The Post Hurricane Short Range Transportation Study West Dade Area Task

# **Technical Memorandum A Existing Transportation Conditions**

Prepared For
The Dade County Metropolitan Planning Organization
February 7, 1995

#### The Dade County Post Hurricane Short Range Transportation Study West Dade Area Task

Technical Memorandum A Existing Transportation Conditions

#### Prepared For

The Dade County Metropolitan Planning Organization 111 NW 1st Street, Suite 910 Miami, Florida

By

Barton-Aschman Associates Fort Lauderdale, Florida

February 7, 1995

This study was prepared for the Dade County Metropolitan Planning Organization and funded by the Florida Department of Transportation and Federal Highway Administration, U.S. Department of Transportation.

### TABLE OF CONTENTS

|      |      | 1 age   |
|------|------|---|
| 1.0  | INTR | RODUCTION 1   |
| 2.0  | ROA  | DWAY AND SIGNAL DATA 3                                |
| 3.0  | PRO  | GRAMMED ROADWAY IMPROVEMENTS AND TRANSIT SERVICE . 24 |
|      | 3.1  | Roadway Improvements                                  |
|      | 3.2  | Transit Service                                       |
| 4.0  | ART  | ERIAL LEVEL OF SERVICE (LOS) ANALYSES                 |
|      | 4.1  | Existing Roadway Levels of Service                    |
|      | 4.2  | LOS D and LOS E Thresholds for Study Area             |
| 5.0  | FREI | EWAY LEVEL OF SERVICE ANALYSES                        |
| APP] | ENDI | X   |

## Figures

|                                    | Page                 |
|------------------------------------|----------------------|
| 1. Study Area Location             |                      |
| 2. Location of Count Stations      |                      |
| 3. TIP Improvements in West Dade   | e Task Area          |
| 4. West Dade Task Area Metrobus    | and Metrorail Map    |
| 5. Existing Freeway and Arterial I | evels of Service Map |

### **Tables**

|     |   | Page |
|-----|---|------|
| 1.  | Count Station Data  | 6    |
| 2.  | County Intersections  | 7    |
| 3.  | State Intersections   | 8    |
| 4.  | Milam Dairy Road: NW 74th Street to NW 7th Street South           | 9    |
| 5.  | NW/SW 72nd Avenue: NW 12th Street East to Flagler Street          | 10   |
| 6.  | NW 79th Avenue: NW 58th Street to NW 25th Street                  | 11   |
| 7.  | Galloway Road (West 87th Avenue): NW 58th Street to SW 8th Street | 12   |
| 8.  | NW 97th Avenue: NW 25th Street to NW 12th Street                  | 13   |
| 9.  | NW/SW 107th Avenue: NW 41st Street to SW 8th Street               | 14   |
| 10. | NW 74th Street: NW 87th Avenue to SR 826 East                     | 15   |
| 11. | NW 58th Street: NW 97th Avenue to SR 826 East                     | 16   |
| 12. | NW 41st/36th Street: SR 821 West to Milam Dairy Road              | 17   |
| 13. | NW 25th Street: NW 117th Avenue to Milam Dairy Road               | 18   |
| 14. | NW 12th Street: Galloway Road to NW 72nd Avenue                   | 19   |
| 15. | Flagler Street: West 114th Avenue to West 72nd Avenue             | 20   |
| 16. | SW 8th Street: SR 821 West to SW 74th Avenue                      | 21   |
| 17. | West Dade Task Area TIP Capacity Improvements                     | 25   |
| 18. | West Dade Task Area Metro-Dade Bus Routes                         | 27   |
| 19. | Metro-Dade County Traffic Circulation LOS Standard                | 30   |
| 20. | Art_Plan Level of Service Summary                                 | 32   |
| 21. | Free_Tab Level of Service Summary                                 | 37   |

