEAK DIRECTION: EB
                                OFF-PEAK DIRECTION:  WB
                                  Study Time Period:  PM PEAK
    Traffic Count Date:    MAY 24, 1994        Analysis Date:  JANUARY 14, 1995
      User's Notes:      NW 87TH AVENUE (GALLOWAY ROAD) TO NW 79TH AVENUE
===================================================================================
TRAFFIC CHARACTERISTICS


                                        AWDT:       59,919
                                    K FACTOR:        0.090
                                    D FACTOR:        0.560
                                         PHF:        0.834
                    ADJ. SATURATION FLOW RATE:       1,900
                 % TURNS FROM EXCLUSIVE LANES:          15
===================================================================================
ROADWAY CHARACTERISTICS


                          NUMBER OF THRU LANES
                             PEAK DIRECTION:          2
                         OFF-PEAK DIRECTION:          2
                      URBAN, TRANSITIONING, OR
                      RURAL DEVELOPED (U/T/R):         U
                               ARTERIAL CLASS:        1  (1, 2, or 3)
                        FREE FLOW SPEED (mph):        40  (45, 40, or 35)

     For Arterial Type and Class:                 Use Free flow speed of:
     Rural                                        55, 50, 45, 40 or 35
     Transitioning, Class 1                       55, 50, 45, 40 or 35
     Urban, Class 1                               45, 40 or 35
     Urban or Transitioning, Class 2              40, 35, 30 or 25
     Urban, Class 3                               35, 30 or 25


===================================================================================
SIGNALIZATION CHARACTERISTICS


                          ARRIVAL TYPE
                             PEAK DIRECTION:          4
                         OFF-PEAK DIRECTION:          2
                         TYPE SIGNAL SYSTEM:          3  (1=ACTUATED
                                                          2=PRETIMED
                                                          3=SEMIACTUATED)
                       SYSTEM CYCLE LENGTH:         150
                WEIGHTED THRU MOVEMENT g/C:         0.37
===================================================================================
```

```
===========================================================================================
```

EB   PEAK DIRECTION'S SPECIFIC INPUTS
NW 36TH STREET

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	NW 8400 block (4571)	432	3,020	0.2	2.5	354	0.95	1,100	4
2-3	NW 82nd Avenue (4569)	432	3,020	0	2	151	0.82	1,540	4
3-4	NW 79th Avenue (3954)	432	3,020	3.06	2	170	0.40	1,584	4
4-5	SIGNAL # 5	432							
5-6	SIGNAL # 6	432							
6-7	SIGNAL # 7	432							
7-8	SIGNAL # 8	432							
8-9	SIGNAL # 9	432							
9-10	SIGNAL # 10	432							
10-11	SIGNAL # 11	432							
11-12	SIGNAL # 12	432							
12-13	SIGNAL # 13	432							
13-14	SIGNAL # 14	432							
14-15	SIGNAL # 15	432							
15-16	SIGNAL # 16	432							
16-17	SIGNAL # 17	432							
17-18	SIGNAL # 18	432							
18-19	SIGNAL # 19	432							
19-20	SIGNAL # 20	432							

```
===========================================================================================
```

WB   OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 36TH STREET

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	432	0						
19-18	SIGNAL # 18	432	0						
18-17	SIGNAL # 17	432	0						
17-16	SIGNAL # 16	432	0						
16-15	SIGNAL # 15	432	0						
15-14	SIGNAL # 14	432	0						
14-13	SIGNAL # 13	432	0						
13-12	SIGNAL # 12	432	0						
12-11	SIGNAL # 11	432	0						
11-10	SIGNAL # 10	432	0						
10-9	SIGNAL # 9	432	0						
9-8	SIGNAL # 8	432	0						
8-7	SIGNAL # 7	432	0						
7-6	SIGNAL # 6	432	0						
6-5	SIGNAL # 5	432	0						
5-4	SIGNAL # 4	432	0						
4-3	NW 82nd Avenue (4569)	432	2,373	11.99	2	151	0.85	1,584	2
3-2	NW 8400 block (4571)	432	2,373	1.5	2	354	0.95	1,540	2
2-1	NW 87th Avenue (4477)	432	2,373	35.43	2	151	0.32	1,100	2

```
===========================================================================================
```

```
============================================================================
EB    PEAK DIRECTION RESULTS        THRU                    THRU            ARTERIAL
NW 36TH STREET            COUNT    FLOW     V/C      THRU  APPROACH  SPEED    LINK
LINK  Signal Number & LocationSTATION  RATE   RATIO   DELAY    LOS     (MPH)     LOS
----------------------------------------------------------------------------
1-2   NW 8400 block (4571)      432    3616    0.80      1.8   A       28.7    B
2-3   NW 82nd Avenue (4569)     432    3623    1.16    108.2   F        6.1    F     *Warning: In
3-4   NW 79th Avenue (3954)     432    3512    2.31   2463.5   F        0.3    F     *Warning: In
4-5   SIGNAL # 5                432       0
5-6   SIGNAL # 6                432       0
6-7   SIGNAL # 7                432       0
7-8   SIGNAL # 8                432       0
8-9   SIGNAL # 9                432       0
9-10  SIGNAL # 10               432       0
10-11 SIGNAL # 11               432       0
11-12 SIGNAL # 12               432       0
12-13 SIGNAL # 13               432       0
13-14 SIGNAL # 14               432       0
14-15 SIGNAL # 15               432       0
15-16 SIGNAL # 16               432       0
16-17 SIGNAL # 17               432       0
17-18 SIGNAL # 18               432       0
18-19 SIGNAL # 19               432       0
19-20 SIGNAL # 20               432       0

EB                           Arterial Speed =        ***     mph
                                        LOS =         F
                             NOTE: Intersection Capacity Exceeded
============================================================================
WB    OFF-PEAK DIRECTION RESULTS   THRU                    THRU            ARTERIAL
NW 36TH STREET            COUNT    FLOW     V/C      THRU  APPROACH  SPEED    LINK
LINK  Signal Number & LocationSTATION  RATE   RATIO   DELAY    LOS     (MPH)     LOS
----------------------------------------------------------------------------
20-19 SIGNAL # 19               432       0
19-18 SIGNAL # 18               432       0
18-17 SIGNAL # 17               432       0
17-16 SIGNAL # 16               432       0
16-15 SIGNAL # 15               432       0
15-14 SIGNAL # 14               432       0
14-13 SIGNAL # 13               432       0
13-12 SIGNAL # 12               432       0
12-11 SIGNAL # 11               432       0
11-10 SIGNAL # 10               432       0
10-9  SIGNAL # 9                432       0
9-8   SIGNAL # 8                432       0
8-7   SIGNAL # 7                432       0
7-6   SIGNAL # 6                432       0
6-5   SIGNAL # 5                432       0
5-4   SIGNAL # 4                432       0
4-3   NW 82nd Avenue (4569)     432    2,505    0.78      5.8   B       28.4    B
3-2   NW 8400 block (4571)      432    2,804    0.78      2.6   A       31.4    B
2-1   NW 87th Avenue (4477)     432    1,838    1.51    546.9   F        1.0    F     *Warning: In

WB                           Arterial Speed =        ***     mph
                                        LOS =         F
                             NOTE: Intersection Capacity Exceeded
============================================================================
NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET
```

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================================================================================
     Florida Department of Transportation
                    Arterial Level of Service Estimate
                    Based on the 1985 Highway Capacity Manual
                    ART_PLAN Version 1.2
     Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
                    Modified by: FDOT District Four  05-18-92
--------------------------------------------------------------------------------
  DESCRIPTION                        ROAD NAME:  NW 41ST STREET
                                Station No. & Location:      434
          PEAK >>>>>>>>>>        PEAK DIRECTION: EB
                              OFF-PEAK DIRECTION:  WB
                               Study Time Period:  PM PEAK
  Traffic Count Date:    NO COUNTS       Analysis Date:  JANUARY 14, 1995
  User's Notes:       NW 97TH AVENUE TO NW 87TH AVENUE
================================================================================
TRAFFIC CHARACTERISTICS


                                     AWDT:      25,641
                                 K FACTOR:      0.145
                                 D FACTOR:      0.801
                                     PHF:       0.938
                   ADJ. SATURATION FLOW RATE:   1,900
                   % TURNS FROM EXCLUSIVE LANES:   15
================================================================================
ROADWAY CHARACTERISTICS


                        NUMBER OF THRU LANES
                          PEAK DIRECTION:        3
                      OFF-PEAK DIRECTION:        3
                   URBAN, TRANSITIONING, OR
                   RURAL DEVELOPED (U/T/R):      U
                           ARTERIAL CLASS:      1  (1, 2, or 3)
                      FREE FLOW SPEED (mph):    45  (45, 40, or 35)

  For Arterial Type and Class:                  Use Free flow speed of:
  Rural                                         55, 50, 45, 40 or 35
  Transitioning, Class 1                        55, 50, 45, 40 or 35
  Urban, Class 1                                45, 40 or 35
  Urban or Transitioning, Class 2               40, 35, 30 or 25
  Urban, Class 3                                35, 30 or 25


================================================================================
SIGNALIZATION CHARACTERISTICS


                        ARRIVAL TYPE
                          PEAK DIRECTION:        4
                      OFF-PEAK DIRECTION:        2
                      TYPE SIGNAL SYSTEM:        3  (1=ACTUATED
                                                     2=PRETIMED
                                                     3=SEMIACTUATED)

                   SYSTEM CYCLE LENGTH:         150
                   WEIGHTED THRU MOVEMENT g/C:   0.37
================================================================================
```

EB   PEAK DIRECTION'S SPECIFIC INPUTS
NW 41ST STREET

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	NW 94th Avenue (5382)	434	2,978	4.08	3	164	0.88	1,000	4
2-3	NW 87th Avenue (4332)	434	2,978	47.6	2	151	0.32	4,300	4
3-4	SIGNAL # 4	434							
4-5	SIGNAL # 5	434							
5-6	SIGNAL # 6	434							
6-7	SIGNAL # 7	434							
7-8	SIGNAL # 8	434							
8-9	SIGNAL # 9	434							
9-10	SIGNAL # 10	434							
10-11	SIGNAL # 11	434							
11-12	SIGNAL # 12	434							
12-13	SIGNAL # 13	434							
13-14	SIGNAL # 14	434							
14-15	SIGNAL # 15	434							
15-16	SIGNAL # 16	434							
16-17	SIGNAL # 17	434							
17-18	SIGNAL # 18	434							
18-19	SIGNAL # 19	434							
19-20	SIGNAL # 20	434							

==

WB   OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 41ST STREET

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	434	0						
19-18	SIGNAL # 18	434	0						
18-17	SIGNAL # 17	434	0						
17-16	SIGNAL # 16	434	0						
16-15	SIGNAL # 15	434	0						
15-14	SIGNAL # 14	434	0						
14-13	SIGNAL # 13	434	0						
13-12	SIGNAL # 12	434	0						
12-11	SIGNAL # 11	434	0						
11-10	SIGNAL # 10	434	0						
10-9	SIGNAL # 9	434	0						
9-8	SIGNAL # 8	434	0						
8-7	SIGNAL # 7	434	0						
7-6	SIGNAL # 6	434	0						
6-5	SIGNAL # 5	434	0						
5-4	SIGNAL # 4	434	0						
4-3	SIGNAL # 3	434	0						
3-2	NW 94th Avenue (5382)	434	740	0.07	3	164	0.88	4,300	2
2-1	NW 97th Avenue (4885)	434	740	11.28	3	85	0.56	1,000	2

==

```
=====================================================================================
EB   PEAK DIRECTION RESULTS      THRU                    THRU              ARTERIAL
NW 41ST STREET             COUNT FLOW     V/C      THRU APPROACH SPEED      LINK
LINK  Signal Number & LocationSTATION RATE RATIO    DELAY    LOS      (MPH)      LOS
-------------------------------------------------------------------------------------
1-2   NW 94th Avenue (5382)    434   3045    0.61    1.5    A           30.2   B
2-3   NW 87th Avenue (4332)    434   1664    1.37  264.0    F            7.1   F        *Warning: In
3-4   SIGNAL # 4               434      0
4-5   SIGNAL # 5               434      0
5-6   SIGNAL # 6               434      0
6-7   SIGNAL # 7               434      0
7-8   SIGNAL # 8               434      0
8-9   SIGNAL # 9               434      0
9-10  SIGNAL # 10              434      0
10-11 SIGNAL # 11              434      0
11-12 SIGNAL # 12              434      0
12-13 SIGNAL # 13              434      0
13-14 SIGNAL # 14              434      0
14-15 SIGNAL # 15              434      0
15-16 SIGNAL # 16              434      0
16-17 SIGNAL # 17              434      0
17-18 SIGNAL # 18              434      0
18-19 SIGNAL # 19              434      0
19-20 SIGNAL # 20              434      0

EB                          Arterial Speed =        ***    mph
                                     LOS =      F
                            NOTE: Intersection Capacity Exceeded
=====================================================================================
WB   OFF-PEAK DIRECTION RESULTS  THRU                    THRU              ARTERIAL
NW 41ST STREET             COUNT FLOW     V/C      THRU APPROACH SPEED      LINK
LINK  Signal Number & LocationSTATION RATE RATIO    DELAY    LOS      (MPH)      LOS
-------------------------------------------------------------------------------------
20-19 SIGNAL # 19              434      0
19-18 SIGNAL # 18              434      0
18-17 SIGNAL # 17              434      0
17-16 SIGNAL # 16              434      0
16-15 SIGNAL # 15              434      0
15-14 SIGNAL # 14              434      0
14-13 SIGNAL # 13              434      0
13-12 SIGNAL # 12              434      0
12-11 SIGNAL # 11              434      0
11-10 SIGNAL # 10              434      0
10-9  SIGNAL # 9               434      0
9-8   SIGNAL # 8               434      0
8-7   SIGNAL # 7               434      0
7-6   SIGNAL # 6               434      0
6-5   SIGNAL # 5               434      0
5-4   SIGNAL # 4               434      0
4-3   SIGNAL # 3               434      0
3-2   NW 94th Avenue (5382)    434    788    0.16    1.4    A           42.2   A
2-1   NW 97th Avenue (4885)    434    700    0.22    9.6    B           20.6   D

WB                          Arterial Speed =       35.2 mph
                                     LOS =      A

=====================================================================================
NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET
```

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======================== ====== ======== ======= ====== ======== ======== ========
```
Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION   ROAD NAME: NW 41ST STREET
                              Station No. & Location: 440
         PEAK >>>>>>>>>   PEAK DIRECTION: WB
                              OFF-PEAK DIRECTION: EB
                              Study Time Period: PM PEAK
   Traffic Count Date: JUNE 1, 1994   Analysis Date: JANUARY 25, 1995
   User's Notes: NW 97TH AVENUE TO NW 107TH AVENUE
```
===================== ====== ======== ======= ====== ======== ======== ========
```
TRAFFIC CHARACTERISTICS

                                        AWDT: 13,950
                                    K FACTOR: 0.170
                                    D FACTOR: 0.970
                                        PHF: 0.919
                    ADJ. SATURATION FLOW RATE: 1,900
                    % TURNS FROM EXCLUSIVE LANES: 15
```
===================== ====== ======== ======= ====== ======== ======== ========
```
ROADWAY CHARACTERISTICS

                    NUMBER OF THRU LANES
                       PEAK DIRECTION: 3
                       OFF-PEAK DIRECTION: 3
                    URBAN, TRANSITIONING, OR
                    RURAL DEVELOPED (U/T/R):   U
                           ARTERIAL CLASS: 1 (1, 2, or 3)
                    FREE FLOW SPEED (mph):   40 (45, 40, or 35)

   For Arterial Type and Class: Use Free flow speed of:
   Rural   55, 50, 45, 40 or 35
   Transitioning, Class 1   55, 50, 45, 40 or 35
   Urban, Class 1   45, 40 or 35
   Urban or Transitioning, Class 2   40, 35, 30 or 25
   Urban, Class 3   35, 30 or 25
```
===================== ====== ======== ======= ====== ======== ======== ========
```
SIGNALIZATION CHARACTERISTICS

                    ARRIVAL TYPE
                       PEAK DIRECTION   4
                       OFF-PEAK DIRECTION: 2
                       TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                                    2=PRETIMED
                                                    3=SEMIACTUATED)
                    SYSTEM CYCLE LENGTH: 150
                    WEIGHTED THRU MOVEMENT g/C: 0.37
```
===================== ====== ======== ======= ====== ======== ======== ========
```

```
=====================================  ======= ========= ======== ======= ========= ========= ========= ========
```

WB   PEAK DIRECTION'S SPECIFIC INPUTS
NW 41ST STREET

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	NW 102nd Avenue (5381)	440	2,300	7.58	3	87	0.54	2,600	4
2-3	NW 107th Avenue (4887)	440	2,300	25.75	2	120	0.61	2,600	4
3-4	SIGNAL # 4	440							
4-5	SIGNAL # 5	440							
5-6	SIGNAL # 6	440							
6-7	SIGNAL # 7	440							
7-8	SIGNAL # 8	440							
8-9	SIGNAL # 9	440							
9-10	SIGNAL # 10	440							
10-11	SIGNAL # 11	440							
11-12	SIGNAL # 12	440							
12-13	SIGNAL # 13	440							
13-14	SIGNAL # 14	440							
14-15	SIGNAL # 15	440							
15-16	SIGNAL # 16	440							
16-17	SIGNAL # 17	440							
17-18	SIGNAL # 18	440							
18-19	SIGNAL # 19	440							
19-20	SIGNAL # 20	440							

```
=====================================  ======= ========= ======== ======= ========= ========= ========= ========
```

EB   OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 41ST STREET

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	440	0						
19-18	SIGNAL # 18	440	0						
18-17	SIGNAL # 17	440	0						
17-16	SIGNAL # 16	440	0						
16-15	SIGNAL # 15	440	0						
15-14	SIGNAL # 14	440	0						
14-13	SIGNAL # 13	440	0						
13-12	SIGNAL # 12	440	0						
12-11	SIGNAL # 11	440	0						
11-10	SIGNAL # 10	440	0						
10-9	SIGNAL # 9	440	0						
9-8	SIGNAL # 8	440	0						
8-7	SIGNAL # 7	440	0						
7-6	SIGNAL # 6	440	0						
6-5	SIGNAL # 5	440	0						
5-4	SIGNAL # 4	440	0						
4-3	SIGNAL # 3	440	0						
3-2	NW 102nd Avenue (5381)	440	71	31.86	3	87	0.54	2,600	2
2-1	NW 97th Avenue (4885)	440	71	4.05	3	85	0.56	2,600	2

```
=====================================  ======= ========= ======== ======= ========= ========= ========= ========
```

WB NW 41ST STREET LINK	PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS
1-2	NW 102nd Avenue (5381)	440	2314	0.75	10.0	B	30.1	B
2-3	NW 107th Avenue (4887)	440	1859	0.80	12.4	B	28.6	B
3-4	SIGNAL # 4	440	0					
4-5	SIGNAL # 5	440	0					
5-6	SIGNAL # 6	440	0					
6-7	SIGNAL # 7	440	0					
7-8	SIGNAL # 8	440	0					
8-9	SIGNAL # 9	440	0					
9-10	SIGNAL # 10	440	0					
10-11	SIGNAL # 11	440	0					
11-12	SIGNAL # 12	440	0					
12-13	SIGNAL # 13	440	0					
13-14	SIGNAL # 14	440	0					
14-15	SIGNAL # 15	440	0					
15-16	SIGNAL # 16	440	0					
16-17	SIGNAL # 17	440	0					
17-18	SIGNAL # 18	440	0					
18-19	SIGNAL # 19	440	0					
19-20	SIGNAL # 20	440	0					

WB   Arterial Speed =   29.3 mph

LOS =   B

EB NW 41ST STREET LINK	OFF-PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	440	0					
19-18	SIGNAL # 18	440	0					
18-17	SIGNAL # 17	440	0					
17-16	SIGNAL # 16	440	0					
16-15	SIGNAL # 15	440	0					
15-14	SIGNAL # 14	440	0					
14-13	SIGNAL # 13	440	0					
13-12	SIGNAL # 12	440	0					
12-11	SIGNAL # 11	440	0					
11-10	SIGNAL # 10	440	0					
10-9	SIGNAL # 9	440	0					
9-8	SIGNAL # 8	440	0					
8-7	SIGNAL # 7	440	0					
7-6	SIGNAL # 6	440	0					
6-5	SIGNAL # 5	440	0					
5-4	SIGNAL # 4	440	0					
4-3	SIGNAL # 3	440	0					
3-2	NW 102nd Avenue (5381)	440	53	0.02	9.5	B	30.4	B
2-1	NW 97th Avenue (4885)	440	74	0.02	8.6	B	31.1	B

EB   Arterial Speed =   30.7 mph

LOS =   B

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

```
==============================================================================
```
Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION   ROAD NAME: NW 41ST STREET
                          Station No. & Location: 442
            PEAK >>>>>>>>>>   PEAK DIRECTION: WB
                          OFF-PEAK DIRECTION: EB
                          Study Time Period: PM PEAK
Traffic Count Date: JUNE 1, 1994   Analysis Date: JANUARY 27, 1995
User's Notes: NW 107TH AVENUE TO SR 821 (H.E.F.T.) WEST
```
==============================================================================
```
TRAFFIC CHARACTERISTICS

                                    AWDT: 17,796
                                K FACTOR: 0.260
                                D FACTOR: 0.950
                                    PHF: 0.927
                ADJ. SATURATION FLOW RATE: 1,900
                % TURNS FROM EXCLUSIVE LANES: 15
```
==============================================================================
```
ROADWAY CHARACTERISTICS

                    NUMBER OF THRU LANES
                          PEAK DIRECTION: 3
                      OFF-PEAK DIRECTION: 3
                    URBAN, TRANSITIONING, OR
                    RURAL DEVELOPED (U/T/R):   U
                          ARTERIAL CLASS: 1   (1, 2, or 3)
                      FREE FLOW SPEED (mph):   40   (45, 40, or 35)

     For Arterial Type and Class: Use Free flow speed of:
     Rural   55, 50, 45, 40 or 35
     Transitioning, Class 1   55, 50, 45, 40 or 35
     Urban, Class 1   45, 40 or 35
     Urban or Transitioning, Class 2   40, 35, 30 or 25
     Urban, Class 3   35, 30 or 25
```
==============================================================================
```
SIGNALIZATION CHARACTERISTICS

                    ARRIVAL TYPE
                          PEAK DIRECTION: 4
                      OFF-PEAK DIRECTION: 2
                    TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                                     2=PRETIMED
                                                     3=SEMIACTUATED)
                    SYSTEM CYCLE LENGTH: 150
             WEIGHTED THRU MOVEMENT g/C: 0.37
```
==============================================================================
```

```
========================================================================================================
```

WB   PEAK DIRECTION'S SPECIFIC INPUTS
NW 41ST STREET

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	SR 821 East (5154)	442	4,396	52.44	3	89	0.53	5,280	4
2-3	SR 821 West (5155)	442	4,396	0	3	56	0.52	500	4
3-4	SIGNAL # 4	442							
4-5	SIGNAL # 5	442							
5-6	SIGNAL # 6	442							
6-7	SIGNAL # 7	442							
7-8	SIGNAL # 8	442							
8-9	SIGNAL # 9	442							
9-10	SIGNAL # 10	442							
10-11	SIGNAL # 11	442							
11-12	SIGNAL # 12	442							
12-13	SIGNAL # 13	442							
13-14	SIGNAL # 14	442							
14-15	SIGNAL # 15	442							
15-16	SIGNAL # 16	442							
16-17	SIGNAL # 17	442							
17-18	SIGNAL # 18	442							
18-19	SIGNAL # 19	442							
19-20	SIGNAL # 20	442							

```
========================================================================================================
```

EB   OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 41ST STREET

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	442	0						
19-18	SIGNAL # 18	442	0						
18-17	SIGNAL # 17	442	0						
17-16	SIGNAL # 16	442	0						
16-15	SIGNAL # 15	442	0						
15-14	SIGNAL # 14	442	0						
14-13	SIGNAL # 13	442	0						
13-12	SIGNAL # 12	442	0						
12-11	SIGNAL # 11	442	0						
11-10	SIGNAL # 10	442	0						
10-9	SIGNAL # 9	442	0						
9-8	SIGNAL # 8	442	0						
8-7	SIGNAL # 7	442	0						
7-6	SIGNAL # 6	442	0						
6-5	SIGNAL # 5	442	0						
5-4	SIGNAL # 4	442	0						
4-3	SIGNAL # 3	442	0						
3-2	SR 821 East (5154)	442	231	0	3	89	0.64	500	2
2-1	NW 107th Avenue (4887)	442	231	0	2	120	0.40	5,280	2

```
========================================================================================================
```

```
========================================================================================
WB    PEAK DIRECTION RESULTS          THRU                    THRU              ARTERIAL
NW 41ST STREET            COUNT       FLOW      V/C      THRU  APPROACH  SPEED    LINK
LINK  Signal Number & LocationSTATION RATE      RATIO    DELAY    LOS     (MPH)    LOS
----------------------------------------------------------------------------------------
```

LINK	Signal Number & Location	STATION	FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS	
1-2	SR 821 East (5154)	442	2256	0.75	10.4	B	34.8	B	
2-3	SR 821 West (5155)	442	4743	1.60	507.6	F	0.5	F	*Warning: In
3-4	SIGNAL # 4	442	0						
4-5	SIGNAL # 5	442	0						
5-6	SIGNAL # 6	442	0						
6-7	SIGNAL # 7	442	0						
7-8	SIGNAL # 8	442	0						
8-9	SIGNAL # 9	442	0						
9-10	SIGNAL # 10	442	0						
10-11	SIGNAL # 11	442	0						
11-12	SIGNAL # 12	442	0						
12-13	SIGNAL # 13	442	0						
13-14	SIGNAL # 14	442	0						
14-15	SIGNAL # 15	442	0						
15-16	SIGNAL # 16	442	0						
16-17	SIGNAL # 17	442	0						
17-18	SIGNAL # 18	442	0						
18-19	SIGNAL # 19	442	0						
19-20	SIGNAL # 20	442	0						