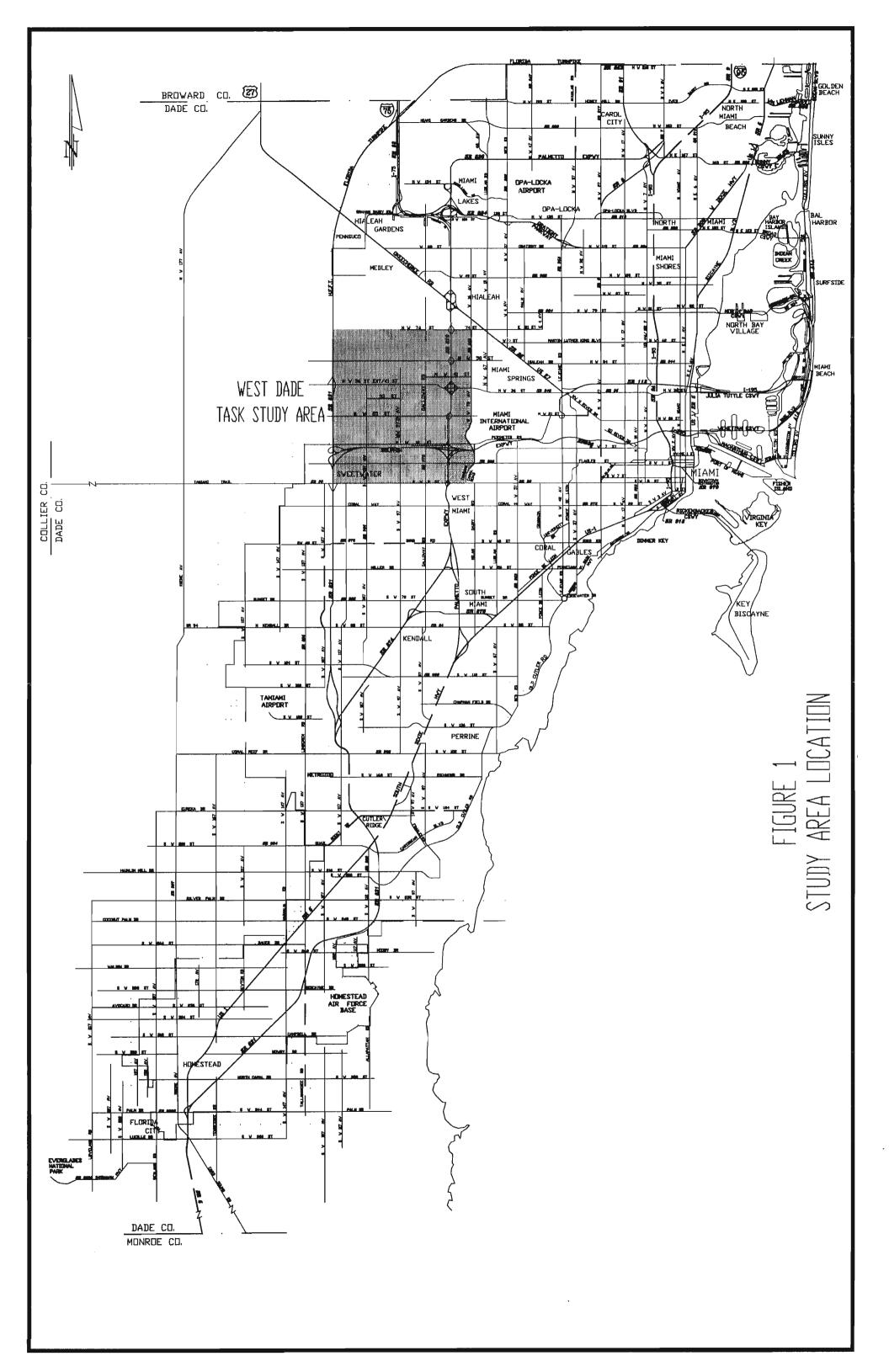
#### 1.0 INTRODUCTION

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.