```
WB                              Arterial Speed =      ***    mph
                                          LOS =       F
                                NOTE: Intersection Capacity Exceeded
========================================================================================
EB    OFF-PEAK DIRECTION RESULTS THRU                     THRU              ARTERIAL
NW 41ST STREET            COUNT   FLOW      V/C      THRU  APPROACH  SPEED    LINK
LINK  Signal Number & LocationSTATION RATE RATIO    DELAY    LOS     (MPH)    LOS
----------------------------------------------------------------------------------------
```

LINK	Signal Number & Location	STATION	FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	442	0					
19-18	SIGNAL # 18	442	0					
18-17	SIGNAL # 17	442	0					
17-16	SIGNAL # 16	442	0					
16-15	SIGNAL # 15	442	0					
15-14	SIGNAL # 14	442	0					
14-13	SIGNAL # 13	442	0					
13-12	SIGNAL # 12	442	0					
12-11	SIGNAL # 11	442	0					
11-10	SIGNAL # 10	442	0					
10-9	SIGNAL # 9	442	0					
9-8	SIGNAL # 8	442	0					
8-7	SIGNAL # 7	442	0					
7-6	SIGNAL # 6	442	0					
6-5	SIGNAL # 5	442	0					
5-4	SIGNAL # 4	442	0					
4-3	SIGNAL # 3	442	0					
3-2	SR 821 East (5154)	442	250	0.07	6.2	B	18.0	D
2-1	NW 107th Avenue (4887)	442	250	0.16	23.7	C	29.8	B

```
EB                              Arterial Speed =      28.2 mph
                                          LOS =       B

========================================================================================
```
NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

```
========================================================================
```
Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION   ROAD NAME: NW 58TH STREET
                          Station No. & Location: 452
        PEAK >>>>>>>>>>   PEAK DIRECTION: EB
                          OFF-PEAK DIRECTION: WB
                          Study Time Period: PM PEAK
Traffic Count Date: DECEMBER 30, 199₄   Analysis Date: JANUARY 14, 1995
User's Notes: NW 87TH AVENUE TO SR 826 EAST
```
========================================================================
```
TRAFFIC CHARACTERISTICS

                                    AWDT: 38,835
                                K FACTOR: 0.080
                                D FACTOR: 0.600
                                    PHF: 0.950
                ADJ. SATURATION FLOW RATE: 1,900
                % TURNS FROM EXCLUSIVE LANES: 15
```
========================================================================
```
ROADWAY CHARACTERISTICS

                        NUMBER OF THRU LANES
                           PEAK DIRECTION: 2
                       OFF-PEAK DIRECTION: 2
                    URBAN, TRANSITIONING, OR
                    RURAL DEVELOPED (U/T/R):   U
                           ARTERIAL CLASS: 1 (1, 2, or 3)
                     FREE FLOW SPEED (mph):   40 (45, 40, or 35)

For Arterial Type and Class: Use Free flow speed of:
Rural   55, 50, 45, 40 or 35
Transitioning, Class 1   55, 50, 45, 40 or 35
Urban, Class 1   45, 40 or 35
Urban or Transitioning, Class 2   40, 35, 30 or 25
Urban, Class 3   35, 30 or 25


```
========================================================================
```
SIGNALIZATION CHARACTERISTICS

                        ARRIVAL TYPE
                           PEAK DIRECTION: 4
                       OFF-PEAK DIRECTION: 2
                       TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                                     2=PRETIMED
                                                     3=SEMIACTUATED)
                     SYSTEM CYCLE LENGTH: 150
              WEIGHTED THRU MOVEMENT g/C: 0.37
```
========================================================================
```

```
============================================================================================
EB    PEAK DIRECTION'S SPECIFIC INPUTS
NW 58TH STREET                                  % TURNS         CYCLE    EFFECTIVE
                                       PEAK     FROM            LENGTH   g/C
                               COUNT   HOUR     EXCLUS.         SIGNALS  SIGNALS   LENGTH  ARRIVAL
LINK  Signal Number & Location STATION VOLUME   LANES   LANES   2-20     2-20      (FT)    TYPE
--------------------------------------------------------------------------------------------
1-2   NW 84th Avenue (5048)    452     1,864    26.33     2      111      0.41      1,100      4
2-3   NW 79th Avenue (4176)    452     1,864     2.12     2      174      0.45      2,840      4
3-4   SR 826 West (4502)       452     1,864    20.54     2      175      0.80        700      4
4-5   SR 826 East (4501)       452     1,864    42.65     2      175      0.30      1,100      4
5-6   SIGNAL # 6               452
6-7   SIGNAL # 7               452
7-8   SIGNAL # 8               452
8-9   SIGNAL # 9               452
9-10  SIGNAL # 10              452
10-11 SIGNAL # 11              452
11-12 SIGNAL # 12              452
12-13 SIGNAL # 13              452
13-14 SIGNAL # 14              452
14-15 SIGNAL # 15              452
15-16 SIGNAL # 16              452
16-17 SIGNAL # 17              452
17-18 SIGNAL # 18              452
18-19 SIGNAL # 19              452
19-20 SIGNAL # 20              452
============================================================================================
WB    OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 58TH STREET                                  % TURNS         CYCLE    EFFECTIVE
                                       PEAK     FROM            LENGTH   g/C
                               COUNT   HOUR     EXCLUS.         SIGNALS  SIGNALS   LENGTH  ARRIVAL
LINK  Signal Number & Location STATION VOLUME   LANES   LANES   19-1     19-1      (FT)    TYPE
--------------------------------------------------------------------------------------------
20-19 SIGNAL # 19             452       0
19-18 SIGNAL # 18             452       0
18-17 SIGNAL # 17             452       0
17-16 SIGNAL # 16             452       0
16-15 SIGNAL # 15             452       0
15-14 SIGNAL # 14             452       0
14-13 SIGNAL # 13             452       0
13-12 SIGNAL # 12             452       0
12-11 SIGNAL # 11             452       0
11-10 SIGNAL # 10             452       0
10-9  SIGNAL # 9              452       0
9-8   SIGNAL # 8              452       0
8-7   SIGNAL # 7              452       0
7-6   SIGNAL # 6              452       0
6-5   SIGNAL # 5              452       0
5-4   SR 826 West (4502)      452     1,243    19.01     2      175      0.87      1,100      2
4-3   NW 79th Avenue (4176)   452     1,243    30.88     2      174      0.45        700      2
3-2   NW 84th Avenue (5048)   452     1,243     6.92     2      111      0.41      2,840      2
2-1   NW 87th Avenue (4596)   452     1,243    42.89     2       78      0.68      1,100      2
============================================================================================
```

```
===================================================================================
EB    PEAK DIRECTION RESULTS       THRU                     THRU           ARTERIAL
NW 58TH STREET            COUNT    FLOW     V/C    THRU APPROACH  SPEED      LINK
LINK  Signal Number & LocationSTATION  RATE   RATIO   DELAY    LOS     (MPH)      LOS
-----------------------------------------------------------------------------------
1-2    NW 84th Avenue (5048)     452     1446    0.93    27.0   D        12.7   F
2-3    NW 79th Avenue (4176)     452     1921    1.12    92.1   F        11.4   F      *Warning: In
3-4    SR 826 West (4502)        452     1559    0.51     3.3   A        24.4   C
4-5    SR 826 East (4501)        452     1125    0.99    57.3   E         7.6   F
5-6    SIGNAL # 6                452        0
6-7    SIGNAL # 7                452        0
7-8    SIGNAL # 8                452        0
8-9    SIGNAL # 9                452        0
9-10   SIGNAL # 10               452        0
10-11  SIGNAL # 11               452        0
11-12  SIGNAL # 12               452        0
12-13  SIGNAL # 13               452        0
13-14  SIGNAL # 14               452        0
14-15  SIGNAL # 15               452        0
15-16  SIGNAL # 16               452        0
16-17  SIGNAL # 17               452        0
17-18  SIGNAL # 18               452        0
18-19  SIGNAL # 19               452        0
19-20  SIGNAL # 20               452        0

EB                          Arterial Speed =        ***     mph
                                      LOS =      F
                            NOTE: Intersection Capacity Exceeded
===================================================================================
WB    OFF-PEAK DIRECTION RESULTS   THRU                     THRU           ARTERIAL
NW 58TH STREET            COUNT    FLOW     V/C    THRU APPROACH  SPEED      LINK
LINK  Signal Number & LocationSTATION  RATE   RATIO   DELAY    LOS     (MPH)      LOS
-----------------------------------------------------------------------------------
20-19  SIGNAL # 19               452        0
19-18  SIGNAL # 18               452        0
18-17  SIGNAL # 17               452        0
17-16  SIGNAL # 16               452        0
16-15  SIGNAL # 15               452        0
15-14  SIGNAL # 14               452        0
14-13  SIGNAL # 13               452        0
13-12  SIGNAL # 12               452        0
12-11  SIGNAL # 11               452        0
11-10  SIGNAL # 10               452        0
10-9   SIGNAL # 9                452        0
9-8    SIGNAL # 8                452        0
8-7    SIGNAL # 7                452        0
7-6    SIGNAL # 6                452        0
6-5    SR 826 East (4501)        452        0
5-4    SR 826 West (4502)        452    1,059    0.32     2.1   A        28.2   B
4-3    NW 79th Avenue (4176)     452      904    0.53    35.8   D         7.7   F
3-2    NW 84th Avenue (5048)     452    1,218    0.78    28.9   D        22.1   C
2-1    NW 87th Avenue (4596)     452      747    0.29     5.1   B        24.6   C

WB                          Arterial Speed =       19.0 mph
                                      LOS =      D

===================================================================================
NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET
```

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===========================================================================
     Florida Department of Transportation
                   Arterial Level of Service Estimate
                 Based on the 1985 Highway Capacity Manual
                          ART_PLAN Version 1.2
          Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
                   Modified by: FDOT District Four  05-18-92
---------------------------------------------------------------------------
```

DESCRIPTION   ROAD NAME: NW 58TH STREET
                               Station No. & Location: 454
         PEAK >>>>>>>>>>   PEAK DIRECTION: WB
                               OFF-PEAK DIRECTION: EB
                               Study Time Period: PM PEAK
   Traffic Count Date: Analysis Date: JANUARY 14, 1995
   User's Notes: NW 87TH AVENUE TO NW 97TH AVENUE

```
===========================================================================
```
TRAFFIC CHARACTERISTICS

                                          AWDT: 15,271
                                      K FACTOR: 0.150
                                      D FACTOR: 0.990
                                          PHF: 0.770
                        ADJ. SATURATION FLOW RATE: 1,900
                      % TURNS FROM EXCLUSIVE LANES: 15
```
===========================================================================
```
ROADWAY CHARACTERISTICS

                            NUMBER OF THRU LANES
                                PEAK DIRECTION: 2
                            OFF-PEAK DIRECTION: 2
                        URBAN, TRANSITIONING, OR
                        RURAL DEVELOPED (U/T/R):   U
                                ARTERIAL CLASS: 1 (1, 2, or 3)
                          FREE FLOW SPEED (mph):   40 (45, 40, or 35)

   For Arterial Type and Class: Use Free flow speed of:
   Rural   55, 50, 45, 40 or 35
   Transitioning, Class 1   55, 50, 45, 40 or 35
   Urban, Class 1   45, 40 or 35
   Urban or Transitioning, Class 2   40, 35, 30 or 25
   Urban, Class 3   35, 30 or 25


```
===========================================================================
```
SIGNALIZATION CHARACTERISTICS

                            ARRIVAL TYPE
                                PEAK DIRECTION: 4
                            OFF-PEAK DIRECTION: 2
                            TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                                          2=PRETIMED
                                                          3=SEMIACTUATED)
                          SYSTEM CYCLE LENGTH: 150
                   WEIGHTED THRU MOVEMENT g/C: 0.37
```
===========================================================================
```

```
============================================================================================
WB    PEAK DIRECTION'S SPECIFIC INPUTS
NW 58TH STREET                                  % TURNS        CYCLE   EFFECTIVE
                                         PEAK   FROM           LENGTH  g/C
                                  COUNT  HOUR   EXCLUS.         SIGNALS SIGNALS  LENGTH  ARRIVAL
LINK  Signal Number & LocationSTATION VOLUME  LANES   LANES  2-20    2-20     (FT)    TYPE
--------------------------------------------------------------------------------------------
1-2   NW 97th Avenue (4668)      454   2,268       0       2     78     0.75    5,362       4
2-3   SIGNAL # 3                 454
3-4   SIGNAL # 4                 454
4-5   SIGNAL # 5                 454
5-6   SIGNAL # 6                 454
6-7   SIGNAL # 7                 454
7-8   SIGNAL # 8                 454
8-9   SIGNAL # 9                 454
9-10  SIGNAL # 10                454
10-11 SIGNAL # 11                454
11-12 SIGNAL # 12                454
12-13 SIGNAL # 13                454
13-14 SIGNAL # 14                454
14-15 SIGNAL # 15                454
15-16 SIGNAL # 16                454
16-17 SIGNAL # 17                454
17-18 SIGNAL # 18                454
18-19 SIGNAL # 19                454
19-20 SIGNAL # 20                454
============================================================================================
EB    OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 58TH STREET                                  % TURNS        CYCLE   EFFECTIVE
                                         PEAK   FROM           LENGTH  g/C
                                  COUNT  HOUR   EXCLUS.         SIGNALS SIGNALS  LENGTH  ARRIVAL
LINK  Signal Number & LocationSTATION VOLUME  LANES   LANES  19-1    19-1     (FT)    TYPE
--------------------------------------------------------------------------------------------
20-19 SIGNAL # 19                454       0
19-18 SIGNAL # 18                454       0
18-17 SIGNAL # 17                454       0
17-16 SIGNAL # 16                454       0
16-15 SIGNAL # 15                454       0
15-14 SIGNAL # 14                454       0
14-13 SIGNAL # 13                454       0
13-12 SIGNAL # 12                454       0
12-11 SIGNAL # 11                454       0
11-10 SIGNAL # 10                454       0
10-9  SIGNAL # 9                 454       0
9-8   SIGNAL # 8                 454       0
8-7   SIGNAL # 7                 454       0
7-6   SIGNAL # 6                 454       0
6-5   SIGNAL # 5                 454       0
5-4   SIGNAL # 4                 454       0
4-3   SIGNAL # 3                 454       0
3-2   SIGNAL # 2                 454       0
2-1   NW 87th Avenue (4596)      454      23       0       2     78     0.41    5,362       2
============================================================================================
```

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WB NW 58TH STREET LINK	PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS	
1-2	NW 97th Avenue (4668)	454	2946	1.03	26.9	D	28.9	B	*Warning: In
2-3	SIGNAL # 3	454	0						
3-4	SIGNAL # 4	454	0						
4-5	SIGNAL # 5	454	0						
5-6	SIGNAL # 6	454	0						
6-7	SIGNAL # 7	454	0						
7-8	SIGNAL # 8	454	0						
8-9	SIGNAL # 9	454	0						
9-10	SIGNAL # 10	454	0						
10-11	SIGNAL # 11	454	0						
11-12	SIGNAL # 12	454	0						
12-13	SIGNAL # 13	454	0						
13-14	SIGNAL # 14	454	0						
14-15	SIGNAL # 15	454	0						
15-16	SIGNAL # 16	454	0						
16-17	SIGNAL # 17	454	0						
17-18	SIGNAL # 18	454	0						
18-19	SIGNAL # 19	454	0						
19-20	SIGNAL # 20	454	0						

WB   Arterial Speed =   28.9 mph
         LOS =   B

===

EB NW 58TH STREET LINK	OFF-PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	454	0					
19-18	SIGNAL # 18	454	0					
18-17	SIGNAL # 17	454	0					
17-16	SIGNAL # 16	454	0					
16-15	SIGNAL # 15	454	0					
15-14	SIGNAL # 14	454	0					
14-13	SIGNAL # 13	454	0					
13-12	SIGNAL # 12	454	0					
12-11	SIGNAL # 11	454	0					
11-10	SIGNAL # 10	454	0					
10-9	SIGNAL # 9	454	0					
9-8	SIGNAL # 8	454	0					
8-7	SIGNAL # 7	454	0					
7-6	SIGNAL # 6	454	0					
6-5	SIGNAL # 5	454	0					
5-4	SIGNAL # 4	454	0					
4-3	SIGNAL # 3	454	0					
3-2	SIGNAL # 2	454	0					
2-1	NW 87th Avenue (4596)	454	30	0.02	14.0	B	33.3	B

EB   Arterial Speed =   33.3 mph
         LOS =   B

===
NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

```
=========================================================================
  Florida Department of Transportation
                    Arterial Level of Service Estimate
                    Based on the 1985 Highway Capacity Manual
                    ART_PLAN Version 1.2
        Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
                    Modified by: FDOT District Four  05-18-92
-------------------------------------------------------------------------
```

DESCRIPTION   ROAD NAME: NW 74TH STREET
                            Station No. & Location: 481
           PEAK >>>>>>>>>>   PEAK DIRECTION: EB
                             OFF-PEAK DIRECTION: WB
                                Study Time Period: PM PEAK
   Traffic Count Date: NOVEMBER 29, 199· Analysis Date: FEBRUARY 2, 1995
   User's Notes: SR 826 WEST TO SR 826 EAST

```
=========================================================================
```
TRAFFIC CHARACTERISTICS

                                        AWDT: 14,048
                                    K FACTOR: 0.100
                                    D FACTOR: 0.500
                                        PHF: 0.947
                       ADJ. SATURATION FLOW RATE: 1,900
                   % TURNS FROM EXCLUSIVE LANES: 15

```
=========================================================================
```
ROADWAY CHARACTERISTICS

                         NUMBER OF THRU LANES
                             PEAK DIRECTION: 2
                         OFF-PEAK DIRECTION: 2
                       URBAN, TRANSITIONING, OR
                       RURAL DEVELOPED (U/T/R):   U
                             ARTERIAL CLASS: 1   (1, 2, or 3)
                        FREE FLOW SPEED (mph):   45   (45, 40, or 35)

   For Arterial Type and Class: Use Free flow speed of:
   Rural   55, 50, 45, 40 or 35
   Transitioning, Class 1   55, 50, 45, 40 or 35
   Urban, Class 1   45, 40 or 35
   Urban or Transitioning, Class 2   40, 35, 30 or 25
   Urban, Class 3   35, 30 or 25

```
=========================================================================
```
SIGNALIZATION CHARACTERISTICS

                         ARRIVAL TYPE
                             PEAK DIRECTION: 4
                         OFF-PEAK DIRECTION: 2
                         TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                                        2=PRETIMED
                                                        3=SEMIACTUATED)
                       SYSTEM CYCLE LENGTH: 150
               WEIGHTED THRU MOVEMENT g/C: 0.37
```
=========================================================================
```

```
==========================================================================================
```

EB   PEAK DIRECTION'S SPECIFIC INPUTS
NW 74TH STREET

				% TURNS		CYCLE	EFFECTIVE		
			PEAK	FROM		LENGTH	g/C		
		COUNT	HOUR	EXCLUS.		SIGNALS	SIGNALS	LENGTH	ARRIVAL
LINK	Signal Number & Location	STATION	VOLUME	LANES	LANES	2-20	2-20	(FT)	TYPE
1-2	SR 826 East (4533)	481	702	41.84	2	180	0.89	640	4
2-3	SIGNAL # 3	481							
3-4	SIGNAL # 4	481							
4-5	SIGNAL # 5	481							
5-6	SIGNAL # 6	481							
6-7	SIGNAL # 7	481							
7-8	SIGNAL # 8	481							
8-9	SIGNAL # 9	481							
9-10	SIGNAL # 10	481							
10-11	SIGNAL # 11	481							
11-12	SIGNAL # 12	481							
12-13	SIGNAL # 13	481							
13-14	SIGNAL # 14	481							
14-15	SIGNAL # 15	481							
15-16	SIGNAL # 16	481							
16-17	SIGNAL # 17	481							
17-18	SIGNAL # 18	481							
18-19	SIGNAL # 19	481							
19-20	SIGNAL # 20	481							

```
==========================================================================================
```

WB   OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 74TH STREET

				% TURNS		CYCLE	EFFECTIVE		
			PEAK	FROM		LENGTH	g/C		
		COUNT	HOUR	EXCLUS.		SIGNALS	SIGNALS	LENGTH	ARRIVAL
LINK	Signal Number & Location	STATION	VOLUME	LANES	LANES	19-1	19-1	(FT)	TYPE
20-19	SIGNAL # 19	481	0						
19-18	SIGNAL # 18	481	0						
18-17	SIGNAL # 17	481	0						
17-16	SIGNAL # 16	481	0						
16-15	SIGNAL # 15	481	0						
15-14	SIGNAL # 14	481	0						
14-13	SIGNAL # 13	481	0						
13-12	SIGNAL # 12	481	0						
12-11	SIGNAL # 11	481	0						
11-10	SIGNAL # 10	481	0						
10-9	SIGNAL # 9	481	0						
9-8	SIGNAL # 8	481	0						
8-7	SIGNAL # 7	481	0						
7-6	SIGNAL # 6	481	0						
6-5	SIGNAL # 5	481	0						
5-4	SIGNAL # 4	481	0						
4-3	SIGNAL # 3	481	0						
3-2	SIGNAL # 2	481	0						
2-1	SR 826 West (4534)	481	702	60.32	2	180	0.73	640	2

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==========================================================================================
```

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======================================================================================
```

EB NW 74TH STREET LINK	PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS
1-2	SR 826 East (4533)	481	431	0.13	0.7	A	31.0	B
2-3	SIGNAL # 3	481	0					
3-4	SIGNAL # 4	481	0					
4-5	SIGNAL # 5	481	0					
5-6	SIGNAL # 6	481	0					
6-7	SIGNAL # 7	481	0					
7-8	SIGNAL # 8	481	0					
8-9	SIGNAL # 9	481	0					
9-10	SIGNAL # 10	481	0					
10-11	SIGNAL # 11	481	0					
11-12	SIGNAL # 12	481	0					
12-13	SIGNAL # 13	481	0					
13-14	SIGNAL # 14	481	0					
14-15	SIGNAL # 15	481	0					
15-16	SIGNAL # 16	481	0					
16-17	SIGNAL # 17	481	0					
17-18	SIGNAL # 18	481	0					
18-19	SIGNAL # 19	481	0					
19-20	SIGNAL # 20	481	0					

EB   Arterial Speed =   31.0 mph
               LOS =   B

```
======================================================================================
```

WB NW 74TH STREET LINK	OFF-PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	481	0					
19-18	SIGNAL # 18	481	0					
18-17	SIGNAL # 17	481	0					
17-16	SIGNAL # 16	481	0					
16-15	SIGNAL # 15	481	0					
15-14	SIGNAL # 14	481	0					
14-13	SIGNAL # 13	481	0					
13-12	SIGNAL # 12	481	0					
12-11	SIGNAL # 11	481	0					
11-10	SIGNAL # 10	481	0					
10-9	SIGNAL # 9	481	0					
9-8	SIGNAL # 8	481	0					
8-7	SIGNAL # 7	481	0					
7-6	SIGNAL # 6	481	0					
6-5	SIGNAL # 5	481	0					
5-4	SIGNAL # 4	481	0					
4-3	SIGNAL # 3	481	0					
3-2	SIGNAL # 2	481	0					
2-1	SR 826 West (4534)	481	294	0.11	7.3	B	19.2	D

WB   Arterial Speed =   19.2 mph
               LOS =   D

```
======================================================================================
```

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

```
========================= ======= ======== ======== ======== ======== ======== ========
```
Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION   ROAD NAME: NW 79TH AVENUE
                                     Station No. & Location: 482
              PEAK >>>>>>>>>>   PEAK DIRECTION: SB
                                       OFF-PEAK DIRECTION: NB
                                        Study Time Period: PM PEAK
Traffic Count Date: MAY 24, 1994   Analysis Date: JANUARY 14, 1995
User's Notes: NW 58TH STREET TO NW 36TH STREET
```
========================= ======= ======== ======== ======== ======== ======== ========
```
TRAFFIC CHARACTERISTICS

                                          AWDT: 20,198
                                      K FACTOR: 0.090
                                      D FACTOR: 0.550
                                          PHF: 0.950
                       ADJ. SATURATION FLOW RATE: 1,900
                       % TURNS FROM EXCLUSIVE LANES: 15
```
========================= ======= ======== ======== ======== ======== ======== ========
```
ROADWAY CHARACTERISTICS

                         NUMBER OF THRU LANES
                             PEAK DIRECTION: 1
                         OFF-PEAK DIRECTION: 1
                       URBAN, TRANSITIONING, OR
                       RURAL DEVELOPED (U/T/R):   U
                             ARTERIAL CLASS   1   (1, 2, or 3)
                       FREE FLOW SPEED (mph):   35   (45, 40, or 35)

For Arterial Type and Class: Use Free flow speed of:
Rural   55, 50, 45, 40 or 35
Transitioning, Class 1   55, 50, 45, 40 or 35
Urban, Class 1   45, 40 or 35
Urban or Transitioning, Class 2   40, 35, 30 or 25
Urban, Class 3   35, 30 or 25


```
========================= ======= ======== ======== ======== ======== ======== ========
```
SIGNALIZATION CHARACTERISTICS

                         ARRIVAL TYPE
                             PEAK DIRECTION: 4
                         OFF-PEAK DIRECTION: 2
                         TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                                           2=PRETIMED
                                                           3=SEMIACTUATED)
                       SYSTEM CYCLE LENGTH: 150
                  WEIGHTED THRU MOVEMENT g/C: 0.37
```
========================= ======= ======== ======== ======== ======== ======== ========
```

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```

SB   PEAK DIRECTION'S SPECIFIC INPUTS
NW 79TH AVENUE

LINK	Signal Number & Location	COUNT STATIO	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	NW 53rd Street (4734)	482	1,000	18.03	1	71	0.52	1,100	4
2-3	NW 48th Street (4856)	482	1,000	1.31	1	91	0.58	2,350	4
3-4	NW 41st Street (4575)	482	1,000	0.51	2	77	0.71	1,824	4
4-5	NW 36th Street (3954)	482	1,000	81.02	1	170	0.26	889	4
5-6	SIGNAL # 6	482							
6-7	SIGNAL # 7	482							
7-8	SIGNAL # 8	482							
8-9	SIGNAL # 9	482							
9-10	SIGNAL # 10	482							
10-11	SIGNAL # 11	482							
11-12	SIGNAL # 12	482							
12-13	SIGNAL # 13	482							
13-14	SIGNAL # 14	482							
14-15	SIGNAL # 15	482							
15-16	SIGNAL # 16	482							
16-17	SIGNAL # 17	482							
17-18	SIGNAL # 18	482							
18-19	SIGNAL # 19	482							
19-20	SIGNAL # 20	482							

```
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```

NB   OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 79TH AVENUE

LINK	Signal Number & Location	COUNT STATIO	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	482	0						
19-18	SIGNAL # 18	482	0						
18-17	SIGNAL # 17	482	0						
17-16	SIGNAL # 16	482	0						
16-15	SIGNAL # 15	482	0						
15-14	SIGNAL # 14	482	0						
14-13	SIGNAL # 13	482	0						
13-12	SIGNAL # 12	482	0						
12-11	SIGNAL # 11	482	0						
11-10	SIGNAL # 10	482	0						
10-9	SIGNAL # 9	482	0						
9-8	SIGNAL # 8	482	0						
8-7	SIGNAL # 7	482	0						
7-6	SIGNAL # 6	482	0						
6-5	SIGNAL # 5	482	0						
5-4	NW 41st Street (4575)	482	818	8.94	1	77	0.73	889	2
4-3	NW 48th Street (4856)	482	818	0	1	91	0.58	1,824	2
3-2	NW 53rd Street (4734)	482	818	21.07	1	71	0.52	2,350	2
2-1	NW 58th Street (4176)	482	818	86	1	174	0.14	1,100	2

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```

SB NW 79TH AVENUE LINK	PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATIO	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS
1-2	NW 53rd Street (4734)	482	863	0.87	14.9	B	16.6	E
2-3	NW 48th Street (4856)	482	1039	0.94	21.6	C	21.5	D
3-4	NW 41st Street (4575)	482	1047	0.39	2.5	A	30.8	B
4-5	NW 36th Street (3954)	482	200	0.40	28.7	D	10.4	F
5-6	SIGNAL # 6	482	0					
6-7	SIGNAL # 7	482	0					
7-8	SIGNAL # 8	482	0					
8-9	SIGNAL # 9	482	0					
9-10	SIGNAL # 10	482	0					
10-11	SIGNAL # 11	482	0					
11-12	SIGNAL # 12	482	0					
12-13	SIGNAL # 13	482	0					
13-14	SIGNAL # 14	482	0					
14-15	SIGNAL # 15	482	0					
15-16	SIGNAL # 16	482	0					
16-17	SIGNAL # 17	482	0					
17-18	SIGNAL # 18	482	0					
18-19	SIGNAL # 19	482	0					
19-20	SIGNAL # 20	482	0					

SB   Arterial Speed =   19.2 mph
    LOS =   D

NB NW 79TH AVENUE LINK	OFF-PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATIO	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	482	0					
19-18	SIGNAL # 18	482	0					
18-17	SIGNAL # 17	482	0					
17-16	SIGNAL # 16	482	0					
16-15	SIGNAL # 15	482	0					
15-14	SIGNAL # 14	482	0					
14-13	SIGNAL # 13	482	0					
13-12	SIGNAL # 12	482	0					
12-11	SIGNAL # 11	482	0					
11-10	SIGNAL # 10	482	0					
10-9	SIGNAL # 9	482	0					
9-8	SIGNAL # 8	482	0					
8-7	SIGNAL # 7	482	0					
7-6	SIGNAL # 6	482	0					
6-5	SIGNAL # 5	482	0					
5-4	NW 41st Street (4575)	482	784	0.57	5.5	B	21.5	D
4-3	NW 48th Street (4856)	482	861	0.78	16.9	C	21.0	D
3-2	NW 53rd Street (4734)	482	680	0.69	14.4	B	24.7	C
2-1	NW 58th Street (4176)	482	121	0.45	71.7	F	6.3	F

NB   Arterial Speed =   15.5 mph
    LOS =   E

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

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```
Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION   ROAD NAME: NW 79TH AVENUE
                                         Station No. & Location: 484
          PEAK >>>>>>>>>>   PEAK DIRECTION: NB
                                          OFF-PEAK DIRECTION: SB
                                            Study Time Period: PM PEAK
Traffic Count Date: MAY 24, 1994   Analysis Date: JANUARY 14, 1995
User's Notes: NW 25TH STREET TO NW 36TH STREET
```
========================= ================ ======== ======== ========= ======== ========
```
TRAFFIC CHARACTERISTICS

                                         AWDT: 11,794
                                     K FACTOR: 0.110
                                     D FACTOR: 0.630
                                         PHF: 0.950
                       ADJ. SATURATION FLOW RATE: 1,900
                       % TURNS FROM EXCLUSIVE LANES: 15
```
========================= ================ ======== ======== ========= ======== ========
```
ROADWAY CHARACTERISTICS

                       NUMBER OF THRU LANES
                              PEAK DIRECTION: 1
                          OFF-PEAK DIRECTION: 1
                       URBAN, TRANSITIONING, OR
                       RURAL DEVELOPED (U/T/R):   U
                              ARTERIAL CLASS   1 (1, 2, or 3)
                          FREE FLOW SPEED (mph):   35 (45, 40, or 35)

For Arterial Type and Class: Use Free flow speed of:
Rural   55, 50, 45, 40 or 35
Transitioning, Class 1   55, 50, 45, 40 or 35
Urban, Class 1   45, 40 or 35
Urban or Transitioning, Class 2   40, 35, 30 or 25
Urban, Class 3   35, 30 or 25


```
========================= ================ ======== ======== ========= ======== ========
```
SIGNALIZATION CHARACTERISTICS

                       ARRIVAL TYPE
                              PEAK DIRECTION: 4
                          OFF-PEAK DIRECTION: 2
                          TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                                           2=PRETIMED
                                                           3=SEMIACTUATED)

                          SYSTEM CYCLE LENGTH: 150
                       WEIGHTED THRU MOVEMENT g/C: 0.37
```
========================= ================ ======== ======== ========= ======== ========
```

NB **PEAK DIRECTION'S SPECIFIC INPUTS**
NW 79TH AVENUE

LINK	Signal Number & Location	COUNT STATIO	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	NW 36th Street (3954)	484	817	74.13	1	170	0.12	4,300	4
2-3	SIGNAL # 3	484							
3-4	SIGNAL # 4	484							
4-5	SIGNAL # 5	484							
5-6	SIGNAL # 6	484							
6-7	SIGNAL # 7	484							
7-8	SIGNAL # 8	484							
8-9	SIGNAL # 9	484							
9-10	SIGNAL # 10	484							
10-11	SIGNAL # 11	484							
11-12	SIGNAL # 12	484							
12-13	SIGNAL # 13	484							
13-14	SIGNAL # 14	484							
14-15	SIGNAL # 15	484							
15-16	SIGNAL # 16	484							
16-17	SIGNAL # 17	484							
17-18	SIGNAL # 18	484							
18-19	SIGNAL # 19	484							
19-20	SIGNAL # 20	484							

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SB **OFF-PEAK DIRECTION'S SPECIFIC INPUTS**
NW 79TH AVENUE

LINK	Signal Number & Location	COUNT STATIO	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	484	0						
19-18	SIGNAL # 18	484	0						
18-17	SIGNAL # 17	484	0						
17-16	SIGNAL # 16	484	0						
16-15	SIGNAL # 15	484	0						
15-14	SIGNAL # 14	484	0						
14-13	SIGNAL # 13	484	0						
13-12	SIGNAL # 12	484	0						
12-11	SIGNAL # 11	484	0						
11-10	SIGNAL # 10	484	0						
10-9	SIGNAL # 9	484	0						
9-8	SIGNAL # 8	484	0						
8-7	SIGNAL # 7	484	0						
7-6	SIGNAL # 6	484	0						
6-5	SIGNAL # 5	484	0						
5-4	SIGNAL # 4	484	0						
4-3	SIGNAL # 3	484	0						
3-2	SIGNAL # 2	484	0						
2-1	NW 25th Street (5111)	484	480	100	0	141	0.21	4,300	2

==

NB	PEAK DIRECTION RESULTS	COUNT	THRU FLOW	V/C	THRU	THRU APPROAC	SPEED	ARTERIAL LINK
NW 79TH AVENUE								
LINK	Signal Number & Location	STATIO	RATE	RATIO	DELAY	LOS	(MPH)	LOS
1-2	NW 36th Street (3954)	484	223	0.98	85.5	F	15.0	E
2-3	SIGNAL # 3	484	0					
3-4	SIGNAL # 4	484	0					
4-5	SIGNAL # 5	484	0					
5-6	SIGNAL # 6	484	0					
6-7	SIGNAL # 7	484	0					
7-8	SIGNAL # 8	484	0					
8-9	SIGNAL # 9	484	0					
9-10	SIGNAL # 10	484	0					
10-11	SIGNAL # 11	484	0					
11-12	SIGNAL # 12	484	0					
12-13	SIGNAL # 13	484	0					
13-14	SIGNAL # 14	484	0					
14-15	SIGNAL # 15	484	0					
15-16	SIGNAL # 16	484	0					
16-17	SIGNAL # 17	484	0					
17-18	SIGNAL # 18	484	0					
18-19	SIGNAL # 19	484	0					
19-20	SIGNAL # 20	484	0					

NB   Arterial Speed =   15.0 mph
           LOS =   E

SB	OFF-PEAK DIRECTION RESULTS	COUNT	THRU FLOW	V/C	THRU	THRU APPROAC	SPEED	ARTERIAL LINK
NW 79TH AVENUE								
LINK	Signal Number & Location	STATIO	RATE	RATIO	DELAY	LOS	(MPH)	LOS
20-19	SIGNAL # 19	484	0					
19-18	SIGNAL # 18	484	0					
18-17	SIGNAL # 17	484	0					
17-16	SIGNAL # 16	484	0					
16-15	SIGNAL # 15	484	0					
15-14	SIGNAL # 14	484	0					
14-13	SIGNAL # 13	484	0					
13-12	SIGNAL # 12	484	0					
12-11	SIGNAL # 11	484	0					
11-10	SIGNAL # 10	484	0					
10-9	SIGNAL # 9	484	0					
9-8	SIGNAL # 8	484	0					
8-7	SIGNAL # 7	484	0					
7-6	SIGNAL # 6	484	0					
6-5	SIGNAL # 5	484	0					
5-4	SIGNAL # 4	484	0					
4-3	SIGNAL # 3	484	0					
3-2	SIGNAL # 2	484	0					
2-1	NW 25th Street (5111)	484	0					

SB   Arterial Speed =   ERR mph
           LOS =   ERR

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

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=================================================================================
   Florida Department of Transportation
                    Arterial Level of Service Estimate
                    Based on the 1985 Highway Capacity Manual
                    ART_PLAN Version 1.2
         Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
                    Modified by: FDOT District Four  05-18-92
---------------------------------------------------------------------------------
   DESCRIPTION                              ROAD NAME:  NW 97TH AVENUE
                                   Station No. & Location:        494
            PEAK >>>>>>>>>>           PEAK DIRECTION: NB
                                   OFF-PEAK DIRECTION:   SB
                                   Study Time Period:  PM PEAK
   Traffic Count Date:       AUGUST 16, 1994       Analysis Date:  JANUARY 14, 1995
   User's Notes:             NW 12TH STREET TO NW 25TH STREET
=================================================================================
   TRAFFIC CHARACTERISTICS

                                           AWDT:      4,045
                                       K FACTOR:      0.090
                                       D FACTOR:      0.560
                                           PHF:       0.950
                        ADJ. SATURATION FLOW RATE:    1,900
                     % TURNS FROM EXCLUSIVE LANES:       15
=================================================================================
   ROADWAY CHARACTERISTICS

                             NUMBER OF THRU LANES
                                PEAK DIRECTION:        1
                            OFF-PEAK DIRECTION:        1
                          URBAN, TRANSITIONING, OR
                          RURAL DEVELOPED (U/T/R):     U
                                 ARTERIAL CLASS:       1   (1, 2, or 3)
                             FREE FLOW SPEED (mph):    35   (45, 40, or 35)

       For Arterial Type and Class:                 Use Free flow speed of:
       Rural                                        55, 50, 45, 40 or 35
       Transitioning, Class 1                       55, 50, 45, 40 or 35
       Urban, Class 1                               45, 40 or 35
       Urban or Transitioning, Class 2              40, 35, 30 or 25
       Urban, Class 3                               35, 30 or 25


=================================================================================
   SIGNALIZATION CHARACTERISTICS

                             ARRIVAL TYPE
                                PEAK DIRECTION:        3
                            OFF-PEAK DIRECTION:        3
                            TYPE SIGNAL SYSTEM:        1  (1=ACTUATED
                                                           2=PRETIMED
                                                           3=SEMIACTUATED)
                        SYSTEM CYCLE LENGTH:          150
                     WEIGHTED THRU MOVEMENT g/C:      0.37
=================================================================================
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NB   PEAK DIRECTION'S SPECIFIC INPUTS
NW 97TH AVENUE

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	NW 25th Street (5112)	494	204	84	1	61	0.36	5,044	3
2-3	SIGNAL # 3	494							
3-4	SIGNAL # 4	494							
4-5	SIGNAL # 5	494							
5-6	SIGNAL # 6	494							
6-7	SIGNAL # 7	494							
7-8	SIGNAL # 8	494							
8-9	SIGNAL # 9	494							
9-10	SIGNAL # 10	494							
10-11	SIGNAL # 11	494							
11-12	SIGNAL # 12	494							
12-13	SIGNAL # 13	494							
13-14	SIGNAL # 14	494							
14-15	SIGNAL # 15	494							
15-16	SIGNAL # 16	494							
16-17	SIGNAL # 17	494							
17-18	SIGNAL # 18	494							
18-19	SIGNAL # 19	494							
19-20	SIGNAL # 20	494							

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SB   OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 97TH AVENUE

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	494	0						
19-18	SIGNAL # 18	494	0						
18-17	SIGNAL # 17	494	0						
17-16	SIGNAL # 16	494	0						
16-15	SIGNAL # 15	494	0						
15-14	SIGNAL # 14	494	0						
14-13	SIGNAL # 13	494	0						
13-12	SIGNAL # 12	494	0						
12-11	SIGNAL # 11	494	0						
11-10	SIGNAL # 10	494	0						
10-9	SIGNAL # 9	494	0						
9-8	SIGNAL # 8	494	0						
8-7	SIGNAL # 7	494	0						
7-6	SIGNAL # 6	494	0						
6-5	SIGNAL # 5	494	0						
5-4	SIGNAL # 4	494	0						
4-3	SIGNAL # 3	494	0						
3-2	SIGNAL # 2	494	0						
2-1	NW 12th Street (No ID)	494	160	0	1	61	0.70	5,044	3

===

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==================================================================================================
NB    PEAK DIRECTION RESULTS           THRU                        THRU              ARTERIAL
NW 97TH AVENUE                COUNT    FLOW      V/C      THRU APPROACH  SPEED         LINK
LINK  Signal Number & LocationSTATION  RATE      RATIO    DELAY    LOS    (MPH)         LOS
--------------------------------------------------------------------------------------------------
1-2    NW 25th Street (5112)    494      34      0.05      8.2    B       31.5         B
2-3    SIGNAL # 3               494       0
3-4    SIGNAL # 4               494       0
4-5    SIGNAL # 5               494       0
5-6    SIGNAL # 6               494       0
6-7    SIGNAL # 7               494       0
7-8    SIGNAL # 8               494       0
8-9    SIGNAL # 9               494       0
9-10   SIGNAL # 10              494       0
10-11  SIGNAL # 11              494       0
11-12  SIGNAL # 12              494       0
12-13  SIGNAL # 13              494       0
13-14  SIGNAL # 14              494       0
14-15  SIGNAL # 15              494       0
15-16  SIGNAL # 16              494       0
16-17  SIGNAL # 17              494       0
17-18  SIGNAL # 18              494       0
18-19  SIGNAL # 19              494       0
19-20  SIGNAL # 20              494       0
```

NB   Arterial Speed =   31.5 mph
                                        LOS =   B

```
==================================================================================================
SB    OFF-PEAK DIRECTION RESULTS       THRU                        THRU              ARTERIAL
NW 97TH AVENUE                COUNT    FLOW      V/C      THRU APPROACH  SPEED         LINK
LINK  Signal Number & LocationSTATION  RATE      RATIO    DELAY    LOS    (MPH)         LOS
--------------------------------------------------------------------------------------------------
20-19  SIGNAL # 19              494       0
19-18  SIGNAL # 18              494       0
18-17  SIGNAL # 17              494       0
17-16  SIGNAL # 16              494       0
16-15  SIGNAL # 15              494       0
15-14  SIGNAL # 14              494       0
14-13  SIGNAL # 13              494       0
13-12  SIGNAL # 12              494       0
12-11  SIGNAL # 11              494       0
11-10  SIGNAL # 10              494       0
10-9   SIGNAL # 9               494       0
9-8    SIGNAL # 8               494       0
8-7    SIGNAL # 7               494       0
7-6    SIGNAL # 6               494       0
6-5    SIGNAL # 5               494       0
5-4    SIGNAL # 4               494       0
4-3    SIGNAL # 3               494       0
3-2    SIGNAL # 2               494       0
2-1    NW 12th Street (No ID)   494     169      0.13      1.9    A       34.1         B
```

SB   Arterial Speed =   34.1 mph
                                        LOS =   B

```
==================================================================================================
```
NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

===

Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION   ROAD NAME: NW 107TH AVENUE
                                Station No. & Location: 508
      PEAK >>>>>>>>>>   PEAK DIRECTION: SB
                                OFF-PEAK DIRECTION: NB
                                   Study Time Period: PM PEAK
   Traffic Count Date: JULY 11, 1994   Analysis Date: JANUARY 14, 1995
   User's Notes: NW 12TH STREET TO SR 836 SOUTH
===

TRAFFIC CHARACTERISTICS

                                             AWDT: 54,902
                                         K FACTOR: 0.120
                                         D FACTOR: 0.630
                                              PHF: 0.967
                         ADJ. SATURATION FLOW RATE: 1,900
                    % TURNS FROM EXCLUSIVE LANES: 15
===

ROADWAY CHARACTERISTICS

                            NUMBER OF THRU LANES
                                 PEAK DIRECTION: 3
                             OFF-PEAK DIRECTION: 3
                            URBAN, TRANSITIONING, OR
                            RURAL DEVELOPED (U/T/R):   U
                                   ARTERIAL CLASS: 1   (1, 2, or 3)
                            FREE FLOW SPEED (mph):   40 (45, 40, or 35)

   For Arterial Type and Class: Use Free flow speed of:
   Rural   55, 50, 45, 40 or 35
   Transitioning, Class 1   55, 50, 45, 40 or 35
   Urban, Class 1   45, 40 or 35
   Urban or Transitioning, Class 2   40, 35, 30 or 25
   Urban, Class 3   35, 30 or 25

===

SIGNALIZATION CHARACTERISTICS

                            ARRIVAL TYPE
                                 PEAK DIRECTION: 4
                             OFF-PEAK DIRECTION: 2
                             TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                                               2=PRETIMED
                                                               3=SEMIACTUATED)
                           SYSTEM CYCLE LENGTH: 150
                  WEIGHTED THRU MOVEMENT g/C: 0.37
===

```
==================================================================================
SB    PEAK DIRECTION'S SPECIFIC INPUTS
NW 107TH AVENUE                                % TURNS      CYCLE  EFFECTIVE
                                     PEAK      FROM         LENGTH   g/C
                             COUNT   HOUR      EXCLUS.      SIGNALS SIGNALS LENGTH ARRIVAL
LINK  Signal Number & Location STATION VOLUME  LANES  LANES  2-20    2-20    (FT)   TYPE
----------------------------------------------------------------------------------
1-2   SR 836 South (4608)    508     4,151      0      3     135     0.84   2,200     4
2-3   SIGNAL # 3             508
3-4   SIGNAL # 4             508
4-5   SIGNAL # 5             508
5-6   SIGNAL # 6             508
6-7   SIGNAL # 7             508
7-8   SIGNAL # 8             508
8-9   SIGNAL # 9             508
9-10  SIGNAL # 10            508
10-11 SIGNAL # 11            508
11-12 SIGNAL # 12            508
12-13 SIGNAL # 13            508
13-14 SIGNAL # 14            508
14-15 SIGNAL # 15            508
15-16 SIGNAL # 16            508
16-17 SIGNAL # 17            508
17-18 SIGNAL # 18            508
18-19 SIGNAL # 19            508
19-20 SIGNAL # 20            508
==================================================================================
NB    OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 107TH AVENUE                                % TURNS      CYCLE  EFFECTIVE
                                     PEAK      FROM         LENGTH   g/C
                             COUNT   HOUR      EXCLUS.      SIGNALS SIGNALS LENGTH ARRIVAL
LINK  Signal Number & Location STATION VOLUME  LANES  LANES  19-1    19-1    (FT)   TYPE
----------------------------------------------------------------------------------
20-19 SIGNAL # 19            508       0
19-18 SIGNAL # 18            508       0
18-17 SIGNAL # 17            508       0
17-16 SIGNAL # 16            508       0
16-15 SIGNAL # 15            508       0
15-14 SIGNAL # 14            508       0
14-13 SIGNAL # 13            508       0
13-12 SIGNAL # 12            508       0
12-11 SIGNAL # 11            508       0
11-10 SIGNAL # 10            508       0
10-9  SIGNAL # 9             508       0
9-8   SIGNAL # 8             508       0
8-7   SIGNAL # 7             508       0
7-6   SIGNAL # 6             508       0
6-5   SIGNAL # 5             508       0
5-4   SIGNAL # 4             508       0
4-3   SIGNAL # 3             508       0
3-2   SIGNAL # 2             508       0
2-1   NW 12th Street (4592)  508     2,438    30.35    3     135     0.80   2,200     2
==================================================================================
```

```
==================================================================================
SB      PEAK DIRECTION RESULTS      THRU                    THRU              ARTERIAL
NW 107TH AVENUE            COUNT   FLOW     V/C     THRU  APPROACH  SPEED     LINK
LINK  Signal Number & Location STATION  RATE   RATIO  DELAY     LOS      (MPH)     LOS
----------------------------------------------------------------------------------
```

LINK	Signal Number & Location	STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS
1-2	SR 836 South (4608)	508	4294	0.90	6.2	B	31.3	B
2-3	SIGNAL # 3	508	0					
3-4	SIGNAL # 4	508	0					
4-5	SIGNAL # 5	508	0					
5-6	SIGNAL # 6	508	0					
6-7	SIGNAL # 7	508	0					
7-8	SIGNAL # 8	508	0					
8-9	SIGNAL # 9	508	0					
9-10	SIGNAL # 10	508	0					
10-11	SIGNAL # 11	508	0					
11-12	SIGNAL # 12	508	0					
12-13	SIGNAL # 13	508	0					
13-14	SIGNAL # 14	508	0					
14-15	SIGNAL # 15	508	0					
15-16	SIGNAL # 16	508	0					
16-17	SIGNAL # 17	508	0					
17-18	SIGNAL # 18	508	0					
18-19	SIGNAL # 19	508	0					
19-20	SIGNAL # 20	508	0					

SB   Arterial Speed =   31.3 mph
                                    LOS =   B

```
==================================================================================
NB      OFF-PEAK DIRECTION RESULTS  THRU                    THRU              ARTERIAL
NW 107TH AVENUE            COUNT   FLOW     V/C     THRU  APPROACH  SPEED     LINK
LINK  Signal Number & Location STATION  RATE   RATIO  DELAY     LOS      (MPH)     LOS
----------------------------------------------------------------------------------
```

LINK	Signal Number & Location	STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	508	0					
19-18	SIGNAL # 18	508	0					
18-17	SIGNAL # 17	508	0					
17-16	SIGNAL # 16	508	0					
16-15	SIGNAL # 15	508	0					
15-14	SIGNAL # 14	508	0					
14-13	SIGNAL # 13	508	0					
13-12	SIGNAL # 12	508	0					
12-11	SIGNAL # 11	508	0					
11-10	SIGNAL # 10	508	0					
10-9	SIGNAL # 9	508	0					
9-8	SIGNAL # 8	508	0					
8-7	SIGNAL # 7	508	0					
7-6	SIGNAL # 6	508	0					
6-5	SIGNAL # 5	508	0					
5-4	SIGNAL # 4	508	0					
4-3	SIGNAL # 3	508	0					
3-2	SIGNAL # 2	508	0					
2-1	NW 12th Street (4592)	508	1,757	0.39	4.0	A	33.3	B

NB   Arterial Speed =   33.3 mph
                                    LOS =   B

```
==================================================================================
```
NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

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  Florida Department of Transportation
                    Arterial Level of Service Estimate
                    Based on the 1985 Highway Capacity Manual
                    ART_PLAN Version 1.2
      Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
                    Modified by: FDOT District Four 05-18-92
```

DESCRIPTION		
	ROAD NAME:	NW 107TH AVENUE
	Station No. & Location:	510
PEAK >>>>>>>>>>	PEAK DIRECTION:	SB
	OFF-PEAK DIRECTION:	NB
	Study Time Period:	PM PEAK
Traffic Count Date:	JULY 11, 1994 Analysis Date:	JANUARY 14, 1995
User's Notes:	NW 25TH STREET TO NW 12TH STREET	

```
==================== ====== ========= ======= ============ ========= =========
```

TRAFFIC CHARACTERISTICS

AWDT:	33,288
K FACTOR:	0.120
D FACTOR:	0.740
PHF:	0.844
ADJ. SATURATION FLOW RATE:	1,900
% TURNS FROM EXCLUSIVE LANES:	15

```
==================== ====== ========= ======= ============ ========= =========
```

ROADWAY CHARACTERISTICS

NUMBER OF THRU LANES	
PEAK DIRECTION:	2
OFF-PEAK DIRECTION:	2
URBAN, TRANSITIONING, OR	
RURAL DEVELOPED (U/T/R):	U
ARTERIAL CLASS	1 (1, 2, or 3)
FREE FLOW SPEED (mph):	40 (45, 40, or 35)

For Arterial Type and Class:	Use Free flow speed of:
Rural	55, 50, 45, 40 or 35
Transitioning, Class 1	55, 50, 45, 40 or 35
Urban, Class 1	45, 40 or 35
Urban or Transitioning, Class 2	40, 35, 30 or 25
Urban, Class 3	35, 30 or 25

```
==================== ====== ========= ======= ============ ========= =========
```

SIGNALIZATION CHARACTERISTICS

ARRIVAL TYPE	
PEAK DIRECTION:	4
OFF-PEAK DIRECTION:	2
TYPE SIGNAL SYSTEM:	3 (1=ACTUATED
	2=PRETIMED
	3=SEMIACTUATED)
SYSTEM CYCLE LENGTH:	150
WEIGHTED THRU MOVEMENT g/C:	0.37