#### 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.

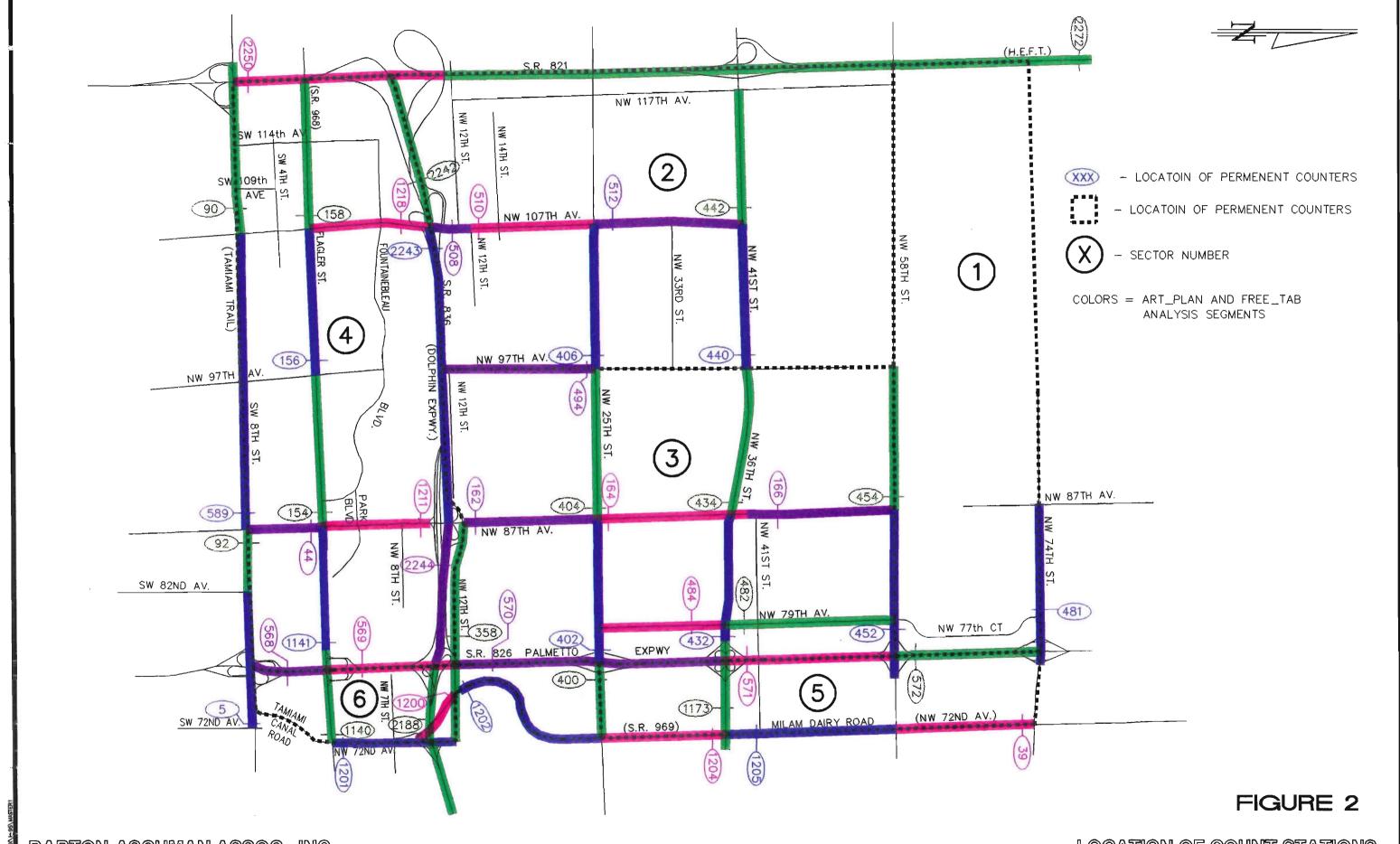
Figure 2 shows the West Dade study area as defined in the Introduction. The roadway segments which are analyzed using either Art\_Plan or Free\_Tab are indicated on this figure. Each roadway segment is identified by a unique permanent traffic count station number which is located along that segment,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

Figure 2 also contains a few arterial segments which were <u>not</u> 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 | <u>TAD</u> |
|--------|------------|
| 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.



Barton-Aschman Assoc., Inc. Ft. Lauderdale, Florida LOCATION OF COUNT STATIONS

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 <u>not</u> 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.