```
==================== ====== ========= ======= ============ ========= =========
```

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SB   PEAK DIRECTION'S SPECIFIC INPUTS
NW 107TH AVENUE

LINK	Signal Number & Location	COUNT STATIO	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	NW 14th Street (4599)	510	2,956	0.69	2	135	0.79	3,900	4
2-3	NW 12th Street (4592)	510	2,956	0.31	2	135	0.80	740	4
3-4	SIGNAL # 4	510							
4-5	SIGNAL # 5	510							
5-6	SIGNAL # 6	510							
6-7	SIGNAL # 7	510							
7-8	SIGNAL # 8	510							
8-9	SIGNAL # 9	510							
9-10	SIGNAL # 10	510							
10-11	SIGNAL # 11	510							
11-12	SIGNAL # 12	510							
12-13	SIGNAL # 13	510							
13-14	SIGNAL # 14	510							
14-15	SIGNAL # 15	510							
15-16	SIGNAL # 16	510							
16-17	SIGNAL # 17	510							
17-18	SIGNAL # 18	510							
18-19	SIGNAL # 19	510							
19-20	SIGNAL # 20	510							

===

NB   OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 107TH AVENUE

LINK	Signal Number & Location	COUNT STATIO	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	510	0						
19-18	SIGNAL # 18	510	0						
18-17	SIGNAL # 17	510	0						
17-16	SIGNAL # 16	510	0						
16-15	SIGNAL # 15	510	0						
15-14	SIGNAL # 14	510	0						
14-13	SIGNAL # 13	510	0						
13-12	SIGNAL # 12	510	0						
12-11	SIGNAL # 11	510	0						
11-10	SIGNAL # 10	510	0						
10-9	SIGNAL # 9	510	0						
9-8	SIGNAL # 8	510	0						
8-7	SIGNAL # 7	510	0						
7-6	SIGNAL # 6	510	0						
6-5	SIGNAL # 5	510	0						
5-4	SIGNAL # 4	510	0						
4-3	SIGNAL # 3	510	0						
3-2	NW 14th Street (4599)	510	1,039	40.79	2	135	0.79	740	2
2-1	NW 25th Street (4697)	510	1,039	36.22	2	110	0.43	3,900	2

===

SB NW 107TH AVENUE LINK	PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATIO	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS	
1-2	NW 14th Street (4599)	510	3477	1.16	93.8	F	14.0	E	*Warning: In
2-3	NW 12th Street (4592)	510	3490	1.15	87.3	F	3.9	F	*Warning: In
3-4	SIGNAL # 4	510	0						
4-5	SIGNAL # 5	510	0						
5-6	SIGNAL # 6	510	0						
6-7	SIGNAL # 7	510	0						
7-8	SIGNAL # 8	510	0						
8-9	SIGNAL # 9	510	0						
9-10	SIGNAL # 10	510	0						
10-11	SIGNAL # 11	510	0						
11-12	SIGNAL # 12	510	0						
12-13	SIGNAL # 13	510	0						
13-14	SIGNAL # 14	510	0						
14-15	SIGNAL # 15	510	0						
15-16	SIGNAL # 16	510	0						
16-17	SIGNAL # 17	510	0						
17-18	SIGNAL # 18	510	0						
18-19	SIGNAL # 19	510	0						
19-20	SIGNAL # 20	510	0						

SB   Arterial Speed =   9.9 mph
                                   LOS =   F

NB NW 107TH AVENUE LINK	OFF-PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATIO	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	510	0					
19-18	SIGNAL # 18	510	0					
18-17	SIGNAL # 17	510	0					
17-16	SIGNAL # 16	510	0					
16-15	SIGNAL # 15	510	0					
15-14	SIGNAL # 14	510	0					
14-13	SIGNAL # 13	510	0					
13-12	SIGNAL # 12	510	0					
12-11	SIGNAL # 11	510	0					
11-10	SIGNAL # 10	510	0					
10-9	SIGNAL # 9	510	0					
9-8	SIGNAL # 8	510	0					
8-7	SIGNAL # 7	510	0					
7-6	SIGNAL # 6	510	0					
6-5	SIGNAL # 5	510	0					
5-4	SIGNAL # 4	510	0					
4-3	SIGNAL # 3	510	0					
3-2	NW 14th Street (4599)	510	728	0.24	3.8	A	24.0	C
2-1	NW 25th Street (4697)	510	784	0.48	23.3	C	27.1	C

NB   Arterial Speed =   26.6 mph
                                   LOS =   C

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

```
=================================================================================
  Florida Department of Transportation
                        Arterial Level of Service Estimate
                       Based on the 1985 Highway Capacity Manual
                             ART_PLAN Version 1.2
        Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
                      Modified by: FDOT District Four  05-18-92
-----------------------------------------------------------------------------------------
DESCRIPTION                               ROAD NAME:  NW 107TH AVENUE
                              Station No. & Location:       512
          PEAK >>>>>>>>>>           PEAK DIRECTION: SB
                                OFF-PEAK DIRECTION:  NB
                                  Study Time Period:  PM PEAK
   Traffic Count Date:     NO COUNTS          Analysis Date:  JANUARY 14, 1995
       User's Notes:       NW 41ST STREET TO NW 25TH STREET
=================================================================================
TRAFFIC CHARACTERISTICS

                                         AWDT:      29,400
                                     K FACTOR:       0.090
                                     D FACTOR:       0.550
                                          PHF:       0.950
                     ADJ. SATURATION FLOW RATE:      1,900
                   % TURNS FROM EXCLUSIVE LANES:        15
=================================================================================
ROADWAY CHARACTERISTICS

                          NUMBER OF THRU LANES
                              PEAK DIRECTION:          2
                          OFF-PEAK DIRECTION:          2
                          URBAN, TRANSITIONING, OR
                          RURAL DEVELOPED (U/T/R):     U
                                ARTERIAL CLASS:        1   (1, 2, or 3)
                          FREE FLOW SPEED (mph):      40   (45, 40, or 35)

       For Arterial Type and Class:                   Use Free flow speed of:
       Rural                                          55, 50, 45, 40 or 35
       Transitioning, Class 1                         55, 50, 45, 40 or 35
       Urban, Class 1                                 45, 40 or 35
       Urban or Transitioning, Class 2                40, 35, 30 or 25
       Urban, Class 3                                 35, 30 or 25


=================================================================================
SIGNALIZATION CHARACTERISTICS

                          ARRIVAL TYPE
                              PEAK DIRECTION:          4
                          OFF-PEAK DIRECTION:          2
                          TYPE SIGNAL SYSTEM:          3  (1=ACTUATED
                                                          2=PRETIMED
                                                          3=SEMIACTUATED)
                        SYSTEM CYCLE LENGTH:          150
                   WEIGHTED THRU MOVEMENT g/C:        0.37
=================================================================================
```

```
============================================================================================
```
SB   PEAK DIRECTION'S SPECIFIC INPUTS
NW 107TH AVENUE

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	NW 33rd Street (5436)	512	1,455	7.12	2	73	0.78	2,900	4
2-3	NW 25th Street (4697)	512	1,455	15.94	2	110	0.43	2,400	4
3-4	SIGNAL # 4	512							
4-5	SIGNAL # 5	512							
5-6	SIGNAL # 6	512							
6-7	SIGNAL # 7	512							
7-8	SIGNAL # 8	512							
8-9	SIGNAL # 9	512							
9-10	SIGNAL # 10	512							
10-11	SIGNAL # 11	512							
11-12	SIGNAL # 12	512							
12-13	SIGNAL # 13	512							
13-14	SIGNAL # 14	512							
14-15	SIGNAL # 15	512							
15-16	SIGNAL # 16	512							
16-17	SIGNAL # 17	512							
17-18	SIGNAL # 18	512							
18-19	SIGNAL # 19	512							
19-20	SIGNAL # 20	512							

```
============================================================================================
```
NB   OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 107TH AVENUE

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	512	0						
19-18	SIGNAL # 18	512	0						
18-17	SIGNAL # 17	512	0						
17-16	SIGNAL # 16	512	0						
16-15	SIGNAL # 15	512	0						
15-14	SIGNAL # 14	512	0						
14-13	SIGNAL # 13	512	0						
13-12	SIGNAL # 12	512	0						
12-11	SIGNAL # 11	512	0						
11-10	SIGNAL # 10	512	0						
10-9	SIGNAL # 9	512	0						
9-8	SIGNAL # 8	512	0						
8-7	SIGNAL # 7	512	0						
7-6	SIGNAL # 6	512	0						
6-5	SIGNAL # 5	512	0						
5-4	SIGNAL # 4	512	0						
4-3	SIGNAL # 3	512	0						
3-2	NW 33rd Street (5436)	512	1,191	17.48	2	73	0.78	2,400	2
2-1	NW 41st Street (4887)	512	1,191	100	0	110	0.36	2,900	2

```
============================================================================================
```

```
================================================================================
SB    PEAK DIRECTION RESULTS      THRU                    THRU              ARTERIAL
NW 107TH AVENUE          COUNT    FLOW      V/C    THRU  APPROACH   SPEED    LINK
LINK  Signal Number & LocationSTATION  RATE    RATIO   DELAY    LOS     (MPH)     LOS
--------------------------------------------------------------------------------
1-2    NW 33rd Street (5436)      512    1423     0.48    1.6    A        37.3     A
2-3    NW 25th Street (4697)      512    1288     0.79   18.3    C        24.6     C
3-4    SIGNAL # 4                 512       0
4-5    SIGNAL # 5                 512       0
5-6    SIGNAL # 6                 512       0
6-7    SIGNAL # 7                 512       0
7-8    SIGNAL # 8                 512       0
8-9    SIGNAL # 9                 512       0
9-10   SIGNAL # 10                512       0
10-11  SIGNAL # 11                512       0
11-12  SIGNAL # 12                512       0
12-13  SIGNAL # 13                512       0
13-14  SIGNAL # 14                512       0
14-15  SIGNAL # 15                512       0
15-16  SIGNAL # 16                512       0
16-17  SIGNAL # 17                512       0
17-18  SIGNAL # 18                512       0
18-19  SIGNAL # 19                512       0
19-20  SIGNAL # 20                512       0

SB                              Arterial Speed =        30.2  mph
                                         LOS =      B


================================================================================
NB    OFF-PEAK DIRECTION RESULTS  THRU                    THRU              ARTERIAL
NW 107TH AVENUE          COUNT    FLOW      V/C    THRU  APPROACH   SPEED    LINK
LINK  Signal Number & LocationSTATION  RATE    RATIO   DELAY    LOS     (MPH)     LOS
--------------------------------------------------------------------------------
20-19  SIGNAL # 19                512       0
19-18  SIGNAL # 18                512       0
18-17  SIGNAL # 17                512       0
17-16  SIGNAL # 16                512       0
16-15  SIGNAL # 15                512       0
15-14  SIGNAL # 14                512       0
14-13  SIGNAL # 13                512       0
13-12  SIGNAL # 12                512       0
12-11  SIGNAL # 11                512       0
11-10  SIGNAL # 10                512       0
10-9   SIGNAL # 9                 512       0
9-8    SIGNAL # 8                 512       0
8-7    SIGNAL # 7                 512       0
7-6    SIGNAL # 6                 512       0
6-5    SIGNAL # 5                 512       0
5-4    SIGNAL # 4                 512       0
4-3    SIGNAL # 3                 512       0
3-2    NW 33rd Street (5436)      512    1,034    0.35    2.5    A        35.4     A
2-1    NW 41st Street (4887)      512       0

NB                              Arterial Speed =        35.4  mph
                                         LOS =      A


================================================================================
NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET
```

```
================================================================================
    Florida Department of Transportation
                    Arterial Level of Service Estimate
                    Based on the 1985 Highway Capacity Manual
                         ART_PLAN Version 1.2
          Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
                    Modified by: FDOT District Four  05-18-92
_____

DESCRIPTION                         ROAD NAME:  SW 8TH STREET
                            Station No. & Location:        589
           PEAK >>>>>>>>>>        PEAK DIRECTION: WB
                            OFF-PEAK DIRECTION:  EB
                              Study Time Period:  PM PEAK
    Traffic Count Date:    AUGUST 5, 1993    Analysis Date:  FEBRUARY 2, 1995
    User's Notes:        SW 87TH AVENUE TO SW 107TH AVENUE
================================================================================
TRAFFIC CHARACTERISTICS


                                     AWDT:     17,150
                                 K FACTOR:      0.144
                                 D FACTOR:      0.630
                                     PHF:       0.953
                   ADJ. SATURATION FLOW RATE:   1,900
                   % TURNS FROM EXCLUSIVE LANES:    15
================================================================================
ROADWAY CHARACTERISTICS


                        NUMBER OF THRU LANES
                             PEAK DIRECTION:        4
                         OFF-PEAK DIRECTION:        4
                   URBAN, TRANSITIONING, OR
                   RURAL DEVELOPED (U/T/R):         U
                             ARTERIAL CLASS:        1   (1, 2, or 3)
                       FREE FLOW SPEED (mph):      45   (45, 40, or 35)

    For Arterial Type and Class:                   Use Free flow speed of:
    Rural                                          55, 50, 45, 40 or 35
    Transitioning, Class 1                         55, 50, 45, 40 or 35
    Urban, Class 1                                 45, 40 or 35
    Urban or Transitioning, Class 2                40, 35, 30 or 25
    Urban, Class 3                                 35, 30 or 25


================================================================================
SIGNALIZATION CHARACTERISTICS


                        ARRIVAL TYPE
                             PEAK DIRECTION:        4
                         OFF-PEAK DIRECTION:        2
                         TYPE SIGNAL SYSTEM:        3  (1=ACTUATED
                                                       2=PRETIMED
                                                       3=SEMIACTUATED)
                       SYSTEM CYCLE LENGTH:       150
                   WEIGHTED THRU MOVEMENT g/C:    0.37
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```
WB   PEAK DIRECTION'S SPECIFIC INPUTS
SW 8TH STREET

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	SW 92nd Avenue (5164)	589	1,554	10.38	4	134	0.66	2,650	4
2-3	SW 94th Avenue (4563)	589	1,554	5.53	4	136	0.77	1,350	4
3-4	SW 97th Avenue (3743)	589	1,554	9.34	4	136	0.55	1,285	4
4-5	SW 102nd Avenue (4510)	589	1,554	14.39	4	164	0.78	2,685	4
5-6	SW 107th Avenue (3709)	589	1,554	29.96	3	135	0.24	2,577	4
6-7	SIGNAL # 7	589							
7-8	SIGNAL # 8	589							
8-9	SIGNAL # 9	589							
9-10	SIGNAL # 10	589							
10-11	SIGNAL # 11	589							
11-12	SIGNAL # 12	589							
12-13	SIGNAL # 13	589							
13-14	SIGNAL # 14	589							
14-15	SIGNAL # 15	589							
15-16	SIGNAL # 16	589							
16-17	SIGNAL # 17	589							
17-18	SIGNAL # 18	589							
18-19	SIGNAL # 19	589							
19-20	SIGNAL # 20	589							

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```
EB   OFF-PEAK DIRECTION'S SPECIFIC INPUTS
SW 8TH STREET

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	589	0						
19-18	SIGNAL # 18	589	0						
18-17	SIGNAL # 17	589	0						
17-16	SIGNAL # 16	589	0						
16-15	SIGNAL # 15	589	0						
15-14	SIGNAL # 14	589	0						
14-13	SIGNAL # 13	589	0						
13-12	SIGNAL # 12	589	0						
12-11	SIGNAL # 11	589	0						
11-10	SIGNAL # 10	589	0						
10-9	SIGNAL # 9	589	0						
9-8	SIGNAL # 8	589	0						
8-7	SIGNAL # 7	589	0						
7-6	SIGNAL # 6	589	0						
6-5	SW 102nd Avenue (4510)	589	912	0	4	164	0.78	2,577	2
5-4	SW 97th Avenue (3743)	589	912	14.49	4	136	0.55	2,685	2
4-3	SW 94th Avenue (4563)	589	912	0.98	4	136	0.77	1,285	2
3-2	SW 92nd Avenue (5164)	589	912	7	4	134	0.66	1,350	2
2-1	SW 87th Avenue (3362)	589	912	7.73	4	134	0.46	2,650	2

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WB     PEAK DIRECTION RESULTS        THRU              THRU              ARTERIAL
SW 8TH STREET            COUNT       FLOW     V/C    THRU APPROACH  SPEED    LINK
LINK   Signal Number & LocationSTATION  RATE   RATIO   DELAY    LOS     (MPH)    LOS
--------------------------------------------------------------------------------
1-2    SW 92nd Avenue (5164)    589    1462     0.29    5.3     B       35.4     A
2-3    SW 94th Avenue (4563)    589    1541     0.26    2.5     A       31.0     B
3-4    SW 97th Avenue (3743)    589    1479     0.35    9.4     B       23.3     C
4-5    SW 102nd Avenue (4510)   589    1396     0.24    2.7     A       38.0     A
5-6    SW 107th Avenue (3709)   589    1142     0.84   33.7     D       20.2     D
6-7    SIGNAL # 7               589       0
7-8    SIGNAL # 8               589       0
8-9    SIGNAL # 9               589       0
9-10   SIGNAL # 10              589       0
10-11  SIGNAL # 11              589       0
11-12  SIGNAL # 12              589       0
12-13  SIGNAL # 13              589       0
13-14  SIGNAL # 14              589       0
14-15  SIGNAL # 15              589       0
15-16  SIGNAL # 16              589       0
16-17  SIGNAL # 17              589       0
17-18  SIGNAL # 18              589       0
18-19  SIGNAL # 19              589       0
19-20  SIGNAL # 20              589       0

WB                              Arterial Speed =       28.4 mph
                                         LOS =      B

================================================================================
EB     OFF-PEAK DIRECTION RESULTS   THRU              THRU              ARTERIAL
SW 8TH STREET            COUNT       FLOW     V/C    THRU APPROACH  SPEED    LINK
LINK   Signal Number & LocationSTATION  RATE   RATIO   DELAY    LOS     (MPH)    LOS
--------------------------------------------------------------------------------
20-19  SIGNAL # 19              589       0
19-18  SIGNAL # 18              589       0
18-17  SIGNAL # 17              589       0
17-16  SIGNAL # 16              589       0
16-15  SIGNAL # 15              589       0
15-14  SIGNAL # 14              589       0
14-13  SIGNAL # 13              589       0
13-12  SIGNAL # 12              589       0
12-11  SIGNAL # 11              589       0
11-10  SIGNAL # 10              589       0
10-9   SIGNAL # 9               589       0
9-8    SIGNAL # 8               589       0
8-7    SIGNAL # 7               589       0
7-6    SIGNAL # 6               589       0
6-5    SW 102nd Avenue (4510)   589     957     0.16    4.7     A       35.6     A
5-4    SW 97th Avenue (3743)    589     818     0.20   15.8     C       28.0     B
4-3    SW 94th Avenue (4563)    589     948     0.16    4.2     A       28.3     B
3-2    SW 92nd Avenue (5164)    589     890     0.18    9.0     B       24.1     C
2-1    SW 87th Avenue (3362)    589     883     0.25   22.7     C       24.5     C

EB                              Arterial Speed =       27.9 mph
                                         LOS =      C

================================================================================
NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET
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Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION | ROAD NAME: | WEST FLAGLER STREET
Station No. & Location: | 1140
PEAK >>>>>>>>>> | PEAK DIRECTION: | WB
OFF-PEAK DIRECTION: | EB
Study Time Period: | PM PEAK
Traffic Count Date: AUGUST 4, 1993 | Analysis Date: | JANUARY 25, 1995
User's Notes: WEST 72ND AVENUE TO SR 826 WEST

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TRAFFIC CHARACTERISTICS

AWDT:	53,965
K FACTOR:	0.077
D FACTOR:	0.568
PHF:	0.952
ADJ. SATURATION FLOW RATE:	1,900
% TURNS FROM EXCLUSIVE LANES:	15

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ROADWAY CHARACTERISTICS

NUMBER OF THRU LANES
PEAK DIRECTION: 2
OFF-PEAK DIRECTION: 2
URBAN, TRANSITIONING, OR
RURAL DEVELOPED (U/T/R): U
ARTERIAL CLASS: 1 (1, 2, or 3)
FREE FLOW SPEED (mph): 35 (45, 40, or 35)

For Arterial Type and Class: | Use Free flow speed of:
Rural | 55, 50, 45, 40 or 35
Transitioning, Class 1 | 55, 50, 45, 40 or 35
Urban, Class 1 | 45, 40 or 35
Urban or Transitioning, Class 2 | 40, 35, 30 or 25
Urban, Class 3 | 35, 30 or 25

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SIGNALIZATION CHARACTERISTICS

ARRIVAL TYPE
PEAK DIRECTION 4
OFF-PEAK DIRECTION: 2
TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
2=PRETIMED
3=SEMIACTUATED)

SYSTEM CYCLE LENGTH: 150
WEIGHTED THRU MOVEMENT g/C: 0.37
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LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	West 74th Avenue (4421)	1140	2,346	1.4	2	254	0.94	1,542	4
2-3	SR 826 East (3620)	1140	2,346	4.48	3	136	0.63	762	4
3-4	SR 826 West (3621)	1140	2,346	66.24	3	127	0.64	859	4
4-5	SIGNAL # 5	1140							
5-6	SIGNAL # 6	1140							
6-7	SIGNAL # 7	1140							
7-8	SIGNAL # 8	1140							
8-9	SIGNAL # 9	1140							
9-10	SIGNAL # 10	1140							
10-11	SIGNAL # 11	1140							
11-12	SIGNAL # 12	1140							
12-13	SIGNAL # 13	1140							
13-14	SIGNAL # 14	1140							
14-15	SIGNAL # 15	1140							
15-16	SIGNAL # 16	1140							
16-17	SIGNAL # 17	1140							
17-18	SIGNAL # 18	1140							
18-19	SIGNAL # 19	1140							
19-20	SIGNAL # 20	1140							

WEST FLAGLER STREET

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LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	1140	0						
19-18	SIGNAL # 18	1140	0						
18-17	SIGNAL # 17	1140	0						
17-16	SIGNAL # 16	1140	0						
16-15	SIGNAL # 15	1140	0						
15-14	SIGNAL # 14	1140	0						
14-13	SIGNAL # 13	1140	0						
13-12	SIGNAL # 12	1140	0						
12-11	SIGNAL # 11	1140	0						
11-10	SIGNAL # 10	1140	0						
10-9	SIGNAL # 9	1140	0						
9-8	SIGNAL # 8	1140	0						
8-7	SIGNAL # 7	1140	0						
7-6	SIGNAL # 6	1140	0						
6-5	SIGNAL # 5	1140	0						
5-4	SIGNAL # 4	1140	0						
4-3	SR 826 East (3620)	1140	1,783	36.37	2	136	0.63	859	2
3-2	West 74th Avenue (4421)	1140	1,783	1.85	2	254	0.94	762	2
2-1	West 72nd Avenue (3618)	1140	1,783	12.11	2	135	0.50	1,542	2

WEST FLAGLER STREET

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WB    PEAK DIRECTION RESULTS       THRU                      THRU              ARTERIAL
WEST FLAGLER STREET        COUNT  FLOW    V/C     THRU APPROAC  SPEED    LINK
LINK  Signal Number & Location STATION  RATE   RATIO   DELAY    LOS     (MPH)    LOS
```

LINK	Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS
1-2	West 74th Avenue (4421)	1140	2430	0.68	1.0	A	31.0	B
2-3	SR 826 East (3620)	1140	2354	0.66	9.2	B	17.3	D
3-4	SR 826 West (3621)	1140	832	0.23	5.3	B	21.5	D
4-5	SIGNAL # 5	1140	0					
5-6	SIGNAL # 6	1140	0					
6-7	SIGNAL # 7	1140	0					
7-8	SIGNAL # 8	1140	0					
8-9	SIGNAL # 9	1140	0					
9-10	SIGNAL # 10	1140	0					
10-11	SIGNAL # 11	1140	0					
11-12	SIGNAL # 12	1140	0					
12-13	SIGNAL # 13	1140	0					
13-14	SIGNAL # 14	1140	0					
14-15	SIGNAL # 15	1140	0					
15-16	SIGNAL # 16	1140	0					
16-17	SIGNAL # 17	1140	0					
17-18	SIGNAL # 18	1140	0					
18-19	SIGNAL # 19	1140	0					
19-20	SIGNAL # 20	1140	0					

WB   Arterial Speed =   23.7 mph
                                     LOS =   C

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EB    OFF-PEAK DIRECTION RESULTS   THRU                      THRU              ARTERIAL
WEST FLAGLER STREET        COUNT  FLOW    V/C     THRU APPROAC  SPEED    LINK
LINK  Signal Number & Location STATION  RATE   RATIO   DELAY    LOS     (MPH)    LOS
```

LINK	Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	1140	0					
19-18	SIGNAL # 18	1140	0					
18-17	SIGNAL # 17	1140	0					
17-16	SIGNAL # 16	1140	0					
16-15	SIGNAL # 15	1140	0					
15-14	SIGNAL # 14	1140	0					
14-13	SIGNAL # 13	1140	0					
13-12	SIGNAL # 12	1140	0					
12-11	SIGNAL # 11	1140	0					
11-10	SIGNAL # 10	1140	0					
10-9	SIGNAL # 9	1140	0					
9-8	SIGNAL # 8	1140	0					
8-7	SIGNAL # 7	1140	0					
7-6	SIGNAL # 6	1140	0					
6-5	SIGNAL # 5	1140	0					
5-4	SIGNAL # 4	1140	0					
4-3	SR 826 East (3620)	1140	1,192	0.50	14.1	B	15.1	E
3-2	West 74th Avenue (4421)	1140	1,838	0.51	1.1	A	26.8	C
2-1	West 72nd Avenue (3618)	1140	1,646	0.87	31.2	D	14.4	E

EB   Arterial Speed =   16.4 mph
                                     LOS =   E

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NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

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Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION   ROAD NAME: WEST FLAGLER STREET
                          Station No. & Location: 1141
        PEAK >>>>>>>>>>   PEAK DIRECTION: WB
                          OFF-PEAK DIRECTION: EB
                          Study Time Period: PM PEAK
Traffic Count Date: AUGUST 5, 1993   Analysis Date: JANUARY 14, 1995
User's Notes: SR 826 WEST TO WEST 87TH AVENUE

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TRAFFIC CHARACTERISTICS

AWDT:	67,223
K FACTOR:	0.070
D FACTOR:	0.542
PHF:	0.980
ADJ. SATURATION FLOW RATE:	1,900
% TURNS FROM EXCLUSIVE LANES:	15

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ROADWAY CHARACTERISTICS

NUMBER OF THRU LANES
                    PEAK DIRECTION: 3
            OFF-PEAK DIRECTION: 3
URBAN, TRANSITIONING, OR
RURAL DEVELOPED (U/T/R):   U
            ARTERIAL CLASS   1 (1, 2, or 3)
        FREE FLOW SPEED (mph):   40 (45, 40, or 35)

For Arterial Type and Class: Use Free flow speed of:
Rural   55, 50, 45, 40 or 35
Transitioning, Class 1   55, 50, 45, 40 or 35
Urban, Class 1   45, 40 or 35
Urban or Transitioning, Class 2   40, 35, 30 or 25
Urban, Class 3   35, 30 or 25

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SIGNALIZATION CHARACTERISTICS

ARRIVAL TYPE
                PEAK DIRECTION: 4
        OFF-PEAK DIRECTION: 2
        TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                       2=PRETIMED
                                       3=SEMIACTUATED)
        SYSTEM CYCLE LENGTH: 150
WEIGHTED THRU MOVEMENT g/C: 0.37

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WB   PEAK DIRECTION'S SPECIFIC INPUTS
WEST FLAGLER STREET

LINK	Signal Number & Location	COUNT STATIO	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	West 79th Avenue (3547)	1141	2,552	24.39	3	136	0.65	887	4
2-3	West 82nd Avenue (4859)	1141	2,552	3.11	3	134	0.69	1,210	4
3-4	West 84th Avenue (4860)	1141	2,552	3.36	3	135	0.71	1,320	4
4-5	West 87th Avenue (3747)	1141	2,552	19.24	3	121	0.40	1,320	4
5-6	SIGNAL # 6	1141							
6-7	SIGNAL # 7	1141							
7-8	SIGNAL # 8	1141							
8-9	SIGNAL # 9	1141							
9-10	SIGNAL # 10	1141							
10-11	SIGNAL # 11	1141							
11-12	SIGNAL # 12	1141							
12-13	SIGNAL # 13	1141							
13-14	SIGNAL # 14	1141							
14-15	SIGNAL # 15	1141							
15-16	SIGNAL # 16	1141							
16-17	SIGNAL # 17	1141							
17-18	SIGNAL # 18	1141							
18-19	SIGNAL # 19	1141							
19-20	SIGNAL # 20	1141							

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EB   OFF-PEAK DIRECTION'S SPECIFIC INPUTS
WEST FLAGLER STREET

LINK	Signal Number & Location	COUNT STATIO	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	1141	0						
19-18	SIGNAL # 18	1141	0						
18-17	SIGNAL # 17	1141	0						
17-16	SIGNAL # 16	1141	0						
16-15	SIGNAL # 15	1141	0						
15-14	SIGNAL # 14	1141	0						
14-13	SIGNAL # 13	1141	0						
13-12	SIGNAL # 12	1141	0						
12-11	SIGNAL # 11	1141	0						
11-10	SIGNAL # 10	1141	0						
10-9	SIGNAL # 9	1141	0						
9-8	SIGNAL # 8	1141	0						
8-7	SIGNAL # 7	1141	0						
7-6	SIGNAL # 6	1141	0						
6-5	SIGNAL # 5	1141	0						
5-4	West 84th Avenue (4860)	1141	2,154	10.03	3	135	0.71	1,320	2
4-3	West 82nd Avenue (4859)	1141	2,154	9.43	3	134	0.69	1,320	2
3-2	West 79th Avenue (3547)	1141	2,154	12.23	3	136	0.65	1,210	2
2-1	SR 826 West (3621)	1141	2,154	22.32	2	127	0.64	887	2

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WB LINK	PEAK DIRECTION RESULTS WEST FLAGLER STREET Signal Number & Location	COUNT STATIO	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS
1-2	West 79th Avenue (3547)	1141	1969	0.53	7.0	B	21.2	D
2-3	West 82nd Avenue (4859)	1141	2523	0.64	6.7	B	24.0	C
3-4	West 84th Avenue (4860)	1141	2516	0.62	5.8	B	25.7	C
4-5	West 87th Avenue (3747)	1141	2103	0.92	27.2	D	14.3	E
5-6	SIGNAL # 6	1141	0					
6-7	SIGNAL # 7	1141	0					
7-8	SIGNAL # 8	1141	0					
8-9	SIGNAL # 9	1141	0					
9-10	SIGNAL # 10	1141	0					
10-11	SIGNAL # 11	1141	0					
11-12	SIGNAL # 12	1141	0					
12-13	SIGNAL # 13	1141	0					
13-14	SIGNAL # 14	1141	0					
14-15	SIGNAL # 15	1141	0					
15-16	SIGNAL # 16	1141	0					
16-17	SIGNAL # 17	1141	0					
17-18	SIGNAL # 18	1141	0					
18-19	SIGNAL # 19	1141	0					
19-20	SIGNAL # 20	1141	0					

WB   Arterial Speed =   20.1 mph

           LOS =   D

EB LINK	OFF-PEAK DIRECTION RESULTS WEST FLAGLER STREET Signal Number & Location	COUNT STATIO	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	1141	0					
19-18	SIGNAL # 18	1141	0					
18-17	SIGNAL # 17	1141	0					
17-16	SIGNAL # 16	1141	0					
16-15	SIGNAL # 15	1141	0					
15-14	SIGNAL # 14	1141	0					
14-13	SIGNAL # 13	1141	0					
13-12	SIGNAL # 12	1141	0					
12-11	SIGNAL # 11	1141	0					
11-10	SIGNAL # 10	1141	0					
10-9	SIGNAL # 9	1141	0					
9-8	SIGNAL # 8	1141	0					
8-7	SIGNAL # 7	1141	0					
7-6	SIGNAL # 6	1141	0					
6-5	SIGNAL # 5	1141	0					
5-4	West 84th Avenue (4860)	1141	1,977	0.49	9.0	B	22.9	C
4-3	West 82nd Avenue (4859)	1141	1,990	0.51	10.3	B	22.0	C
3-2	West 79th Avenue (3547)	1141	1,929	0.52	13.1	B	19.3	D
2-1	SR 826 West (3621)	1141	1,707	0.70	15.4	C	15.4	E

EB   Arterial Speed =   19.9 mph

           LOS =   D

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

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Florida Department of Transportation
                    Arterial Level of Service Estimate
                    Based on the 1985 Highway Capacity Manual
                    ART_PLAN Version 1.2
        Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
                    Modified by: FDOT District Four 05-18-92
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DESCRIPTION   ROAD NAME: NW 36TH STREET
                                  Station No. & Location: 1173
        PEAK >>>>>>>>>>   PEAK DIRECTION: WB
                                  OFF-PEAK DIRECTION: EB
                                     Study Time Period: PM PEAK
    Traffic Count Date: SEPTEMBER 8, 199   Analysis Date: JANUARY 14, 1995
    User's Notes: MILAM DAIRY ROAD (NW 72ND AVENUE) TO NW 79TH AVENUE
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```
TRAFFIC CHARACTERISTICS

                                          AWDT: 65,693
                                       K FACTOR: 0.069
                                       D FACTOR: 0.607
                                            PHF: 0.910
                           ADJ. SATURATION FLOW RATE: 1,900
                           % TURNS FROM EXCLUSIVE LANES: 15

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ROADWAY CHARACTERISTICS

                          NUMBER OF THRU LANES
                                 PEAK DIRECTION: 2
                           OFF-PEAK DIRECTION: 2
                          URBAN, TRANSITIONING, OR
                          RURAL DEVELOPED (U/T/R):   U
                                  ARTERIAL CLASS   1 (1, 2, or 3)
                          FREE FLOW SPEED (mph):   35 (45, 40, or 35)

    For Arterial Type and Class: Use Free flow speed of:
    Rural   55, 50, 45, 40 or 35
    Transitioning, Class 1   55, 50, 45, 40 or 35
    Urban, Class 1   45, 40 or 35
    Urban or Transitioning, Class 2   40, 35, 30 or 25
    Urban, Class 3   35, 30 or 25


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SIGNALIZATION CHARACTERISTICS

                          ARRIVAL TYPE
                                 PEAK DIRECTION: 4
                           OFF-PEAK DIRECTION: 2
                           TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                                        2=PRETIMED
                                                        3=SEMIACTUATED)
                          SYSTEM CYCLE LENGTH: 150
                    WEIGHTED THRU MOVEMENT g/C: 0.37
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WB   PEAK DIRECTION'S SPECIFIC INPUTS
NW 36TH STREET

LINK	Signal Number & Location	COUNT STATIO	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	NW 79th Avenue (3954)	1173	2,758	25.89	2	170	0.56	3,958	4
2-3	SIGNAL # 3	1173							
3-4	SIGNAL # 4	1173							
4-5	SIGNAL # 5	1173							
5-6	SIGNAL # 6	1173							
6-7	SIGNAL # 7	1173							
7-8	SIGNAL # 8	1173							
8-9	SIGNAL # 9	1173							
9-10	SIGNAL # 10	1173							
10-11	SIGNAL # 11	1173							
11-12	SIGNAL # 12	1173							
12-13	SIGNAL # 13	1173							
13-14	SIGNAL # 14	1173							
14-15	SIGNAL # 15	1173							
15-16	SIGNAL # 16	1173							
16-17	SIGNAL # 17	1173							
17-18	SIGNAL # 18	1173							
18-19	SIGNAL # 19	1173							
19-20	SIGNAL # 20	1173							

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EB   OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 36TH STREET

LINK	Signal Number & Location	COUNT STATIO	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	1173	0						
19-18	SIGNAL # 18	1173	0						
18-17	SIGNAL # 17	1173	0						
17-16	SIGNAL # 16	1173	0						
16-15	SIGNAL # 15	1173	0						
15-14	SIGNAL # 14	1173	0						
14-13	SIGNAL # 13	1173	0						
13-12	SIGNAL # 12	1173	0						
12-11	SIGNAL # 11	1173	0						
11-10	SIGNAL # 10	1173	0						
10-9	SIGNAL # 9	1173	0						
9-8	SIGNAL # 8	1173	0						
8-7	SIGNAL # 7	1173	0						
7-6	SIGNAL # 6	1173	0						
6-5	SIGNAL # 5	1173	0						
5-4	SIGNAL # 4	1173	0						
4-3	SIGNAL # 3	1173	0						
3-2	SIGNAL # 2	1173	0						
2-1	Milam Dairy Road (3163)	1173	1,788	26.5	2	162	0.37	3,958	2

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WB LINK	PEAK DIRECTION RESULTS NW 36TH STREET Signal Number & Location	COUNT STATIO	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS	
1-2	NW 79th Avenue (3954)	1173	2246	1.06	55.3	E	18.1	D	*Warning: In
2-3	SIGNAL # 3	1173	0						
3-4	SIGNAL # 4	1173	0						
4-5	SIGNAL # 5	1173	0						
5-6	SIGNAL # 6	1173	0						
6-7	SIGNAL # 7	1173	0						
7-8	SIGNAL # 8	1173	0						
8-9	SIGNAL # 9	1173	0						
9-10	SIGNAL # 10	1173	0						
10-11	SIGNAL # 11	1173	0						
11-12	SIGNAL # 12	1173	0						
12-13	SIGNAL # 13	1173	0						
13-14	SIGNAL # 14	1173	0						
14-15	SIGNAL # 15	1173	0						
15-16	SIGNAL # 16	1173	0						
16-17	SIGNAL # 17	1173	0						
17-18	SIGNAL # 18	1173	0						
18-19	SIGNAL # 19	1173	0						
19-20	SIGNAL # 20	1173	0						

WB   Arterial Speed =   18.1 mph

LOS =   D

EB LINK	OFF-PEAK DIRECTION RESULTS NW 36TH STREET Signal Number & Location	COUNT STATIO	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS	
20-19	SIGNAL # 19	1173	0						
19-18	SIGNAL # 18	1173	0						
18-17	SIGNAL # 17	1173	0						
17-16	SIGNAL # 16	1173	0						
16-15	SIGNAL # 15	1173	0						
15-14	SIGNAL # 14	1173	0						
14-13	SIGNAL # 13	1173	0						
13-12	SIGNAL # 12	1173	0						
12-11	SIGNAL # 11	1173	0						
11-10	SIGNAL # 10	1173	0						
10-9	SIGNAL # 9	1173	0						
9-8	SIGNAL # 8	1173	0						
8-7	SIGNAL # 7	1173	0						
7-6	SIGNAL # 6	1173	0						
6-5	SIGNAL # 5	1173	0						
5-4	SIGNAL # 4	1173	0						
4-3	SIGNAL # 3	1173	0						
3-2	SIGNAL # 2	1173	0						
2-1	Milam Dairy Road (3163)	1173	1,444	1.03	76.4	F	15.3	E	*Warning: In

EB   Arterial Speed =   15.3 mph

LOS =   E

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

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Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION | ROAD NAME: | MILAM DAIRY ROAD
Station No. & Location: | 1200
PEAK >>>>>>>>>> | PEAK DIRECTION: SB
OFF-PEAK DIRECTION: | NB
Study Time Period: | PM PEAK
Traffic Count Date: | AUGUST 17, 1993 | Analysis Date: | JANUARY 25, 1995
User's Notes: | NW 12TH STREET WEST TO NW 7TH STREET SOUTH
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TRAFFIC CHARACTERISTICS

AWDT:	26,525
K FACTOR:	0.102
D FACTOR:	0.769
PHF:	0.892
ADJ. SATURATION FLOW RATE:	1,900
% TURNS FROM EXCLUSIVE LANES:	15

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ROADWAY CHARACTERISTICS

NUMBER OF THRU LANES
PEAK DIRECTION:	3
OFF-PEAK DIRECTION:	3
URBAN, TRANSITIONING, OR	
RURAL DEVELOPED (U/T/R):	U
ARTERIAL CLASS:	1 (1, 2, or 3)
FREE FLOW SPEED (mph):	40 (45, 40, or 35)

For Arterial Type and Class: | Use Free flow speed of:
Rural | 55, 50, 45, 40 or 35
Transitioning, Class 1 | 55, 50, 45, 40 or 35
Urban, Class 1 | 45, 40 or 35
Urban or Transitioning, Class 2 | 40, 35, 30 or 25
Urban, Class 3 | 35, 30 or 25

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SIGNALIZATION CHARACTERISTICS

ARRIVAL TYPE
PEAK DIRECTION	4
OFF-PEAK DIRECTION:	2
TYPE SIGNAL SYSTEM:	3 (1=ACTUATED
	2=PRETIMED
	3=SEMIACTUATED)
SYSTEM CYCLE LENGTH:	150
WEIGHTED THRU MOVEMENT g/C:	0.37

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SB    PEAK DIRECTION'S SPECIFIC INPUTS
MILAM DAIRY ROAD                                      % TURNS            CYCLE    EFFECTIVE
                                            PEAK      FROM               LENGTH   g/C
                                   COUNT    HOUR      EXCLUS.            SIGNALS  SIGNALS   LENGTH   ARRIVAL
LINK  Signal Number & Location STATION  VOLUME    LANES    LANES  2-20     2-20      (FT)     TYPE
```

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	NW 7th St. North (4577)	1200	2,071	0	4	134	0.55	2,594	4
2-3	NW 7th St. South (5183)	1200	2,071	51.24	3	136	0.74	206	4
3-4	SIGNAL # 4	1200							
4-5	SIGNAL # 5	1200							
5-6	SIGNAL # 6	1200							
6-7	SIGNAL # 7	1200							
7-8	SIGNAL # 8	1200							
8-9	SIGNAL # 9	1200							
9-10	SIGNAL # 10	1200							
10-11	SIGNAL # 11	1200							
11-12	SIGNAL # 12	1200							
12-13	SIGNAL # 13	1200							
13-14	SIGNAL # 14	1200							
14-15	SIGNAL # 15	1200							
15-16	SIGNAL # 16	1200							
16-17	SIGNAL # 17	1200							
17-18	SIGNAL # 18	1200							
18-19	SIGNAL # 19	1200							
19-20	SIGNAL # 20	1200							

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NB    OFF-PEAK DIRECTION'S SPECIFIC INPUTS
MILAM DAIRY ROAD                                      % TURNS            CYCLE    EFFECTIVE
                                            PEAK      FROM               LENGTH   g/C
                                   COUNT    HOUR      EXCLUS.            SIGNALS  SIGNALS   LENGTH   ARRIVAL
LINK  Signal Number & Location STATION  VOLUME    LANES    LANES  19-1     19-1      (FT)     TYPE
```

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	1200	0						
19-18	SIGNAL # 18	1200	0						
18-17	SIGNAL # 17	1200	0						
17-16	SIGNAL # 16	1200	0						
16-15	SIGNAL # 15	1200	0						
15-14	SIGNAL # 14	1200	0						
14-13	SIGNAL # 13	1200	0						
13-12	SIGNAL # 12	1200	0						
12-11	SIGNAL # 11	1200	0						
11-10	SIGNAL # 10	1200	0						
10-9	SIGNAL # 9	1200	0						
9-8	SIGNAL # 8	1200	0						
8-7	SIGNAL # 7	1200	0						
7-6	SIGNAL # 6	1200	0						
6-5	SIGNAL # 5	1200	0						
5-4	SIGNAL # 4	1200	0						
4-3	SIGNAL # 3	1200	0						
3-2	SIGNAL # 2	1200	0						
2-1	NW 12th Street (4489)	1200	624	29.81	3	134	0.55	2,800	2

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SB MILAM DAIRY ROAD LINK	PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS
1-2	NW 7th St. North (4577)	1200	2322	0.56	10.8	B	29.6	B
2-3	NW 7th St. South (5183)	1200	1132	0.27	3.1	A	ERR	ERR
3-4	SIGNAL # 4	1200	0					
4-5	SIGNAL # 5	1200	0					
5-6	SIGNAL # 6	1200	0					
6-7	SIGNAL # 7	1200	0					
7-8	SIGNAL # 8	1200	0					
8-9	SIGNAL # 9	1200	0					
9-10	SIGNAL # 10	1200	0					
10-11	SIGNAL # 11	1200	0					
11-12	SIGNAL # 12	1200	0					
12-13	SIGNAL # 13	1200	0					
13-14	SIGNAL # 14	1200	0					
14-15	SIGNAL # 15	1200	0					
15-16	SIGNAL # 16	1200	0					
16-17	SIGNAL # 17	1200	0					
17-18	SIGNAL # 18	1200	0					
18-19	SIGNAL # 19	1200	0					
19-20	SIGNAL # 20	1200	0					

SB   Arterial Speed =   ERR mph
            LOS =   ERR

NB MILAM DAIRY ROAD LINK	OFF-PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	1200	0					
19-18	SIGNAL # 18	1200	0					
18-17	SIGNAL # 17	1200	0					
17-16	SIGNAL # 16	1200	0					
16-15	SIGNAL # 15	1200	0					
15-14	SIGNAL # 14	1200	0					
14-13	SIGNAL # 13	1200	0					
13-12	SIGNAL # 12	1200	0					
12-11	SIGNAL # 11	1200	0					
11-10	SIGNAL # 10	1200	0					
10-9	SIGNAL # 9	1200	0					
9-8	SIGNAL # 8	1200	0					
8-7	SIGNAL # 7	1200	0					
7-6	SIGNAL # 6	1200	0					
6-5	SIGNAL # 5	1200	0					
5-4	SIGNAL # 4	1200	0					
4-3	SIGNAL # 3	1200	0					
3-2	SIGNAL # 2	1200	0					
2-1	NW 12th Street (4489)	1200	491	0.16	15.2	C	27.7	C

NB   Arterial Speed =   27.7 mph
            LOS =   C

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

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Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION | ROAD NAME: WEST 72ND AVENUE
Station No. & Location: 1201
PEAK >>>>>>>>>> | PEAK DIRECTION: SB
OFF-PEAK DIRECTION: NB
Study Time Period: PM PEAK
Traffic Count Date: JULY 15, 1993 | Analysis Date: JANUARY 25, 1995
User's Notes: NW 12TH STREET EAST TO FLAGLER STREET)

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TRAFFIC CHARACTERISTICS

AWDT:	13,146
K FACTOR:	0.085
D FACTOR:	0.643
PHF:	0.865
ADJ. SATURATION FLOW RATE:	1,900
% TURNS FROM EXCLUSIVE LANES:	15

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ROADWAY CHARACTERISTICS

NUMBER OF THRU LANES
PEAK DIRECTION: 2
OFF-PEAK DIRECTION: 2
URBAN, TRANSITIONING, OR
RURAL DEVELOPED (U/T/R): U
ARTERIAL CLASS: 1 (1, 2, or 3)
FREE FLOW SPEED (mph): 35 (45, 40, or 35)

For Arterial Type and Class:	Use Free flow speed of:
Rural	55, 50, 45, 40 or 35
Transitioning, Class 1	55, 50, 45, 40 or 35
Urban, Class 1	45, 40 or 35
Urban or Transitioning, Class 2	40, 35, 30 or 25
Urban, Class 3	35, 30 or 25

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SIGNALIZATION CHARACTERISTICS

ARRIVAL TYPE
PEAK DIRECTION 4
OFF-PEAK DIRECTION: 2
TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
2=PRETIMED
3=SEMIACTUATED)

SYSTEM CYCLE LENGTH: 150
WEIGHTED THRU MOVEMENT g/C: 0.37

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SB PEAK DIRECTION'S SPECIFIC INPUTS
WEST 72ND AVENUE

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	SR 836 North (3483)	1201	719	67.58	2	133	0.85	375	4
2-3	SR 836 South (5175)	1201	719	100	0	133	0.58	875	4
3-4	NW 7th St. North (4577)	1201	719	0	4	135	0.50	900	4
4-5	NW 7th St. South (5183)	1201	719	51.24	3	136	0.74	206	4
5-6	Flagler Street (3618)	1201	719	75	2	135	0.15	2,362	4
6-7	SIGNAL # 7	1201							
7-8	SIGNAL # 8	1201							
8-9	SIGNAL # 9	1201							
9-10	SIGNAL # 10	1201							
10-11	SIGNAL # 11	1201							
11-12	SIGNAL # 12	1201							
12-13	SIGNAL # 13	1201							
13-14	SIGNAL # 14	1201							
14-15	SIGNAL # 15	1201							
15-16	SIGNAL # 16	1201							
16-17	SIGNAL # 17	1201							
17-18	SIGNAL # 18	1201							
18-19	SIGNAL # 19	1201							
19-20	SIGNAL # 20	1201							

NB OFF-PEAK DIRECTION'S SPECIFIC INPUTS
WEST 72ND AVENUE

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	1201	0						
19-18	SIGNAL # 18	1201	0						
18-17	SIGNAL # 17	1201	0						
17-16	SIGNAL # 16	1201	0						
16-15	SIGNAL # 15	1201	0						
15-14	SIGNAL # 14	1201	0						
14-13	SIGNAL # 13	1201	0						
13-12	SIGNAL # 12	1201	0						
12-11	SIGNAL # 11	1201	0						
11-10	SIGNAL # 10	1201	0						
10-9	SIGNAL # 9	1201	0						
9-8	SIGNAL # 8	1201	0						
8-7	SIGNAL # 7	1201	0						
7-6	SIGNAL # 6	1201	0						
6-5	SIGNAL # 5	1201	0						
5-4	NW 7th St. South (5183)	1201	400	0	3	136	0.39	2,362	2
4-3	SR 836 South (5175)	1201	400	23.36	2	133	0.58	900	2
3-2	SR 836 North (3483)	1201	400	64.79	3	133	0.17	875	2
2-1	NW 12th St. East (3085)	1201	400	76.55	1	135	0.17	375	2

SB WEST 72ND AVENUE LINK	PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS
1-2	SR 836 North (3483)	1201	269	0.08	0.9	A	25.5	C
2-3	SR 836 South (5175)	1201	0					
3-4	NW 7th St. North (4577)	1201	831	0.22	10.4	B	17.6	D
4-5	NW 7th St. South (5183)	1201	405	0.10	2.7	A	ERR	ERR
5-6	Flagler Street (3618)	1201	208	0.36	28.4	D	19.3	D
6-7	SIGNAL # 7	1201	0					
7-8	SIGNAL # 8	1201	0					
8-9	SIGNAL # 9	1201	0					
9-10	SIGNAL # 10	1201	0					
10-11	SIGNAL # 11	1201	0					
11-12	SIGNAL # 12	1201	0					
12-13	SIGNAL # 13	1201	0					
13-14	SIGNAL # 14	1201	0					
14-15	SIGNAL # 15	1201	0					
15-16	SIGNAL # 16	1201	0					
16-17	SIGNAL # 17	1201	0					
17-18	SIGNAL # 18	1201	0					
18-19	SIGNAL # 19	1201	0					
19-20	SIGNAL # 20	1201	0					

SB   Arterial Speed =   ERR mph
                            LOS =   ERR

NB WEST 72ND AVENUE LINK	OFF-PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	1201	0					
19-18	SIGNAL # 18	1201	0					
18-17	SIGNAL # 17	1201	0					
17-16	SIGNAL # 16	1201	0					
16-15	SIGNAL # 15	1201	0					
15-14	SIGNAL # 14	1201	0					
14-13	SIGNAL # 13	1201	0					
13-12	SIGNAL # 12	1201	0					
12-11	SIGNAL # 11	1201	0					
11-10	SIGNAL # 10	1201	0					
10-9	SIGNAL # 9	1201	0					
9-8	SIGNAL # 8	1201	0					
8-7	SIGNAL # 7	1201	0					
7-6	SIGNAL # 6	1201	0					
6-5	SIGNAL # 5	1201	0					
5-4	NW 7th St. South (5183)	1201	462	0.21	28.3	D	19.3	D
4-3	SR 836 South (5175)	1201	354	0.16	13.3	B	15.9	E
3-2	SR 836 North (3483)	1201	163	0.17	48.4	E	7.1	F
2-1	NW 12th St. East (3085)	1201	108	0.34	50.9	E	3.4	F