#### TABLE 1 COUNT STATION DATA

| ī       |        |                      | TABLE 1 COUNT STATION DATA                 |        |        |             |   |  | _     |       |
|---------|--------|----------------------|--|--------|--------|-------------|---|--|-------|-------|
|         |        |                      | COUNTY                                     |        |        |             |   |  |       |       |
| STATION | SECTOR |                      |  | PHF    | PHF    |             |   | PEAK   | SPEED | THRU  |
| NUMBER  | NUMBER | ARTERIAL             | SEGMENT                                    | 1994   | 1993   | K           | D                                       | DIR.   | LIMIT | 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       |   | EB   | 45    | 2     |
| 482     | 3      | NW 79th Avenue       | NW 58th Street to NW 36th Street           |        | 0.9571 |             | 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     |        | NW 97th Avenue       | NW 12th Street to NW 25th Street           |        | 0.9286 |             |   | NB   | 35    | 2     |
| 508     |        | NW 107th Avenue      | NW 12th Street to SR 836 (Dolphin) South   | 0.9665 |        |             | 0.630                                   | SB   | 40    | 4     |
| 510     | 2      | NW 107th Avenue      | NW 25th Street to NW 12th Street           | 0.8444 |        |             | 0.740                                   | SB   | 40    | 4     |
| 512     | 2      | NW 107th Avenue      | NW 41st Street to NW 25th Street           | 0.9500 |        | <del></del> | 0.550                                   | SB   | 40    | 6     |
|         |        | 1000 TO THE TEVENIAL | TWO TIME BUILDING TO THE BUILDING          | 0.5500 |        | 0.070       | 0.550                                   | _ BB   | 40    |       |
| 1       |        |                      | STATE                                      |        |        |             |   |  |       |       |
| STATION | SECTOR |                      | BIRIE                                      | PHF    | PHF    |             |   | PEAK   | SPEED | THRU  |
| NUMBER  | NUMBER | ARTERIAL             | SEGMENT                                    | 1994   | 1993   | К           | D                                       | DIR.   | LIMIT | LANES |
| 5       | 6      | SW 8th Street        | West of SW 72nd Avenue to SW 82nd Avenue   | 1334   | 0.9648 |             | 100000000000000000000000000000000000000 | WB   | 35    |       |
| 39      | 5      |                      | NW 58th Street to NW 74th Street           |        | 0.9048 |             |   | NB   | 45    | 4     |
| 44      | 4      | Milam Dairy Road     |  |        | 0.8943 |             |   | SB   | 40    | 4     |
| 90      | 4      | SW 87th Avenue       | Flagler Street to SW 8th Street            | _      |        |             |   | WB   | 45    | 8     |
|         |        | SW 8th Street        | SW 107th Avenue to SR 821 (H.E.F.T.) West  |        | 0.9273 |             | 0.637                                   | WB   | 45    |       |
| 92      | 4      | SW 8th Street        | SW 82nd Avenue to SW 87th Avenue           |        | 0.9737 |             |   |  |       | 6     |
| 589     |        | SW 8th Street        | SW 87th Avenue to SW 107th Avenue          |        | 0.9529 |             | 0.630                                   | WB   | 45    | 8     |
| 1140    | 6      | Flagler Street       | West 72nd Avenue to SR 826 (Palmetto) West |        | 0.9517 |             |   | WB   | 30    | 4     |
| 1141    | 4      | Flagler Street       | SR 826 (Palmetto) West to West 87th Avenue |        | 0.9801 | 0.070       |   | WB   | 40    | 6     |
| 1173    | 5      | NW 36th Street       | Milam Dairy Road to NW 79th Avenue         |        | 0.9100 |             | _                                       | WB   | 30    | 6     |
| 1200    | 6      | Milam Dairy Road     | NW 12th Street West to NW 7th Street South |        | 0.8922 |             |   | SB   | 40    | 6     |
| 1201    | 6      | NW 72nd Avenue       | NW 12th Street East to Flagler Street      |        | 0.8651 |             |   | SB   | 35    | 4     |
| 1202    | 5      | Milam Dairy Road     | NW 25th Street to NW 12th Street West      | _      | 0.8928 |             |   | SB   | 45    | 6     |
| 1204    |        | Milam Dairy Road     | NW 25th Street to NW 36th Street           |        | 0.9141 |             |   |  | 40    | 4     |
| 1205    | 5      | Milam Dairy Road     | NW 58th Street to NW 36th Street           |        | 0.9332 |             | 1                                       | SB   | 45    | 4     |
| 1211    | 4      | NW 87th Avenue       | SR 836 (Dolphin) South to Flagler Street   |        | 0.9701 |             |   | 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     |
| l       |        |                      |  |        |        |             |   |  |       |       |
|         |        |                      | EXPRESSWAY                                 | 10000  |        |             |   |  |       |       |
| STATION | SECTOR |                      |  | PHF    | PHF    |             |   | PEAK   | SPEED | THRU  |
| NUMBER  | NUMBER | ARTERIAL             | SEGMENT                                    | 1994   | 1993   | K           | D                                       | DIR.   | LIMIT | 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 |             | 1                                       | 1  | 55    | 6     |
| 2242    | 2      | SR 836 (Dolphin)     | NW 107th Avenue to SR 821 (H.E.F.T.)       |        | 0.9177 |             |   |  | 55    | 4     |
| 2243    | 2      | SR 836 (Dolphin)     | NW 87th Avenue to NW 107th Avenue          |        | 0.9547 |             |   | <del>                                     </del> | 55    | 6     |
| 2244    | 3      | SR 836 (Dolphin)     | SR 826 (Palmetto) to NW 87th Avenue        |        | 0.9352 |             |   | 1  | 55    | 6     |
| 2250    | 4      | SR 821 (H.E.F.T.)    | SR 836 (Dolphin) to SW 8th Street          |        | 0.9892 |             | -                                       |  | 55    | 6     |
| 2272    | 2      | SR 821 (H.E.F.T.)    | SR 836 (Dolphin) to Northern Study Limits  |        | 0.9259 |             |   |  | 55    | 4     |
|         |        | JR 021 (11.15.17.1.) | or ose (Sorbina) to Dormett Study Diffits  |        | 0.7237 | 0,127       | 10.071                                  | עיו  |       |       |