NB   Arterial Speed =   11.0 mph
                            LOS =   F

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

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Florida Department of Transportation
                          Arterial Level of Service Estimate
                          Based on the 1985 Highway Capacity Manual
                          ART_PLAN Version 1.2
        Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
                          Modified by: FDOT District Four 05-18-92
```

DESCRIPTION	ROAD NAME: MILAM DAIRY ROAD
	Station No. & Location: 1202
PEAK >>>>>>>>>>	PEAK DIRECTION: SB
	OFF-PEAK DIRECTION: NB
	Study Time Period: PM PEAK
Traffic Count Date: JULY 13, 1994	Analysis Date: JANUARY 25, 1995
User's Notes:	NW 25TH STREET TO NW 12TH STREET WEST

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TRAFFIC CHARACTERISTICS

AWDT:	36,009
K FACTOR:	0.099
D FACTOR:	0.729
PHF:	0.893
ADJ. SATURATION FLOW RATE:	1,900
% TURNS FROM EXCLUSIVE LANES:	15

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ROADWAY CHARACTERISTICS

NUMBER OF THRU LANES

PEAK DIRECTION:	3
OFF-PEAK DIRECTION:	3
URBAN, TRANSITIONING, OR	
RURAL DEVELOPED (U/T/R):	U
ARTERIAL CLASS:	1 (1, 2, or 3)
FREE FLOW SPEED (mph):	45 (45, 40, or 35)

For Arterial Type and Class:	Use Free flow speed of:
Rural	55, 50, 45, 40 or 35
Transitioning, Class 1	55, 50, 45, 40 or 35
Urban, Class 1	45, 40 or 35
Urban or Transitioning, Class 2	40, 35, 30 or 25
Urban, Class 3	35, 30 or 25

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SIGNALIZATION CHARACTERISTICS

ARRIVAL TYPE

PEAK DIRECTION	4
OFF-PEAK DIRECTION:	2
TYPE SIGNAL SYSTEM:	3 (1=ACTUATED
	2=PRETIMED
	3=SEMIACTUATED)
SYSTEM CYCLE LENGTH:	150
WEIGHTED THRU MOVEMENT g/C:	0.37

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SB — PEAK DIRECTION'S SPECIFIC INPUTS — MILAM DAIRY ROAD

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	NW 22nd Street (4350)	1202	2,607	0.86	3	120	0.82	1,100	4
2-3	NW 19th Street (4708)	1202	2,607	0	3	120	0.76	600	4
3-4	Corporate Way (4992)	1202	2,607	0	3	120	0.48	2,300	4
4-5	NW 12th St. West (4489)	1202	2,607	42.34	2	134	0.55	2,500	4
5-6	SIGNAL # 6	1202							
6-7	SIGNAL # 7	1202							
7-8	SIGNAL # 8	1202							
8-9	SIGNAL # 9	1202							
9-10	SIGNAL # 10	1202							
10-11	SIGNAL # 11	1202							
11-12	SIGNAL # 12	1202							
12-13	SIGNAL # 13	1202							
13-14	SIGNAL # 14	1202							
14-15	SIGNAL # 15	1202							
15-16	SIGNAL # 16	1202							
16-17	SIGNAL # 17	1202							
17-18	SIGNAL # 18	1202							
18-19	SIGNAL # 19	1202							
19-20	SIGNAL # 20	1202							

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NB — OFF-PEAK DIRECTION'S SPECIFIC INPUTS — MILAM DAIRY ROAD

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	1202	0						
19-18	SIGNAL # 18	1202	0						
18-17	SIGNAL # 17	1202	0						
17-16	SIGNAL # 16	1202	0						
16-15	SIGNAL # 15	1202	0						
15-14	SIGNAL # 14	1202	0						
14-13	SIGNAL # 13	1202	0						
13-12	SIGNAL # 12	1202	0						
12-11	SIGNAL # 11	1202	0						
11-10	SIGNAL # 10	1202	0						
10-9	SIGNAL # 9	1202	0						
9-8	SIGNAL # 8	1202	0						
8-7	SIGNAL # 7	1202	0						
7-6	SIGNAL # 6	1202	0						
6-5	SIGNAL # 5	1202	0						
5-4	Corporate Way (4992)	1202	968	6.95	3	120	0.73	2,500	2
4-3	NW 19th Street (4708)	1202	968	0.88	3	120	0.76	2,300	2
3-2	NW 22nd Street (4350)	1202	968	5.11	3	120	0.82	600	2
2-1	NW 25th Street (2987)	1202	968	22.34	3	119	0.39	1,100	2

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SB MILAM DAIRY ROAD LINK	PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS	
1-2	NW 22nd Street (4350)	1202	2895	0.62	2.3	A	29.3	B	
2-3	NW 19th Street (4708)	1202	2920	0.67	4.3	A	22.8	C	
3-4	Corporate Way (4992)	1202	2920	1.07	53.1	E	14.4	E	*Warning: In
4-5	NW 12th St. West (4489)	1202	1684	0.81	16.6	C	26.6	C	
5-6	SIGNAL # 6	1202	0						
6-7	SIGNAL # 7	1202	0						
7-8	SIGNAL # 8	1202	0						
8-9	SIGNAL # 9	1202	0						
9-10	SIGNAL # 10	1202	0						
10-11	SIGNAL # 11	1202	0						
11-12	SIGNAL # 12	1202	0						
12-13	SIGNAL # 13	1202	0						
13-14	SIGNAL # 14	1202	0						
14-15	SIGNAL # 15	1202	0						
15-16	SIGNAL # 16	1202	0						
16-17	SIGNAL # 17	1202	0						
17-18	SIGNAL # 18	1202	0						
18-19	SIGNAL # 19	1202	0						
19-20	SIGNAL # 20	1202	0						

SB   Arterial Speed =   20.5 mph

LOS =   D

NB MILAM DAIRY ROAD LINK	OFF-PEAK DIRECTION RESULTS Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	1202	0					
19-18	SIGNAL # 18	1202	0					
18-17	SIGNAL # 17	1202	0					
17-16	SIGNAL # 16	1202	0					
16-15	SIGNAL # 15	1202	0					
15-14	SIGNAL # 14	1202	0					
14-13	SIGNAL # 13	1202	0					
13-12	SIGNAL # 12	1202	0					
12-11	SIGNAL # 11	1202	0					
11-10	SIGNAL # 10	1202	0					
10-9	SIGNAL # 9	1202	0					
9-8	SIGNAL # 8	1202	0					
8-7	SIGNAL # 7	1202	0					
7-6	SIGNAL # 6	1202	0					
6-5	SIGNAL # 5	1202	0					
5-4	Corporate Way (4992)	1202	1,009	0.24	5.5	B	34.4	B
4-3	NW 19th Street (4708)	1202	1,075	0.25	4.4	A	34.3	B
3-2	NW 22nd Street (4350)	1202	1,029	0.22	2.4	A	26.3	C
2-1	NW 25th Street (2987)	1202	842	0.38	26.7	D	13.1	E

NB   Arterial Speed =   26.4 mph

LOS =   C

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

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=========================================================================================
     Florida Department of Transportation
                         Arterial Level of Service Estimate
                         Based on the 1985 Highway Capacity Manual
                         ART_PLAN Version 1.2
          Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
                         Modified by: FDOT District Four  05-18-92
_____
```

DESCRIPTION   ROAD NAME: MILAM DAIRY ROAD
                              Station No. & Location: 1204

        PEAK >>>>>>>>>>   PEAK DIRECTION: NB
                              OFF-PEAK DIRECTION: SB
                                 Study Time Period: PM PEAK
Traffic Count Date: JULY 15, 1994   Analysis Date: JANUARY 14, 1995
User's Notes: NW 25TH STREET TO NW 36TH STREET

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```
TRAFFIC CHARACTERISTICS

AWDT:	39,084
K FACTOR:	0.085
D FACTOR:	0.560
PHF:	0.914
ADJ. SATURATION FLOW RATE:	1,900
% TURNS FROM EXCLUSIVE LANES:	15

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```
ROADWAY CHARACTERISTICS

NUMBER OF THRU LANES
             PEAK DIRECTION: 2
      OFF-PEAK DIRECTION: 3
URBAN, TRANSITIONING, OR
RURAL DEVELOPED (U/T/R):   U
          ARTERIAL CLASS: 1 (1, 2, or 3)
     FREE FLOW SPEED (mph):   45 (45, 40, or 35)

For Arterial Type and Class:	Use Free flow speed of:
Rural	55, 50, 45, 40 or 35
Transitioning, Class 1	55, 50, 45, 40 or 35
Urban, Class 1	45, 40 or 35
Urban or Transitioning, Class 2	40, 35, 30 or 25
Urban, Class 3	35, 30 or 25

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```
SIGNALIZATION CHARACTERISTICS

ARRIVAL TYPE
            PEAK DIRECTION: 4
      OFF-PEAK DIRECTION: 2
      TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                              2=PRETIMED
                                              3=SEMIACTUATED)

      SYSTEM CYCLE LENGTH: 150
WEIGHTED THRU MOVEMENT g/C: 0.37
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NB PEAK DIRECTION'S SPECIFIC INPUTS
MILAM DAIRY ROAD

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	NW 36th Street (3163)	1204	1,870	55.56	2	162	0.25	4,500	4
2-3	SIGNAL # 3	1204							
3-4	SIGNAL # 4	1204							
4-5	SIGNAL # 5	1204							
5-6	SIGNAL # 6	1204							
6-7	SIGNAL # 7	1204							
7-8	SIGNAL # 8	1204							
8-9	SIGNAL # 9	1204							
9-10	SIGNAL # 10	1204							
10-11	SIGNAL # 11	1204							
11-12	SIGNAL # 12	1204							
12-13	SIGNAL # 13	1204							
13-14	SIGNAL # 14	1204							
14-15	SIGNAL # 15	1204							
15-16	SIGNAL # 16	1204							
16-17	SIGNAL # 17	1204							
17-18	SIGNAL # 18	1204							
18-19	SIGNAL # 19	1204							
19-20	SIGNAL # 20	1204							

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SB OFF-PEAK DIRECTION'S SPECIFIC INPUTS
MILAM DAIRY ROAD

LINK	Signal Number & Location	STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	1204	0						
19-18	SIGNAL # 18	1204	0						
18-17	SIGNAL # 17	1204	0						
17-16	SIGNAL # 16	1204	0						
16-15	SIGNAL # 15	1204	0						
15-14	SIGNAL # 14	1204	0						
14-13	SIGNAL # 13	1204	0						
13-12	SIGNAL # 12	1204	0						
12-11	SIGNAL # 11	1204	0						
11-10	SIGNAL # 10	1204	0						
10-9	SIGNAL # 9	1204	0						
9-8	SIGNAL # 8	1204	0						
8-7	SIGNAL # 7	1204	0						
7-6	SIGNAL # 6	1204	0						
6-5	SIGNAL # 5	1204	0						
5-4	SIGNAL # 4	1204	0						
4-3	SIGNAL # 3	1204	0						
3-2	SIGNAL # 2	1204	0						
2-1	NW 25th Street (2897)	1204	1,468	13.73	3	119	0.39	4,500	2

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NB     PEAK DIRECTION RESULTS         THRU                           THRU            ARTERIAL
MILAM DAIRY ROAD              COUNT   FLOW     V/C      THRU  APPROACH  SPEED    LINK
LINK  Signal Number & LocationSTATION RATE     RATIO    DELAY   LOS      (MPH)    LOS
----------------------------------------------------------------------------------------------------
 1-2   NW 36th Street (3163)    1204     909    0.96     52.9    E          22.1    C
 2-3   SIGNAL # 3               1204       0
 3-4   SIGNAL # 4               1204       0
 4-5   SIGNAL # 5               1204       0
 5-6   SIGNAL # 6               1204       0
 6-7   SIGNAL # 7               1204       0
 7-8   SIGNAL # 8               1204       0
 8-9   SIGNAL # 9               1204       0
 9-10  SIGNAL # 10              1204       0
10-11  SIGNAL # 11              1204       0
11-12  SIGNAL # 12              1204       0
12-13  SIGNAL # 13              1204       0
13-14  SIGNAL # 14              1204       0
14-15  SIGNAL # 15              1204       0
15-16  SIGNAL # 16              1204       0
16-17  SIGNAL # 17              1204       0
17-18  SIGNAL # 18              1204       0
18-19  SIGNAL # 19              1204       0
19-20  SIGNAL # 20              1204       0

NB                              Arterial Speed =        22.1  mph
                                         LOS =     C


====================================================================================================
SB     OFF-PEAK DIRECTION RESULTS THRU                            THRU            ARTERIAL
MILAM DAIRY ROAD              COUNT   FLOW     V/C      THRU  APPROACH  SPEED    LINK
LINK  Signal Number & LocationSTATION RATE     RATIO    DELAY   LOS      (MPH)    LOS
----------------------------------------------------------------------------------------------------
20-19  SIGNAL # 19              1204       0
19-18  SIGNAL # 18              1204       0
18-17  SIGNAL # 17              1204       0
17-16  SIGNAL # 16              1204       0
16-15  SIGNAL # 15              1204       0
15-14  SIGNAL # 14              1204       0
14-13  SIGNAL # 13              1204       0
13-12  SIGNAL # 12              1204       0
12-11  SIGNAL # 11              1204       0
11-10  SIGNAL # 10              1204       0
10-9   SIGNAL # 9               1204       0
 9-8   SIGNAL # 8               1204       0
 8-7   SIGNAL # 7               1204       0
 7-6   SIGNAL # 6               1204       0
 6-5   SIGNAL # 5               1204       0
 5-4   SIGNAL # 4               1204       0
 4-3   SIGNAL # 3               1204       0
 3-2   SIGNAL # 2               1204       0
 2-1   NW 25th Street (2897)    1204    1,385   0.62     30.2    D          28.0    B

SB                              Arterial Speed =        28.0  mph
                                         LOS =     B

====================================================================================================
NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET
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```
Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION   ROAD NAME: MILAM DAIRY ROAD
                            Station No. & Location: 1205
        PEAK >>>>>>>>>>   PEAK DIRECTION: SB
                            OFF-PEAK DIRECTION: NB
                            Study Time Period: PM PEAK
    Traffic Count Date: JULY 15, 1994   Analysis Date: JANUARY 14, 1995
    User's Notes: NW 58TH STREET TO NW 36TH STREET
```
=================================================================================
```
TRAFFIC CHARACTERISTICS

                                    AWDT: 39,139
                                K FACTOR: 0.091
                                D FACTOR: 0.601
                                    PHF: 0.933
                    ADJ. SATURATION FLOW RATE: 1,900
                    % TURNS FROM EXCLUSIVE LANES: 15
```
=================================================================================
```
ROADWAY CHARACTERISTICS

                        NUMBER OF THRU LANES
                            PEAK DIRECTION: 2
                        OFF-PEAK DIRECTION: 2
                        URBAN, TRANSITIONING, OR
                        RURAL DEVELOPED (U/T/R):   U
                            ARTERIAL CLASS: 1   (1, 2, or 3)
                        FREE FLOW SPEED (mph):   45   (45, 40, or 35)

    For Arterial Type and Class: Use Free flow speed of:
    Rural   55, 50, 45, 40 or 35
    Transitioning, Class 1   55, 50, 45, 40 or 35
    Urban, Class 1   45, 40 or 35
    Urban or Transitioning, Class 2   40, 35, 30 or 25
    Urban, Class 3   35, 30 or 25
```
=================================================================================
```
SIGNALIZATION CHARACTERISTICS

                        ARRIVAL TYPE
                            PEAK DIRECTION: 4
                        OFF-PEAK DIRECTION: 2
                        TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                                        2=PRETIMED
                                                        3=SEMIACTUATED)

                        SYSTEM CYCLE LENGTH: 150
                    WEIGHTED THRU MOVEMENT g/C: 0.37
```
=================================================================================
```

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================================================================================
SB    PEAK DIRECTION'S SPECIFIC INPUTS
MILAM DAIRY ROAD                                    % TURNS        CYCLE   EFFECTIVE
                                           PEAK     FROM           LENGTH  g/C
                                 COUNT     HOUR     EXCLUS.        SIGNALS SIGNALS  LENGTH  ARRIVAL
LINK  Signal Number & LocationSTATION    VOLUME    LANES   LANES   2-20    2-20     (FT)    TYPE
--------------------------------------------------------------------------------
1-2   NW 36th Street (3163)    1205      2,146     59.45    2      162     0.25     6,100      4
2-3   SIGNAL # 3              1205
3-4   SIGNAL # 4              1205
4-5   SIGNAL # 5              1205
5-6   SIGNAL # 6              1205
6-7   SIGNAL # 7              1205
7-8   SIGNAL # 8              1205
8-9   SIGNAL # 9              1205
9-10  SIGNAL # 10             1205
10-11 SIGNAL # 11             1205
11-12 SIGNAL # 12             1205
12-13 SIGNAL # 13             1205
13-14 SIGNAL # 14             1205
14-15 SIGNAL # 15             1205
15-16 SIGNAL # 16             1205
16-17 SIGNAL # 17             1205
17-18 SIGNAL # 18             1205
18-19 SIGNAL # 19             1205
19-20 SIGNAL # 20             1205
================================================================================
NB    OFF-PEAK DIRECTION'S SPECIFIC INPUTS
MILAM DAIRY ROAD                                    % TURNS        CYCLE   EFFECTIVE
                                           PEAK     FROM           LENGTH  g/C
                                 COUNT     HOUR     EXCLUS.        SIGNALS SIGNALS  LENGTH  ARRIVAL
LINK  Signal Number & LocationSTATION    VOLUME    LANES   LANES   19-1    19-1     (FT)    TYPE
--------------------------------------------------------------------------------
20-19 SIGNAL # 19             1205        0
19-18 SIGNAL # 18             1205        0
18-17 SIGNAL # 17             1205        0
17-16 SIGNAL # 16             1205        0
16-15 SIGNAL # 15             1205        0
15-14 SIGNAL # 14             1205        0
14-13 SIGNAL # 13             1205        0
13-12 SIGNAL # 12             1205        0
12-11 SIGNAL # 11             1205        0
11-10 SIGNAL # 10             1205        0
10-9  SIGNAL # 9              1205        0
9-8   SIGNAL # 8              1205        0
8-7   SIGNAL # 7              1205        0
7-6   SIGNAL # 6              1205        0
6-5   SIGNAL # 5              1205        0
5-4   SIGNAL # 4              1205        0
4-3   SIGNAL # 3              1205        0
3-2   SIGNAL # 2              1205        0
2-1   NW 58th Street (4315)    1205      1,423     28.87    2      120     0.35     6,100      2
================================================================================
```

```
=====================================================================================
SB    PEAK DIRECTION RESULTS      THRU                    THRU            ARTERIAL
MILAM DAIRY ROAD            COUNT  FLOW    V/C    THRU APPROACH  SPEED      LINK
LINK  Signal Number & LocationSTATION  RATE   RATIO   DELAY    LOS     (MPH)      LOS
-------------------------------------------------------------------------------------
```

LINK	Signal Number & Location	STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS
1-2	NW 36th Street (3163)	1205	933	0.98	57.6	E	24.9	C
2-3	SIGNAL # 3	1205	0					
3-4	SIGNAL # 4	1205	0					
4-5	SIGNAL # 5	1205	0					
5-6	SIGNAL # 6	1205	0					
6-7	SIGNAL # 7	1205	0					
7-8	SIGNAL # 8	1205	0					
8-9	SIGNAL # 9	1205	0					
9-10	SIGNAL # 10	1205	0					
10-11	SIGNAL # 11	1205	0					
11-12	SIGNAL # 12	1205	0					
12-13	SIGNAL # 13	1205	0					
13-14	SIGNAL # 14	1205	0					
14-15	SIGNAL # 15	1205	0					
15-16	SIGNAL # 16	1205	0					
16-17	SIGNAL # 17	1205	0					
17-18	SIGNAL # 18	1205	0					
18-19	SIGNAL # 19	1205	0					
19-20	SIGNAL # 20	1205	0					

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SB                          Arterial Speed =       24.9  mph
                                        LOS =      C
```

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=====================================================================================
NB    OFF-PEAK DIRECTION RESULTS  THRU                    THRU            ARTERIAL
MILAM DAIRY ROAD            COUNT  FLOW    V/C    THRU APPROACH  SPEED      LINK
LINK  Signal Number & LocationSTATION  RATE   RATIO   DELAY    LOS     (MPH)      LOS
-------------------------------------------------------------------------------------
```

LINK	Signal Number & Location	STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	1205	0					
19-18	SIGNAL # 18	1205	0					
18-17	SIGNAL # 17	1205	0					
17-16	SIGNAL # 16	1205	0					
16-15	SIGNAL # 15	1205	0					
15-14	SIGNAL # 14	1205	0					
14-13	SIGNAL # 13	1205	0					
13-12	SIGNAL # 12	1205	0					
12-11	SIGNAL # 11	1205	0					
11-10	SIGNAL # 10	1205	0					
10-9	SIGNAL # 9	1205	0					
9-8	SIGNAL # 8	1205	0					
8-7	SIGNAL # 7	1205	0					
7-6	SIGNAL # 6	1205	0					
6-5	SIGNAL # 5	1205	0					
5-4	SIGNAL # 4	1205	0					
4-3	SIGNAL # 3	1205	0					
3-2	SIGNAL # 2	1205	0					
2-1	NW 58th Street (4315)	1205	1,085	0.82	36.3	D	29.8	B

```
NB                          Arterial Speed =       29.8  mph
                                        LOS =      B
=====================================================================================
```

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

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```
Florida Department of Transportation
Arterial Level of Service Estimate
Based on the 1985 Highway Capacity Manual
ART_PLAN Version 1.2
Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
Modified by: FDOT District Four 05-18-92

DESCRIPTION   ROAD NAME: NW 87TH AVENUE
                                      Station No. & Location: 1211
          PEAK >>>>>>>>>>   PEAK DIRECTION: SB
                                        OFF-PEAK DIRECTION: NB
                                         Study Time Period: PM PEAK
Traffic Count Date: JULY 22, 1993   Analysis Date: JANUARY 25, 1995
User's Notes: SR 836 SOUTH TO FLAGLER STREET
```
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```
TRAFFIC CHARACTERISTICS

                                               AWDT: 52,134
                                           K FACTOR: 0.090
                                           D FACTOR: 0.699
                                               PHF: 0.970
                           ADJ. SATURATION FLOW RATE: 1,900
                         % TURNS FROM EXCLUSIVE LANES: 15
```
========================= ================= ======== ======= ========= ========= =========
```
ROADWAY CHARACTERISTICS

                        NUMBER OF THRU LANES
                              PEAK DIRECTION: 3
                          OFF-PEAK DIRECTION: 3
                        URBAN, TRANSITIONING, OR
                        RURAL DEVELOPED (U/T/R):   U
                              ARTERIAL CLASS: 1   (1, 2, or 3)
                          FREE FLOW SPEED (mph):   40   (45, 40, or 35)

   For Arterial Type and Class: Use Free flow speed of:
   Rural   55, 50, 45, 40 or 35
   Transitioning, Class 1   55, 50, 45, 40 or 35
   Urban, Class 1   45, 40 or 35
   Urban or Transitioning, Class 2   40, 35, 30 or 25
   Urban, Class 3   35, 30 or 25


```
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```
SIGNALIZATION CHARACTERISTICS

                        ARRIVAL TYPE
                              PEAK DIRECTION   4
                          OFF-PEAK DIRECTION: 2
                          TYPE SIGNAL SYSTEM: 3 (1=ACTUATED
                                                              2=PRETIMED
                                                              3=SEMIACTUATED)
                        SYSTEM CYCLE LENGTH: 150
                    WEIGHTED THRU MOVEMENT g/C: 0.37
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SB PEAK DIRECTION'S SPECIFIC INPUTS
NW 87TH AVENUE

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	NW 8th Street (4818)	1211	3,263	7.21	3	130	0.74	1,600	4
2-3	NW 7th Street (4850)	1211	3,263	10.41	3	130	0.74	315	4
3-4	Park Boulevard (4187)	1211	3,263	8.74	3	130	0.61	1,300	4
4-5	Flagler Street (3747)	1211	3,263	19.85	3	121	0.29	1,322	4
5-6	SIGNAL # 6	1211							
6-7	SIGNAL # 7	1211							
7-8	SIGNAL # 8	1211							
8-9	SIGNAL # 9	1211							
9-10	SIGNAL # 10	1211							
10-11	SIGNAL # 11	1211							
11-12	SIGNAL # 12	1211							
12-13	SIGNAL # 13	1211							
13-14	SIGNAL # 14	1211							
14-15	SIGNAL # 15	1211							
15-16	SIGNAL # 16	1211							
16-17	SIGNAL # 17	1211							
17-18	SIGNAL # 18	1211							
18-19	SIGNAL # 19	1211							
19-20	SIGNAL # 20	1211							

==

NB OFF-PEAK DIRECTION'S SPECIFIC INPUTS
NW 87TH AVENUE

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	1211	0						
19-18	SIGNAL # 18	1211	0						
18-17	SIGNAL # 17	1211	0						
17-16	SIGNAL # 16	1211	0						
16-15	SIGNAL # 15	1211	0						
15-14	SIGNAL # 14	1211	0						
14-13	SIGNAL # 13	1211	0						
13-12	SIGNAL # 12	1211	0						
12-11	SIGNAL # 11	1211	0						
11-10	SIGNAL # 10	1211	0						
10-9	SIGNAL # 9	1211	0						
9-8	SIGNAL # 8	1211	0						
8-7	SIGNAL # 7	1211	0						
7-6	SIGNAL # 6	1211	0						
6-5	SIGNAL # 5	1211	0						
5-4	Park Boulevard (4187)	1211	1,403	10.57	3	130	0.61	1,322	2
4-3	NW 7th Street (4850)	1211	1,403	0	3	130	0.74	1,300	2
3-2	NW 8th Street (4818)	1211	1,403	0	3	130	0.72	315	2
2-1	SR 836 South (4562)	1211	1,403	21.7	3	130	0.23	1,600	2

==

SB NW 87TH AVENUE LINK	Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS	
1-2	NW 8th Street (4818)	1211	3121	0.74	6.2	B	28.0	B	
2-3	NW 7th Street (4850)	1211	3013	0.71	5.8	B	14.9	E	
3-4	Park Boulevard (4187)	1211	3070	0.88	15.8	C	18.6	D	
4-5	Flagler Street (3747)	1211	2696	1.63	567.2	F	1.2	F	*Warning: In
5-6	SIGNAL # 6	1211	0						
6-7	SIGNAL # 7	1211	0						
7-8	SIGNAL # 8	1211	0						
8-9	SIGNAL # 9	1211	0						
9-10	SIGNAL # 10	1211	0						
10-11	SIGNAL # 11	1211	0						
11-12	SIGNAL # 12	1211	0						
12-13	SIGNAL # 13	1211	0						
13-14	SIGNAL # 14	1211	0						
14-15	SIGNAL # 15	1211	0						
15-16	SIGNAL # 16	1211	0						
16-17	SIGNAL # 17	1211	0						
17-18	SIGNAL # 18	1211	0						
18-19	SIGNAL # 19	1211	0						
19-20	SIGNAL # 20	1211	0						

SB   Arterial Speed =   ***   mph
         LOS =   F
         NOTE: Intersection Capacity Exceeded

NB NW 87TH AVENUE LINK	Signal Number & Location	COUNT STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROAC LOS	SPEED (MPH)	ARTERIAL LINK LOS
20-19	SIGNAL # 19	1211	0					
19-18	SIGNAL # 18	1211	0					
18-17	SIGNAL # 17	1211	0					
17-16	SIGNAL # 16	1211	0					
16-15	SIGNAL # 15	1211	0					
15-14	SIGNAL # 14	1211	0					
14-13	SIGNAL # 13	1211	0					
13-12	SIGNAL # 12	1211	0					
12-11	SIGNAL # 11	1211	0					
11-10	SIGNAL # 10	1211	0					
10-9	SIGNAL # 9	1211	0					
9-8	SIGNAL # 8	1211	0					
8-7	SIGNAL # 7	1211	0					
7-6	SIGNAL # 6	1211	0					
6-5	SIGNAL # 5	1211	0					
5-4	Park Boulevard (4187)	1211	1,293	0.37	13.2	B	20.2	D
4-3	NW 7th Street (4850)	1211	1,446	0.34	6.1	B	25.3	C
3-2	NW 8th Street (4818)	1211	1,446	0.35	7.0	B	13.4	E
2-1	SR 836 South (4562)	1211	1,132	0.86	49.5	E	11.5	F

NB   Arterial Speed =   16.2 mph
         LOS =   E

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

```
===============================================================================
Florida Department of Transportation
                    Arterial Level of Service Estimate
                    Based on the 1985 Highway Capacity Manual
                    ART_PLAN Version 1.2
        Developed by: W.McShane, E.Shenk, and G.Sokolow 12-14-91
                    Modified by: FDOT District Four  05-18-92
-------------------------------------------------------------------------------
DESCRIPTION                         ROAD NAME:  WEST 107TH AVENUE
                            Station No. & Location:    1218
        PEAK >>>>>>>>>>          PEAK DIRECTION: SB
                            OFF-PEAK DIRECTION:  NB
                            Study Time Period:  PM PEAK
    Traffic Count Date:    NOVEMBER 4, 1993    Analysis Date:  JANUARY 14, 1995
    User's Notes:          SR 836 SOUTH TO SW 8TH STREET
===============================================================================
TRAFFIC CHARACTERISTICS
```

AWDT:	63,949
K FACTOR:	0.093
D FACTOR:	0.574
PHF:	0.925
ADJ. SATURATION FLOW RATE:	1,900
% TURNS FROM EXCLUSIVE LANES:	15

```
===============================================================================
ROADWAY CHARACTERISTICS

                    NUMBER OF THRU LANES
                        PEAK DIRECTION:         2
                    OFF-PEAK DIRECTION:         2
                    URBAN, TRANSITIONING, OR
                    RURAL DEVELOPED (U/T/R):    U
                        ARTERIAL CLASS:         1   (1, 2, or 3)
                    FREE FLOW SPEED (mph):      40  (45, 40, or 35)
```

For Arterial Type and Class:	Use Free flow speed of:
Rural	55, 50, 45, 40 or 35
Transitioning, Class 1	55, 50, 45, 40 or 35
Urban, Class 1	45, 40 or 35
Urban or Transitioning, Class 2	40, 35, 30 or 25
Urban, Class 3	35, 30 or 25

```
===============================================================================
SIGNALIZATION CHARACTERISTICS

                    ARRIVAL TYPE
                        PEAK DIRECTION:         4
                    OFF-PEAK DIRECTION:         2
                    TYPE SIGNAL SYSTEM:         3  (1=ACTUATED
                                                    2=PRETIMED
                                                    3=SEMIACTUATED)

                    SYSTEM CYCLE LENGTH:        150
            WEIGHTED THRU MOVEMENT g/C:         0.37
===============================================================================
```

```
==============================================================================================
```

SB PEAK DIRECTION'S SPECIFIC INPUTS
WEST 107TH AVENUE

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 2-20	EFFECTIVE g/C SIGNALS 2-20	LENGTH (FT)	ARRIVAL TYPE
1-2	Fountainebleau Blvd(4554)	1218	3,414	51.99	2	134	0.47	930	4
2-3	Flagler Street (3894)	1218	3,414	11.48	2	134	0.58	2,570	4
3-4	SW 4th Street (4560)	1218	3,414	4.19	2	132	0.82	1,300	4
4-5	SW 8th Street (3709)	1218	3,414	10.99	2	135	0.56	1,314	4
5-6	SIGNAL # 6	1218							
6-7	SIGNAL # 7	1218							
7-8	SIGNAL # 8	1218							
8-9	SIGNAL # 9	1218							
9-10	SIGNAL # 10	1218							
10-11	SIGNAL # 11	1218							
11-12	SIGNAL # 12	1218							
12-13	SIGNAL # 13	1218							
13-14	SIGNAL # 14	1218							
14-15	SIGNAL # 15	1218							
15-16	SIGNAL # 16	1218							
16-17	SIGNAL # 17	1218							
17-18	SIGNAL # 18	1218							
18-19	SIGNAL # 19	1218							
19-20	SIGNAL # 20	1218							

```
==============================================================================================
```

NB OFF-PEAK DIRECTION'S SPECIFIC INPUTS
WEST 107TH AVENUE

LINK	Signal Number & Location	COUNT STATION	PEAK HOUR VOLUME	% TURNS FROM EXCLUS. LANES	LANES	CYCLE LENGTH SIGNALS 19-1	EFFECTIVE g/C SIGNALS 19-1	LENGTH (FT)	ARRIVAL TYPE
20-19	SIGNAL # 19	1218	0						
19-18	SIGNAL # 18	1218	0						
18-17	SIGNAL # 17	1218	0						
17-16	SIGNAL # 16	1218	0						
16-15	SIGNAL # 15	1218	0						
15-14	SIGNAL # 14	1218	0						
14-13	SIGNAL # 13	1218	0						
13-12	SIGNAL # 12	1218	0						
12-11	SIGNAL # 11	1218	0						
11-10	SIGNAL # 10	1218	0						
10-9	SIGNAL # 9	1218	0						
9-8	SIGNAL # 8	1218	0						
8-7	SIGNAL # 7	1218	0						
7-6	SIGNAL # 6	1218	0						
6-5	SIGNAL # 5	1218	0						
5-4	SW 4th Street (4560)	1218	2,534	2.07	2	132	0.82	1,314	2
4-3	Flagler Street (3894)	1218	2,534	13.7	2	134	0.58	1,300	2
3-2	Fountainebleau Blvd(4554)	1218	2,534	7.04	2	134	0.47	2,570	2
2-1	SR 836 South (4608)	1218	2,534	0	2	135	0.84	930	2

```
==============================================================================================
```

```
=============================================================================
SB    PEAK DIRECTION RESULTS      THRU                  THRU            ARTERIAL
WEST  107TH AVENUE         COUNT  FLOW     V/C    THRU APPROACH SPEED    LINK
LINK  Signal Number & LocationSTATION RATE RATIO  DELAY   LOS    (MPH)    LOS
-----------------------------------------------------------------------------
```

LINK	Signal Number & Location	STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS	
1-2	Fountainebleau Blvd(4554)	1218	1772	0.99	37.3	D	9.2	F	
2-3	Flagler Street (3894)	1218	3267	1.48	391.3	F	3.2	F	*Warning: In
3-4	SW 4th Street (4560)	1218	3536	1.13	79.1	F	6.8	F	*Warning: In
4-5	SW 8th Street (3709)	1218	3285	1.54	473.3	F	1.4	F	*Warning: In
5-6	SIGNAL # 6	1218	0						
6-7	SIGNAL # 7	1218	0						
7-8	SIGNAL # 8	1218	0						
8-9	SIGNAL # 9	1218	0						
9-10	SIGNAL # 10	1218	0						
10-11	SIGNAL # 11	1218	0						
11-12	SIGNAL # 12	1218	0						
12-13	SIGNAL # 13	1218	0						
13-14	SIGNAL # 14	1218	0						
14-15	SIGNAL # 15	1218	0						
15-16	SIGNAL # 16	1218	0						
16-17	SIGNAL # 17	1218	0						
17-18	SIGNAL # 18	1218	0						
18-19	SIGNAL # 19	1218	0						
19-20	SIGNAL # 20	1218	0						

```
SB                          Arterial Speed =      ***    mph
                                     LOS =        F
                            NOTE: Intersection Capacity Exceeded
=============================================================================
NB    OFF-PEAK DIRECTION RESULTS  THRU                  THRU            ARTERIAL
WEST  107TH AVENUE         COUNT  FLOW     V/C    THRU APPROACH SPEED    LINK
LINK  Signal Number & LocationSTATION RATE RATIO  DELAY   LOS    (MPH)    LOS
-----------------------------------------------------------------------------
```

LINK	Signal Number & Location	STATION	THRU FLOW RATE	V/C RATIO	THRU DELAY	THRU APPROACH LOS	SPEED (MPH)	ARTERIAL LINK LOS	
20-19	SIGNAL # 19	1218	0						
19-18	SIGNAL # 18	1218	0						
18-17	SIGNAL # 17	1218	0						
17-16	SIGNAL # 16	1218	0						
16-15	SIGNAL # 15	1218	0						
15-14	SIGNAL # 14	1218	0						
14-13	SIGNAL # 13	1218	0						
13-12	SIGNAL # 12	1218	0						
12-11	SIGNAL # 11	1218	0						
11-10	SIGNAL # 10	1218	0						
10-9	SIGNAL # 9	1218	0						
9-8	SIGNAL # 8	1218	0						
8-7	SIGNAL # 7	1218	0						
7-6	SIGNAL # 6	1218	0						
6-5	SIGNAL # 5	1218	0						
5-4	SW 4th Street (4560)	1218	2,682	0.86	9.0	B	22.9	C	
4-3	Flagler Street (3894)	1218	2,364	1.07	71.9	F	7.3	F	*Warning: In
3-2	Fountainebleau Blvd(4554)	1218	2,546	1.43	410.4	F	3.0	F	*Warning: In
2-1	SR 836 South (4608)	1218	2,739	0.86	7.9	B	20.8	D	

```
NB                          Arterial Speed =      ***    mph
                                     LOS =        F
                            NOTE: Intersection Capacity Exceeded
=============================================================================
```

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

Free_Tab Outputs

```
||  ===================================================================|
||              Florida Department of Transportation                 |
||              Freeway Level of Service Tables                      |
||              Based on the 1985 Highway Capacity Manual            |
||                    FREE_TAB Version 1.0                           |
||                      Date: 12-14-91                               |
||     Developed by: E.Shenk, D.McLeod, W.McShane, and G.Brown       |
||  -----------------------------------------------------------------|
||  DESCRIPTION                                                      |
||                                                                   |
||                ROAD NAME:     SR 826/PALMETTO EXPRESSWAY          |
||         Study Time Period:    PM PEAK                             |
||             Analysis Date:    January 19, 1995                    |
||                     NAME:     BPD                                 |
||               User Notes:     FLAGLER STREET TO                   |
||                               SW 8TH STREET [568]                 |
||  ===================================================================|
||  TRAFFIC CHARACTERISTICS                                          |
||                                                                   |
||                                         ----Range----            |
||               K FACTOR:        0.074  (0.06 - 0.20)              |
||               D FACTOR:        0.612  (0.50 - 1.00)              |
||                    PHF:        0.913  (0.70 - 1.00)              |
||   ADJ. SATURATION FLOW RATE:   2,000  (1600 - 2400)             |
||  ===================================================================|
||  ROADWAY CHARACTERISTICS ·                                        |
||                                                                   |
||      DESIGN SPEED (mph):          70  (70, 60, or 50)            |
||  ===================================================================|
```

NOTE: Press Alt-P to Calculate and Print Spreadsheet

PEAK HOUR PEAK DIRECTION VOLUME

	Level of Service				
LANES	A	B	C	D	E
2	1,280	1,970	2,810	3,390	3,650
3	1,920	2,960	4,220	5,090	5,480
4	2,560	3,940	5,620	6,790	7,300
5	3,190	4,930	7,030	8,490	9,130
6	3,830	5,910	8,430	10,180	10,950
7	4,470	6,900	9,840	11,880	12,780

PEAK HOUR VOLUME (BOTH DIRECTIONS)

	Level of Service				
LANES	A	B	C	D	E
4	2,090	3,220	4,590	5,540	5,960
6	3,130	4,830	6,890	8,320	8,940
8	4,170	6,440	9,180	11,090	11,920
10	5,220	8,050	11,480	13,860	14,910
12	6,260	9,660	13,770	16,630	17,890
14	7,300	11,270	16,070	19,410	20,870

AVERAGE ANNUAL DAILY TRAFFIC (AADT)

	Level of Service				
LANES	A	B	C	D	E
4	28,300	43,600	62,200	75,100	80,800
6	42,400	65,400	93,300	112,700	121,200
8	56,600	87,300	124,400	150,300	161,600
10	70,700	109,100	155,500	187,800	202,000
12	84,800	130,900	186,600	225,400	242,400
14	99,000	152,700	217,700	263,000	282,800

```
||  ==============================================================
||              Florida Department of Transportation               |
||                 Freeway Level of Service Tables                  |
||              Based on the 1985 Highway Capacity Manual           |
||                      FREE_TAB Version 1.0                        |
||                        Date: 12-14-91                            |
||     Developed by: E.Shenk, D.McLeod, W.McShane, and G.Brown      |
||  ----------------------------------------------------------------
||  DESCRIPTION                                                     |
||                                                                  |
||              ROAD NAME:      SR 826/PALMETTO EXPRESSWAY          |
||          Study Time Period:  PM PEAK                             |
||             Analysis Date:   FEBRUARY 2, 1995                    |
||                    NAME:     BPD                                 |
||               User Notes:    SR 836 (DOLPHIN) TO                 |
||                              FLAGLER STREET [569]                |
||  ==============================================================
||  TRAFFIC CHARACTERISTICS                                        |
||                                                                  |
||                                       ----Range----              |
||                 K FACTOR:      0.084  (0.06 - 0.20)              |
||                 D FACTOR:      0.580  (0.50 - 1.00)              |
||                     PHF:       0.977  (0.70 - 1.00)              |
||     ADJ. SATURATION FLOW RATE:  2,000  (1600 - 2400)            |
||  ==============================================================
||  ROADWAY CHARACTERISTICS                                        |
||                                                                  |
||        DESIGN SPEED (mph):         70  (70, 60, or 50)          |
||  ==============================================================
```

NOTE: Press Alt-P to Calculate and Print Spreadsheet

PEAK HOUR PEAK DIRECTION VOLUME

	Level of Service				
	A	B	C	D	E
LANES					
2	1,370	2,110	3,010	3,630	3,910
3	2,050	3,160	4,510	5,450	5,860
4	2,730	4,220	6,020	7,270	7,810
5	3,420	5,270	7,520	9,080	9,770
6	4,100	6,330	9,020	10,900	11,720
7	4,790	7,380	10,530	12,720	13,670

PEAK HOUR VOLUME (BOTH DIRECTIONS)

	Level of Service				
	A	B	C	D	E
LANES					
4	2,360	3,640	5,190	6,260	6,730
6	3,540	5,460	7,780	9,390	10,100
8	4,710	7,270	10,370	12,530	13,470
10	5,890	9,090	12,960	15,660	16,840
12	7,070	10,910	15,560	18,790	20,200
14	8,250	12,730	18,150	21,920	23,570

AVERAGE ANNUAL DAILY TRAFFIC (AADT)

	Level of Service				
	A	B	C	D	E
LANES					
4	28,100	43,300	61,700	74,600	80,200
6	42,100	64,900	92,600	111,800	120,300
8	56,100	86,600	123,500	149,100	160,400
10	70,200	108,200	154,300	186,400	200,400
12	84,200	129,900	185,200	223,700	240,500
14	98,200	151,500	216,100	261,000	280,600

```
||  ================================================================
||              Florida Department of Transportation              |
||                 Freeway Level of Service Tables                |
||              Based on the 1985 Highway Capacity Manual          |
||                      FREE_TAB Version 1.0                       |
||                        Date: 12-14-91                           |
||       Developed by: E.Shenk, D.McLeod, W.McShane, and G.Brown   |
||  ------------------------------------------------------------------
||  DESCRIPTION                                                    |
||                                                                 |
||              ROAD NAME:      SR 826/PALMETTO EXPRESSWAY         |
||        Study Time Period:    PM PEAK                            |
||            Analysis Date:    FEBRUARY 2, 1995                   |
||                   NAME:      BPD                                |
||             User Notes:      NW 36TH STREET TO                  |
||                              SR 836 (DOLPHIN) [570]             |
||  ================================================================
||  TRAFFIC CHARACTERISTICS                                        |
||                                                                 |
||                                    ----Range----                |
||            K FACTOR:           0.114  (0.06 - 0.20)             |
||            D FACTOR:           0.607  (0.50 - 1.00)             |
||                 PHF:           0.976  (0.70 - 1.00)             |
||  ADJ. SATURATION FLOW RATE:    2,000  (1600 - 2400)            |
||  ================================================================
||  ROADWAY CHARACTERISTICS                                        |
||                                                                 |
||       DESIGN SPEED (mph):          70  (70, 60, or 50)         |
||  ================================================================
   NOTE: Press Alt-P to Calculate and Print Spreadsheet
```

PEAK HOUR PEAK DIRECTION VOLUME

	Level of Service				
	A	B	C	D	E
LANES					
2	1,370	2,110	3,000	3,630	3,900
3	2,050	3,160	4,510	5,440	5,850
4	2,730	4,210	6,010	7,260	7,800
5	3,410	5,270	7,510	9,070	9,760
6	4,100	6,320	9,010	10,890	11,710
7	4,780	7,370	10,520	12,700	13,660

PEAK HOUR VOLUME (BOTH DIRECTIONS)

	Level of Service				
	A	B	C	D	E
LANES					
4	2,250	3,470	4,950	5,980	6,430
6	3,370	5,210	7,420	8,970	9,640
8	4,500	6,940	9,900	11,960	12,860
10	5,620	8,680	12,370	14,950	16,070
12	6,750	10,410	14,850	17,940	19,290
14	7,870	12,150	17,320	20,920	22,500

AVERAGE ANNUAL DAILY TRAFFIC (AADT)

	Level of Service				
	A	B	C	D	E
LANES					
4	19,700	30,500	43,400	52,400	56,400
6	29,600	45,700	65,100	78,700	84,600
8	39,500	60,900	86,800	104,900	112,800
10	49,300	76,100	108,500	131,100	141,000
12	59,200	91,400	130,300	157,300	169,200
14	69,100	106,600	152,000	183,500	197,400

```
===================================================================
         Florida Department of Transportation
              Freeway Level of Service Tables
            Based on the 1985 Highway Capacity Manual
                    FREE_TAB Version 1.0
                      Date: 12-14-91
        Developed by: E.Shenk, D.McLeod, W.McShane, and G.Brown
-------------------------------------------------------------------
 DESCRIPTION

              ROAD NAME:     SR 826/PALMETTO EXPRESSWAY
         Study Time Period:  PM PEAK
             Analysis Date:  FEBRUARY 2, 1995
                     NAME:   BPD
                User Notes:  NW 36TH STREET TO
                             NW 58TH STREET [571]
===================================================================
 TRAFFIC CHARACTERISTICS

                                      ----Range----
               K FACTOR:        0.124  (0.06 - 0.20)
               D FACTOR:        0.504  (0.50 - 1.00)
                    PHF:        0.961  (0.70 - 1.00)
    ADJ. SATURATION FLOW RATE:  2,000  (1600 - 2400)
===================================================================
 ROADWAY CHARACTERISTICS

        DESIGN SPEED (mph):         70  (70, 60, or 50)
===================================================================
 NOTE: Press Alt-P to Calculate and Print Spreadsheet
```

PEAK HOUR PEAK DIRECTION VOLUME

| LANES | Level of Service | | | | |
	A	B	C	D	E
2	1,350	2,080	2,960	3,580	3,850
3	2,020	3,110	4,440	5,360	5,770
4	2,690	4,150	5,920	7,150	7,690
5	3,360	5,190	7,400	8,940	9,610
6	4,040	6,230	8,880	10,730	11,540
7	4,710	7,270	10,360	12,520	13,460

PEAK HOUR VOLUME (BOTH DIRECTIONS)

| LANES | Level of Service | | | | |
	A	B	C	D	E
4	2,670	4,120	5,880	7,100	7,630
6	4,010	6,180	8,810	10,640	11,450
8	5,340	8,240	11,750	14,190	15,260
10	6,680	10,300	14,690	17,740	19,080
12	8,010	12,360	17,630	21,290	22,890
14	9,350	14,420	20,560	24,840	26,710

AVERAGE ANNUAL DAILY TRAFFIC (AADT)

| LANES | Level of Service | | | | |
	A	B	C	D	E
4	21,500	33,200	47,400	57,200	61,500
6	32,300	49,800	71,100	85,800	92,300
8	43,100	66,500	94,800	114,500	123,100
10	53,800	83,100	118,500	143,100	153,800
12	64,600	99,700	142,100	171,700	184,600
14	75,400	116,300	165,800	200,300	215,400

```
========================================================
              Florida Department of Transportation
              Freeway Level of Service Tables
              Based on the 1985 Highway Capacity Manual
              FREE_TAB Version 1.0
              Date: 12-14-91
   Developed by: E.Shenk, D.McLeod, W.McShane, and G.Brown
--------------------------------------------------------
 DESCRIPTION

                  ROAD NAME:    SR 826/PALMETTO EXPRESSWAY
          Study Time Period:    PM PEAK
              Analysis Date:    FEBRUARY 2, 1995
                      NAME:     BPD
                 User Notes:    NW 58TH STREET TO
                               NW 74TH STREET [572]
========================================================
 TRAFFIC CHARACTERISTICS


                                   ----Range----
                  K FACTOR:    0.102  (0.06 - 0.20)
                  D FACTOR:    0.524  (0.50 - 1.00)
                      PHF:     0.936  (0.70 - 1.00)
    ADJ. SATURATION FLOW RATE:  2,000  (1600 - 2400)
========================================================
 ROADWAY CHARACTERISTICS

        DESIGN SPEED (mph):        70  (70, 60, or 50)
========================================================
```
NOTE: Press Alt-P to Calculate and Print Spreadsheet

PEAK HOUR PEAK DIRECTION VOLUME

			Level of Service		
LANES	A	B	C	D	E
2	1,310	2,020	2,880	3,480	3,740
3	1,960	3,030	4,320	5,220	5,610
4	2,620	4,040	5,760	6,960	7,480
5	3,270	5,050	7,200	8,700	9,360
6	3,930	6,060	8,640	10,440	11,230
7	4,580	7,070	10,080	12,180	13,100

PEAK HOUR VOLUME (BOTH DIRECTIONS)

			Level of Service		
LANES	A	B	C	D	E
4	2,500	3,860	5,500	6,640	7,140
6	3,750	5,780	8,250	9,960	10,710
8	5,000	7,710	11,000	13,280	14,280
10	6,250	9,640	13,750	16,600	17,850
12	7,500	11,570	16,500	19,920	21,420
14	8,750	13,500	19,250	23,240	24,990

AVERAGE ANNUAL DAILY TRAFFIC (AADT)

			Level of Service		
LANES	A	B	C	D	E
4	24,500	37,800	53,900	65,100	70,000
6	36,800	56,700	80,900	97,700	105,000
8	49,000	75,600	107,800	130,200	140,000
10	61,300	94,500	134,800	162,800	175,000
12	73,500	113,400	161,700	195,300	210,000
14	85,800	132,300	188,700	227,900	245,000

```
||  ================================================================
||              Florida Department of Transportation                |
||                 Freeway Level of Service Tables                  |
||              Based on the 1985 Highway Capacity Manual            |
||                      FREE_TAB Version 1.0                         |
||                        Date: 12-14-91                             |
||        Developed by: E.Shenk, D.McLeod, W.McShane, and G.Brown    |
||  ----------------------------------------------------------------|
||  DESCRIPTION                                                      |
||                                                                   |
||                  ROAD NAME:      SR 836/DOLPHIN EXPRESSWAY         |
||          Study Time Period:      PM PEAK                          |
||              Analysis Date:      January 19, 1995                 |
||                      NAME:       BPD                              |
||                User Notes:       SW 72ND AVENUE TO                |
||                                  SR 826 (PALMETTO) [2188]          |
||  ================================================================|
||  TRAFFIC CHARACTERISTICS                                          |
||                                                                   |
||                                      ----Range----                |
||                  K FACTOR:        0.070  (0.06 - 0.20)            |
||                  D FACTOR:        0.596  (0.50 - 1.00)            |
||                       PHF:        0.974  (0.70 - 1.00)            |
||      ADJ. SATURATION FLOW RATE:   2,000  (1600 - 2400)           |
||  ================================================================|
||  ROADWAY CHARACTERISTICS                                          |
||                                                                   |
||      DESIGN SPEED (mph):              70  (70, 60, or 50)         |
||  ================================================================|
```
NOTE: Press Alt-P to Calculate and Print Spreadsheet

PEAK HOUR PEAK DIRECTION VOLUME

	Level of Service				
	A	B	C	D	E
LANES					
2	1,360	2,100	3,000	3,620	3,890
3	2,040	3,150	4,500	5,430	5,840
4	2,730	4,210	6,000	7,240	7,790
5	3,410	5,260	7,500	9,050	9,740
6	4,090	6,310	9,000	10,860	11,680
7	4,770	7,360	10,490	12,670	13,630

PEAK HOUR VOLUME (BOTH DIRECTIONS)

	Level of Service				
	A	B	C	D	E
LANES					
4	2,290	3,530	5,030	6,070	6,530
6	3,430	5,290	7,540	9,110	9,800
8	4,570	7,050	10,060	12,150	13,060
10	5,710	8,820	12,570	15,190	16,330
12	6,860	10,580	15,090	18,220	19,590
14	8,000	12,340	17,600	21,260	22,860

AVERAGE ANNUAL DAILY TRAFFIC (AADT)

	Level of Service				
	A	B	C	D	E
LANES					
4	32,600	50,300	71,700	86,700	93,200
6	48,900	75,500	107,600	130,000	139,800
8	65,200	100,600	143,500	173,300	186,300
10	81,500	125,800	179,400	216,600	232,900
12	97,800	150,900	215,200	260,000	279,500
14	114,100	176,100	251,100	303,300	326,100