#### 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 74th Avenue                          |
| 2      | 2897      | Milam Dairy Road (NW 72nd Avenue) |   |
| 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      |                                   | @ SR 826 East                             |
| 10     | 3621      |                                   | @ 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) |   |
| 21     | 4350      | Milam Dairy Road (NW 72nd Avenue) |   |
| 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) |   |
| 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) |   |
| 32     | 4608      | NW 107th Avenue                   | @ S.R. 836 South                          |
| 33     | 4708      | Milam Dairy Road (NW 72nd Avenue) |   |
| 34     | 4818      |                                   | @ 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) |   |
| 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                     |

9

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

|           |      |                     |     | SI                                      | GNAL  | DATA |         | ROAD    | WAY VAF | RIABLES             |         |               |          | TRAFFI                                   | CVARIABL         | ES     |        |        |          |         |
|-----------|------|---------------------|-----|---|-------|------|---------|---------|---------|---------------------|---------|---------------|----------|--|------------------|--------|--------|--------|----------|---------|
| Station   |      |                     |     | Cycle                                   |       |      |         | Signal  | No. of  | Free Flow           | PM Peal | k Hour Traffi | c Volume | Turns                                    | % Turns          | Raw    | Bi-    | Day of | Adjusted | Pk. Hr. |
| Number    | Seq. | Cross Street        | Dir | Length                                  | g/C   | Sign | al Type | Spacing | Through | Speed               |         | 1994          |          | From                                     | From             | Daily  | Weekly | Week   | AWDT     | Factor  |
|           |      |                     |     | (sec.)                                  | Ratio |      |         | (ft.)   | Lanes   | (mph)               | LT      | TH            | RT       | Ex. Lanes                                | Ex. Lanes        | Count  | Factor | Factor | Count    | (PHF)   |
| 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   |         |
| 39        | 2    | NW 74th Street Ext. | NB  | 141                                     | 0.38  | Sys. | S. Act  | 5,003   | 1       | 45                  | 80      |               | 617      | 697                                      |                  | 25,746 |        | 1.006  | 26,384   |         |
| 39/1205   | 1/1  | NW 58th Street      | NB  |   |       |      | S. Act. |         |         | 45                  | 384     | 941           | 5        | 384                                      |                  |        |        | 0.974  |          |         |
| 1205/1204 |      | NW 36th Street      | NB  | 162                                     | 0.25  | Sys. | S. Act. | 4,500   | 2       | 40                  | 292     | 636           | 503      | 795                                      |                  |        |        | 0.974  |          |         |
| 1204/1202 | 1/1  | NW 25th Street      | NB  | 119                                     | 0.39  | Sys. | S. Act. |         |         | 45                  | 325     | 1,012         | 118      | 325                                      | 22.34            | 35,418 | 0.97   | 1.014  | 36,009   |         |
| 1202      | 2    | NW 22nd Street      | NB  |   |       | Sys. | S. Act. |         |         | 45                  | 52      |               | 13       | 52                                       |                  |        |        | 1.014  |          |         |