```
||  ===============================================================
||              Florida Department of Transportation
||               Freeway Level of Service Tables
||            Based on the 1985 Highway Capacity Manual
||                     FREE_TAB Version 1.0
||                       Date: 12-14-91
||        Developed by: E.Shenk, D.McLeod, W.McShane, and G.Brown
||  -------------------------------------------------------------------
||  DESCRIPTION
||
||              ROAD NAME:        SR 836/DOLPHIN EXPRESSWAY
||        Study Time Period:      PM PEAK
||            Analysis Date:      January 19, 1995
||                    NAME:       BPD
||              User Notes:       NW 107TH AVENUE TO
||                                SR 821 (H.E.F.T.) [2242]
||  ===============================================================
||  TRAFFIC CHARACTERISTICS
||
||                                    ----Range----
||              K FACTOR:           0.084  (0.06 - 0.20)
||              D FACTOR:           0.769  (0.50 - 1.00)
||                   PHF:           0.918  (0.70 - 1.00)
||    ADJ. SATURATION FLOW RATE:    2,000  (1600 - 2400)
||  ===============================================================
||  ROADWAY CHARACTERISTICS·
||
||        DESIGN SPEED (mph):            70  (70, 60, or 50)
||  ===============================================================
   NOTE: Press Alt-P to Calculate and Print Spreadsheet
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PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service				
	A	B	C	D	E
2	1,280	1,980	2,830	3,410	3,670
3	1,930	2,970	4,240	5,120	5,510
4	2,570	3,960	5,650	6,830	7,340
5	3,210	4,960	7,070	8,530	9,180
6	3,850	5,950	8,480	10,240	11,010
7	4,500	6,940	9,890	11,950	12,850

PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service				
	A	B	C	D	E
4	1,670	2,580	3,680	4,440	4,770
6	2,510	3,870	5,510	6,660	7,160
8	3,340	5,160	7,350	8,880	9,550
10	4,180	6,450	9,190	11,100	11,940
12	5,010	7,740	11,030	13,320	14,320
14	5,850	9,020	12,870	15,540	16,710

AVERAGE ANNUAL DAILY TRAFFIC (AADT)

LANES	Level of Service				
	A	B	C	D	E
4	20,000	30,800	43,900	53,100	57,000
6	29,900	46,200	65,900	79,600	85,600
8	39,900	61,600	87,900	106,100	114,100
10	49,900	77,000	109,800	132,600	142,600
12	59,900	92,400	131,800	159,200	171,100
14	69,900	107,800	153,700	185,700	199,700

```
|| ===========================================================================|
||                   Florida Department of Transportation                     |
||                   Freeway Level of Service Tables ·                         |
||                   Based on the 1985 Highway Capacity Manual                 |
||                          FREE_TAB Version 1.0                               |
||                            Date: 12-14-91                                   |
||          Developed by: E.Shenk, D.McLeod, W.McShane, and G.Brown           |
||  -------------------------------------------------------------------------  |
|| DESCRIPTION                                                                 |
||                                                                            |
||                  ROAD NAME:    SR 836/DOLPHIN EXPRESSWAY                    |
||           Study Time Period:   PM PEAK                                     |
||               Analysis Date:   FEBRUARY 2, 1995                            |
||                      NAME:     BPD                                         |
||                 User Notes:    NW 87TH AVENUE TO                           |
||                                NW 107TH AVENUE [2243]                       |
|| ===========================================================================|
|| TRAFFIC CHARACTERISTICS                                                     |
||                                                                            |
||                                       ----Range----                        |
||                   K FACTOR:        0.074  (0.06 - 0.20)                     |
||                   D FACTOR:        0.688  (0.50 - 1.00)                     |
||                       PHF:         0.955  (0.70 - 1.00)                     |
||    ADJ. SATURATION FLOW RATE:      2,000  (1600 - 2400)                     |
|| ===========================================================================|
|| ROADWAY CHARACTERISTICS                                                     |
||                                                                            |
||           DESIGN SPEED (mph):        70  (70, 60, or 50)                    |
|| ===========================================================================|
NOTE: Press Alt-P to Calculate and Print Spreadsheet
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PEAK HOUR PEAK DIRECTION VOLUME

LANES	Level of Service A	B	C	D	E
2	1,340	2,060	2,940	3,550	3,820
3	2,000	3,090	4,410	5,330	5,730
4	2,670	4,120	5,880	7,100	7,640
5	3,340	5,160	7,350	8,880	9,550
6	4,010	6,190	8,820	10,650	11,460
7	4,680	7,220	10,290	12,430	13,370

PEAK HOUR VOLUME (BOTH DIRECTIONS)

LANES	Level of Service A	B	C	D	E
4	1,940	3,000	4,280	5,170	5,550
6	2,920	4,500	6,420	7,750	8,330
8	3,890	6,000	8,550	10,330	11,110
10	4,860	7,500	10,690	12,910	13,890
12	5,830	9,000	12,830	15,500	16,660
14	6,800	10,500	14,970	18,080	19,440

AVERAGE ANNUAL DAILY TRAFFIC (AADT)

LANES	Level of Service A	B	C	D	E
4	26,100	40,300	57,500	69,400	74,700
6	39,200	60,500	86,200	104,100	112,000
8	52,300	80,600	115,000	138,900	149,300
10	65,300	100,800	143,700	173,600	186,600
12	78,400	120,900	172,500	208,300	224,000
14	91,500	141,100	201,200	243,000	261,300

```
|| ==================================================================== |
||               Florida Department of Transportation                   |
||                 Freeway Level of Service Tables                      |
||               Based on the 1985 Highway Capacity Manual              |
||                      FREE_TAB Version 1.0                            |
||                        Date: 12-14-91                                |
||          Developed by: E.Shenk, D.McLeod, W.McShane, and G.Brown     |
|| -------------------------------------------------------------------- |
|| DESCRIPTION                                                          |
||                                                                      |
||                   ROAD NAME:     SR 836/DOLPHIN EXPRESSWAY           |
||            Study Time Period:    PM PEAK                             |
||               Analysis Date:     January 19, 1995                   |
||                       NAME:      BPD                                |
||                 User Notes:      SR 826 (PALMETTO) TO               |
||                                  NW 87TH AVENUE [2244]              |
|| ==================================================================== |
|| TRAFFIC CHARACTERISTICS                                             |
||                                                                      |
||                                       ----Range----                 |
||                   K FACTOR:      0.075  (0.06 - 0.20)               |
||                   D FACTOR:      0.664  (0.50 - 1.00)               |
||                       PHF:       0.935  (0.70 - 1.00)               |
||       ADJ. SATURATION FLOW RATE: 2,000  (1600 - 2400)              |
|| ==================================================================== |
|| ROADWAY CHARACTERISTICS                                             |
||                                                                      |
||          DESIGN SPEED (mph):           70  (70, 60, or 50)         |
|| ==================================================================== |
```
NOTE: Press Alt-P to Calculate and Print Spreadsheet

PEAK HOUR PEAK DIRECTION VOLUME

Level of Service

LANES	A	B	C	D	E
2	1,310	2,020	2,880	3,480	3,740
3	1,960	3,030	4,320	5,220	5,610
4	2,620	4,040	5,760	6,960	7,480
5	3,270	5,050	7,200	8,700	9,350
6	3,930	6,060	8,640	10,440	11,220
7	4,580	7,070	10,080	12,180	13,090

PEAK HOUR VOLUME (BOTH DIRECTIONS)

Level of Service

LANES	A	B	C	D	E
4	1,970	3,040	4,340	5,240	5,630
6	2,960	4,560	6,510	7,860	8,450
8	3,940	6,080	8,670	10,480	11,270
10	4,930	7,600	10,840	13,100	14,080
12	5,910	9,130	13,010	15,720	16,900
14	6,900	10,650	15,180	18,340	19,720

AVERAGE ANNUAL DAILY TRAFFIC (AADT)

Level of Service

LANES	A	B	C	D	E
4	26,500	40,800	58,200	70,300	75,600
6	39,700	61,200	87,300	105,500	113,400
8	52,900	81,700	116,400	140,600	151,200
10	66,200	102,100	145,500	175,800	189,000
12	79,400	122,500	174,700	210,900	226,800
14	92,600	142,900	203,800	246,100	264,600

```
===================================================================
              Florida Department of Transportation
                  Freeway Level of Service Tables
                Based on the 1985 Highway Capacity Manual
                       FREE_TAB Version 1.0
                          Date: 12-14-91
         Developed by: E.Shenk, D.McLeod, W.McShane, and G.Brown
-------------------------------------------------------------------
 DESCRIPTION

                ROAD NAME:     SR 821/H.E.F.T.
            Study Time Period:  PM PEAK
              Analysis Date:    January 19, 1995
                    NAME:       BPD
                User Notes:     SR 836 (DOLPHIN) TO
                                SW 8TH STREET [2250]
===================================================================
 TRAFFIC CHARACTERISTICS

                                     ----Range----
            K FACTOR:           0.078  (0.06 - 0.20)
            D FACTOR:           0.622  (0.50 - 1.00)
                 PHF:           0.989  (0.70 - 1.00)
  ADJ. SATURATION FLOW RATE:    2,000  (1600 - 2400)
===================================================================
 ROADWAY CHARACTERISTICS

      DESIGN SPEED (mph):            70  (70, 60, or 50)
===================================================================
```
NOTE: Press Alt-P to Calculate and Print Spreadsheet

PEAK HOUR PEAK DIRECTION VOLUME

Level of Service

LANES	A	B	C	D	E
2	1,380	2,140	3,050	3,680	3,960
3	2,080	3,210	4,570	5,520	5,940
4	2,770	4,270	6,090	7,360	7,910
5	3,460	5,340	7,620	9,200	9,890
6	4,150	6,410	9,140	11,040	11,870
7	4,850	7,480	10,660	12,880	13,850

PEAK HOUR VOLUME (BOTH DIRECTIONS)

Level of Service

LANES	A	B	C	D	E
4	2,230	3,430	4,900	5,920	6,360
6	3,340	5,150	7,350	8,870	9,540
8	4,450	6,870	9,800	11,830	12,720
10	5,570	8,590	12,240	14,790	15,900
12	6,680	10,300	14,690	17,750	19,080
14	7,790	12,020	17,140	20,700	22,260

AVERAGE ANNUAL DAILY TRAFFIC (AADT)

Level of Service

LANES	A	B	C	D	E
4	28,700	44,200	63,000	76,100	81,900
6	43,000	66,300	94,500	114,200	122,800
8	57,300	88,400	126,100	152,300	163,700
10	71,600	110,500	157,600	190,300	204,600
12	86,000	132,600	189,100	228,400	245,600
14	100,300	154,700	220,600	266,400	286,500

```
======================================================================
        Florida Department of Transportation
           Freeway Level of Service Tables
         Based on the 1985 Highway Capacity Manual
                 FREE_TAB Version 1.0
                   Date: 12-14-91
     Developed by: E.Shenk, D.McLeod, W.McShane, and G.Brown
----------------------------------------------------------------------
 DESCRIPTION

                ROAD NAME:    SR 821/H.E.F.T.
          Study Time Period:  PM PEAK
             Analysis Date:   FEBRUARY 2, 1995
                    NAME:     BPD
               User Notes:    SR 836 (DOLPHIN)
                              to NW 74th Street [2272]
======================================================================
 TRAFFIC CHARACTERISTICS

                                     ----Range----
              K FACTOR:          0.127  (0.06 - 0.20)
              D FACTOR:          0.697  (0.50 - 1.00)
                  PHF:           0.926  (0.70 - 1.00)
 ADJ. SATURATION FLOW RATE:      2,000  (1600 - 2400)
======================================================================
 ROADWAY CHARACTERISTICS

      DESIGN SPEED (mph):           70  (70, 60, or 50)
======================================================================
```

NOTE: Press Alt-P to Calculate and Print Spreadsheet

PEAK HOUR PEAK DIRECTION VOLUME

	Level of Service				
	A	B	C	D	E
LANES					
2	1,300	2,000	2,850	3,440	3,700
3	1,940	3,000	4,280	5,170	5,560
4	2,590	4,000	5,700	6,890	7,410
5	3,240	5,000	7,130	8,610	9,260
6	3,890	6,000	8,560	10,330	11,110
7	4,540	7,000	9,980	12,060	12,960

PEAK HOUR VOLUME (BOTH DIRECTIONS)

	Level of Service				
	A	B	C	D	E
LANES					
4	1,860	2,870	4,090	4,940	5,310
6	2,790	4,300	6,140	7,410	7,970
8	3,720	5,740	8,180	9,880	10,630
10	4,650	7,170	10,230	12,350	13,280
12	5,580	8,610	12,270	14,830	15,940
14	6,510	10,040	14,320	17,300	18,600

AVERAGE ANNUAL DAILY TRAFFIC (AADT)

	Level of Service				
	A	B	C	D	E
LANES					
4	14,600	22,600	32,200	38,900	41,800
6	22,000	33,900	48,300	58,400	62,800
8	29,300	45,200	64,400	77,800	83,700
10	36,600	56,500	80,500	97,300	104,600
12	43,900	67,800	96,600	116,700	125,500
14	51,300	79,100	112,800	136,200	146,400

M E M O R A N D U M

To: Those listed below

From: Carey L. Rawlinson, Director
PBF for CLR
Developmental Impact Committee

Date: February 13, 1995

Subject: Post-Hurricane Short-Range Plan/Technical Scope West Dade Area Task

A meeting has been scheduled for Thursday, February 23,1995, at 2:00 p.m. in conference room 12-1 of The Stephen P. Clark Center to review the following attached items. A copy of the Technical Scope for the West Dade Area Task that was issued to Barton Aschman Associates, Inc. in November 1994 and Technical Memorandum A of the task. Please review the items prior to the meeting.

The meeting will consist of a short presentation by Barton Aschman and discussion and comments on Technical A. At this meeting we can also address questions and comments on the remainder of the Technical Scope for the West Dade Area Task.

In the interim, if you any questions or comments please contact Helen Brown Fogaros at 375-2589.

Helen Brown Fogaros, DIC
Michael Moore, MPO
Frank Baron, MPO
Mario Garica, MDTA
Wilson Fernandez, MDTA
Walter Jagemann, Public Works
Richard Lee, Public Works
Maggie Barszewski, Planning
Chuck Blowers, Planning

TECHNICAL SCOPE
POST-HURRICANE SHORT RANGE TRANSPORTATION STUDY;
WEST DADE AREA TASK

INTRODUCTION

The proposed project is included in Objective B, Short-Range Transportation Planning, of the Metro-Dade County's MPO Fiscal Year 1995 Unified Planning Work Program.

Objective

The objective of this project is to define the transportation mobility options and/or enhancements that are required in order to maintain an acceptable level of service (LOS) standard on roadways in the West Dade Area. These options and/or enhancements are to be described in the form of short-term solutions. These solutions are needed to address traffic congestion problems that have worsened considerably after Hurricane Andrew struck Dade County in August of 1992.

Study Area

The study area for this project, referred to as the West Dade Area, is N.W./S.W. 72nd Avenue on the east, the Homestead Extension of the Florida Turnpike (H.E.F.T.) on the west, S.W. 8th Street on the south, and N.W. 74th Street on the north.

Background

Many roadway locations in this area are at an unacceptable level of congestion, that is at LOS F, and therefore do not meet concurrency LOS standards. This congestion level has been accentuated significantly since 1992. The Dade County Comprehensive Development Master Plan (CDMP) requires that during the period of 1989 through 1994 the minimum operating LOS standard on most roadways be maintained at a LOS E standard. However, beginning in 1995, the CDMP requires that the operating LOS standard on a majority of the roadways in the West Dade Area be maintained at a LOS D standard with a few minor exceptions. Most of these exceptions refer to the existence of extraordinary transit service or transit service having 20 minute headway during peak hour, which will then allow the LOS standard to remain at LOS E or 120% of the LOS E standard. Over the past few years, several large projects have received a vested rights determination and are exempt from meeting the concurrency LOS standards. Based on the vested rights status of these projects and other projects, additional trips have been added to these deficient roadways and along with the new stricter LOS standard required in 1995, several roadways in this West Dade Area will increasingly reach unacceptable levels of congestion. A

November 22, 1994

study of the transportation and mobility needs, and enhancements opportunities is necessary to identify options to reduce congestion on the over-capacity roadways in the West Dade Area.

Project Coordination Committee

Performance of this project will involve coordination with a number of agencies in the project. These agencies include the following list:

> Metro-Dade Developmental Impact Committee (DIC)
> Metropolitan Planning Organization
> Metro-Dade Planning Department
> Metro-Dade Transit Agency
> Metro-Dade Public Works Department
> Florida Department of Transportation
> West Dade Chamber of Commerce

The function of this committee will be to work with the Consultant Team during the performance of the study, provide study guidance as well as review and comment on the various deliverables, review and comment on the various deliverables, technical input concerning recommendations and to assist in assembling previous reports, other studies and various inventories as well as other existing data. It is anticipated that this committee would meet in joint session with the Consultant Team several times during the conduct of the study.

The following four tasks address the specific work activities which will be followed to develop short-term solutions for the West Dade Area.

Task A - Existing Transportation Conditions

This task includes the collection and assembly of existing and available data inventories, existing reports and studies, and various other sources of existing information related to the following transportation elements:

- Roadway Physical Characteristics
- Traffic Control
- Highway/Roadway Operations
- Transit Service and Operations

No new data will be collected by the Consultant team (in the field) including traffic, transit, or ridership data.

The consultant will calculate roadway levels of service on all the arterials and collectors roadways within the study area using the Florida Department of Transportation Arterial LOS Estimate,

November 22, 1994

based on the 1985 Highway Capacity Manual, Art_Plan Version 1.2 (Art_Plan) and FreeTab on all the expressways within the West Dade Area.

The Dade County Public Works Department will provide the consultant with the following data that is necessary to run Art_Plan:

1. Latest available turning movement counts at all signalized intersections within the West Dade Area.
2. Peak season adjustment factors and other factors necessary to bring all counts to a base condition acceptable to the County.
3. Peak hour factors at all signalized intersections.
4. Signal cycle length at all signalized intersections.
5. Signal type at all signalized intersections.
6. g/c (green time over cycle length) for both the peak and off peak directions at all signalized intersections.
7. Intersection configuration showing number of through and turning lanes - both shared and exclusive.
8. Free flow speeds along all links in all corridors.
9. Intersection spacing - spacing between all signalized intersections.

The Consultant will use default values, where specified by Dade County Public Works, in order to fulfill other report requirements of Art_Plan.

In addition, the following will be obtained from Dade County Public Works, DIC, Planning Department, Metro-Dade Transit Agency and the FDOT Planning Office:

- Programmed roadway construction by various agencies, the short range Transit Development Program, and other improvement projects which have been scheduled by the various government entities.
- Recent studies within the subject corridors that relate to roadway traffic, transit, new development, or other relevant studies.

Much of this data has already been assembled by the Consultant Team within Technical Reports 1 and 2 under the original tasks of the Post-Hurricane Short Range Transportation Study. Under this task, the data will be reorganized into a logical format suitable for this study, and information not previously requested under the original scope of work included.

The 1995 Transportation Improvement Program (TIP) developed by Metro-Dade County, the MPO, and the FDOT including specifically any projects that are proposed and relevant to the study area will also be assembled by the Consultant Team.

Data for each of the transportation elements will be assembled, reviewed and evaluated by sectors or zones in the West Dade Area. It is anticipated that no more than four to six sectors will be required to identify existing and future characteristics of the area. Existing conditions such as traffic and transit characteristics will be described based on information provided in map, tabular,

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and report form as obtained from the agencies mentioned above. Future roadway and transit usage characteristics will be developed based on a review of projections contained in DRIs, traffic impact reports, the Transportation Improvement Program, and the MDTA 1994 Transit Development Program.

Deliverable

A Technical Memorandum will be developed that will include a description of data that was collected, assembled and reviewed. The LOS standards, LOS C-LOS E, thresholds obtained for all the traffic count stations, which represent segments of roadways, in the West Dade Area as the result of using the Art_Plan Model and on the expressways SR826, SR836 and the H.E.F.T., using Free Tab. This Technical Memorandum will address the existing conditions and currently proposed transportation improvements for the West Dade Area.

Task B - Land Use Conditions

The purpose of Task B is to define land use conditions and anticipated potential short-term growth opportunities over the next five years. This task would also include assembling currently available information concerning historic trends and projections of population and employment within the study limits. Much of this information has been presented in earlier technical reports. This information will be reorganized, as appropriate, and augmented with new requested data. In addition to assembling the population and employment data for the West Dade Area (which was previously provided to us by the Dade County Planning Department), development approvals will be consolidated in map and tabular form. Those portions of projects which have been approved for development but for which additional development is yet to be completed will be identified by sector or zone to identify anticipated areas for short-term growth.

Deliverable

The following information will be built into the Final Recommendations and a draft Technical Memo will not be required. This section addresses the historic, existing, and currently projected land-use conditions as identified in the Dade County Comprehensive Development Master Plan for the study area limits will be prepared. This interim report will identify the data collected and reviews it by the same sectors and zones as identified in the previous task for the West Dade Area. The character of the information presented will be general in nature and will present only detailed information necessary to document and support conclusions drawn by the study. A bibliography of source documents will be included in the appendix to identify various data sources and reports.

Task C - Development of Recommended Improvements

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Task C will consist of developing recommended improvements based upon the examination of the data inventories, agency reports and other information sources which were assembled and summarized in Tasks A and B above. Specifically, the following sub-tasks shall be considered in preparing of the recommendations and the transportation improvement program for the West Dade Area:

C1　Consideration of current and pending criteria for DRIs (Developments of Regional Impact) as specified by the South Florida Regional Planning Council. In addition, the consultant will consider the related criteria for smaller scale traffic concurrency reviews. The implications of the changes in the traffic service criteria to begin in 1995 under the Dade County Comprehensive Development Master Plan will be considered. Traffic service criteria will be identified which are applicable to road segments on the FDOT highway system.

C2　A table which lists all roadways, interchanges and intersections for the West Dade Area which currently operate at Level of Service E or F will be prepared. The joint or cumulative impacts of all development projects will be examined and documented. In the assessment of joint or cumulative impacts, the Consultant Team will consider other studies in the West Dade Area and vicinity.

C3.　The tabulation and maps of Transportation Improvement Program (TIP) projects and other developer-sponsored transportation projects which we previously prepared and any other new projects will be reviewed to identify those projects relevant to the West Dade Area. A comparison will be made between the existing TIP projects and the identified trouble spots to analyze the impact of implementing the transportation improvement projects on congestion mitigation.

C4　For those areas where the TIP projects and Transit Service Plans are not judged to adequately mitigate existing and projected levels of congestion, we will develop a series of traffic operational improvements, transit facility improvements, transit service expansions, TDM applications, roadway widenings, new freeway interchanges, and improvements to existing freeway interchanges.

C5　A detailed list of proposed improvements will be prepared. The improvement proposals will integrate roadway and traffic control improvements with TDM, transit, and other related strategies. The study recommendations on trouble spots in the West Dade Area, which are identified by these studies will categorized as roadway, transit, and TDM recommendations.

C6　Cost estimates will be developed in Present Day Cost for candidate projects remaining which (1) address the identified needs; and, (2) do not overlap previously-planned projects. Project cost estimates should include costs for construction right-of-way acquisitions, preliminary engineering and any other work phases, as appropriate.

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C7   General economic benefits brought about by candidate transportation system improvements will be estimated. Benefits measured will include the impact on employment, taxes, and economic output. Elements contributing to such impacts include changes in traffic pattern, changes in roadway capacity, relocation of residents and businesses, etc. The consultant will use input gathered from the Dade County Planning Department, FEMA, Census Bureau, and other sources as a basis for formulating general economic impact assessments.

Deliverable

A technical memorandum that documents the work tasks completed under Task C will be produced. This will include the detailed list of proposed improvements, cost estimates, and general economic benefits.

Task D - Development of Final Recommendations

Upon completion of the work tasks and the three technical memoranda resulting from the above tasks, a final recommendations will be produced. It is envisioned that the three technical memoranda previously developed will form the body of the text and be presented as chapters in the final recommendations with only minor reformatting as necessary. To complete the final recommendations, an introduction section will be produced to preface the body of the report and an executive summary will be written to serve as a synopsis of the final recommendations. This executive summary will be developed such that it can be a stand-alone document for preliminary review and will include the recommendations contained within the West Dade Area improvement program in a concise tabulation. It is anticipated that the final recommendations would be assembled and produced in a draft format for review and comment by the Project Coordination Committee after which time it would be finalized. A presentation of the final recommendations to the Transportation Planning Council and/or Metropolitan Planning Organization will be made if requested by the Project Coordination Committee. Display boards created for presentations (of maps, charts, etc. from the final recommendations) will be provided to the Project Manager.

Project Deliverables

All deliverables will be presented in draft form to the Project Coordination Committee. Review comments will be provided to the Project Manager within seven (7) days of draft presentation. The project manager will consolidate all comments on one copy of the draft and provide this single marked copy to the consultant team within three (3) days [ten (10) days from draft presentation]. The final memorandum/recommendations will be delivered in fourteen (14) days of receipt of comments or at the next Project Coordination Committee meeting (whichever is later). Comments that require work beyond this scope of work will be performed at additional cost.

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Task A Technical Memorandum - 10 copies
Task C Technical Memorandum - 10 copies
Task D Final Recommendations - 10 copies, plus one unbound, camera-ready
original and display boards
Task D Executive Summary - 50 copies, plus one unbound, camera-ready original

Schedule

The Consultant Team anticipates that all work tasks and deliverables will be completed by April 12, 1995. A detailed schedule by tasks is attached and any changes to this schedule will be mutually agreed to by the Consultant Team and the Project Manager.

This schedule is dependent on a series of events occurring at the appropriate time as detailed in the milestones chart appearing below.

The Project Coordinator Team will assist in providing to the Consultant Team the data sources/documents referred to in the Technical Scope in a timely fashion.

Milestones:

November 29, 1994   Receipt of reauthorization to proceed with work.
Receipt of modified ART-Plan Verson 1.2 and FREE-TAB Version 1.0 that the Project Coordination Committee would like the Consultant Team to use.

December 7, 1994   Receipt of all data required for ART-Plan and FREE-Tab model runs.

January 9, 1994   Delivery of draft Technical Memorandum A.

January 19, 1994   Receipt by Consultant Team of consolidated review comments from Project Manager.

March 10, 1995   Delivery of draft Technical Memorandum C.

March 24, 1995   Receipt by Consultant Team of consolidated review comments from Project Manager.

April 12, 1995   Receipt by consultant team of consolidated review comments from Project Manager.

April 28, 1995   Delivery of Final Recommendations and Executive Summary.

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Budget

The documentation shown on the attached proposed budget presents staffing and man-hour estimates for the project. It is anticipated that the Consultant Team would be allowed management flexibility by shifting staffing assignments and effort among the various tasks, including the associated labor fees, as may be necessary during the accomplishment of the project. Only the bottom line lump sum total, including expenses would be a required limitation by the County.

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