| 1202      | 3    | NW 19th Street      | NB  | 120                                     |       |      | S. Act. |         |         | 45                  | 8       | 898           | 0        | - 8                                      | 0.88             |        |        | 1.014  | 36,009   |         |
| 1202      | 4    | Corporate Way       | NB  |   | 0.73  |      | S. Act. | 2,500   |         | 45                  | - 63    | 844           | 0        | 63                                       |                  |        |        | 1.014  | 36,009   |         |
| 1202/1200 | 5/1  | NW 12th Street West | NB  |   |       |      | S. Act. |         | 3       | 40                  | 155     | 349           | 16       | 155                                      |                  | 25,060 |        | 0.974  | _ 26,525 |         |
| 1200      | 2    | NW 7th Street South | NB  | 136                                     | 0.39  | Sys. | S. Act. | n/a     | 3       | 40                  |         | 742           | 775      | 0  | 0.00             | 25,060 | 0.97   | 0.974  | 26,525   | 0.89    |
| 39        | 3    | NW 74th Street      | SB  |   |       |      | S. Act. |         | 2       | 45                  | 342     |               | 119      | 342                                      |                  | 25,746 |        | 1,006  | 26,384   |         |
| 39        | 2    | NW 74th Street Ext. | SB  |   |       |      | S. Act. |         |         | 45                  | 63      | 488           | 88       | 42                                       |                  | 25,746 |        |        | 26,384   |         |
| 39/1205   | 1/1  | NW 58th Street      | SB  |   |       |      | S. Act. | 5,003   |         | 45                  | 4       | 642           | 114      | 118                                      |                  | 25,746 |        | 1.006  |          |         |
| 1205/1204 | 2/2  | NW 36th Street      | SB  |   |       |      | S. Act. |         |         | 45                  | 628     | 762           | 489      | 1,117                                    |                  | 36,978 |        | 0.974  |          |         |
| 1204/1202 | 1/1  | NW 25th Street      | SB  |   |       |      | S. Act. |         |         |                     | 227     | 743           | 683      | 227                                      | 13.73            |        |        |        | 39,084   |         |
| 1202      | 2    | NW 22nd Street      | SB  |   |       |      | S. Act. |         |         | 1111 7111 7111 1111 | 16      |               | 28       |  |                  | 35,418 |        |        | 36,009   |         |
| 1202      | 3    | NW 19th Street      | SB  | 330000000000000000000000000000000000000 |       |      | S. Act. | 600     |         |                     | 0       |               | 64       | 0  |                  |        |        |        | 36,009   |         |
| 1202      | 4    | Corporate Way       | SB  | 533, 53117                              |       |      | S. Act  |         |         | 45                  | 0       | 1,940         |          | \$300000000 Q _ M. FOR T                 |                  | 35,418 |        |        | 36,009   |         |
| 1202/1200 | 5/1  | NW 12th Street West | SB  | 7.700                                   | 0.55  |      | S. Act. | 2,500   |         | 45                  | 1,353   |               |          | 111/00/00/00/00/00/00/00/00/00/00/00/00/ | 2,270,000        |        |        | 1.014  |          |         |
| 1200      | 2    | NW 7th Street North | SB  | *************************************** |       |      | S. Act  |         |         | 40                  | 0       | 9910911111    | 31       | 0  | 2, 20 19 19 20 2 |        |        |        | 26,525   |         |
| 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    |

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

|                   |      |                     |     | SI                                      | GNAL  | DATA       |         | ROAL              | DWAY VA            | RIABLES            | 3/6/2/2/ |              |        | TRAFFIC V     | ARIABLES        |              |                |                |                  |              |
|-------------------|------|---------------------|-----|---|-------|------------|---------|-------------------|--------------------|--------------------|----------|--------------|--------|---------------|-----------------|--------------|----------------|----------------|------------------|--------------|
| Station<br>Number | Seq. | Cross Street        | Dir | Cycle<br>Length                         | аC    | Siar       | al Type | Signal<br>Spacing | No. of<br>Through  | Free Flow<br>Speed | PM Peak  | Hour Traffic | Volume | Turns<br>From | % Turns<br>From | Raw<br>Daily | Bi-<br>Weekty  | ACTACOCTON.    | Adjusted<br>AWDT | 111/04/11/05 |
|                   | ,    |                     |     | 0.0000000000000000000000000000000000000 | Ratio | 1 (30,000) |         | (ft.)             | Lanes              | (mph)              | LT       | тн           | RT     | Ex. Lanes     | Ex. Lanes       | 2.000        | 1 0/300 13/800 | 2000 S. C. Lie | A                | (PHF)        |
| 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                 |          | 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         |

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

|                   |      |                |     | ್ ಒಂ ಽ                    | IGNAL        | DATA  | 7.30 V  | ROAD                       | WAY VA                                     | RIABLES                     |            |                            |           | TRAFFIC                    | ARIABLES                     | 3              |        |       |                   |        |
|-------------------|------|----------------|-----|---------------------------|--------------|-------|---------|----------------------------|--|-----------------------------|------------|----------------------------|-----------|----------------------------|------------------------------|----------------|--------|-------|-------------------|--------|
| Station<br>Number | Seq. | Cross Street   | Dir | Cycle<br>Length<br>(sec.) | g/C<br>Ratio | Signa | il Type | Signal<br>Spacing<br>(ft.) | Co. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. | Free Flow<br>Speed<br>(mph) | PM Pea     | k Hour Traff<br>1994<br>TH | ic Volume | Turns<br>From<br>Ex. Lanes | % Turns<br>From<br>Ex. Lanes | Track 2015 805 | Weekly | Week. | 1000 miles (1000) | Factor |
| 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         | Sýs.  | 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  | 35                          | 0          | 571                        | 34        |                            | 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                        | /s.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  | 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         | S. S. S                    | 1.31                         | 20,481         | 1.00   | 1.014 | 20,198            | 0.95   |
| 482               | 4    | NW 41st Street | SB  | 77                        | 0.71         |       | S. Act. |                            | 2  | 35                          | . <b>7</b> | 1,177                      | 180       | 7                          |                              | 20,481         | 1.00   |       | 20,198            |        |
| 482/484           | 5/2  | NW 36th Street | SB  | 170                       |              |       | S. Act. |                            | 1  | 35                          | 798        | 129                        | 58        | 11 1 1 1 22 1 1 1 1        |                              | 20,481         |        |       |                   |        |
| 484               | 1    | NW 25th Street | SB  | . 141                     | 0.21         | Sys.  | S. Act. | 4,300                      |  | 35                          | ∵ 510      | 0                          | 196       | 706                        | 100.00                       | 11,959         | 1.00   | 1.014 | 11,794            | ⊗ 0.95 |

2

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

| - Carlon (1964) | (3.6%) |                 |     | SIC           | SNAL D       | ATA : | 7.00 Mg | RC               | ADWAY            | VARIABLES      | \$84000 <b>#</b> 6 |            |          | TRAFFIC VA        | RIABLES           |           |                  |                     |               |                 |
|-----------------|--------|-----------------|-----|---------------|--------------|-------|---------|------------------|------------------|----------------|--------------------|------------|----------|-------------------|-------------------|-----------|------------------|---------------------|---------------|-----------------|
| Station         |        |                 |     | Cycle         |              |       |         | Signal           | No. of           | Free Flow      | PM Peal            | Hour Traff | c Volume | Turns             | % Turns           | Raw       | Bi⊦              | Additional Comments | Adjusted      | 0/2000000000    |
| Number          | Seq.   | Cross Street    | Dir | Length (sec.) | g/C<br>Ratio | Signa | ıl Type | Spacing<br>(ft.) | Through<br>Lanes | Speed<br>(mph) | LT                 | 1994<br>TH | RT       | From<br>Ex. Lanes | From<br>Ex, Lanes | 169836.00 | Weekly<br>Factor | 10000000            | AWDT<br>Count | Factor<br>(PHF) |
| 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         |       | S. Act. | 3,000            | 2                | 40             | 0                  | 712        | 111      | 0                 |                   | 25,413    | 1.00             | 1.014               | 25,062        |                 |
| 166/164         | 3/1    | NW 41st Street  | NB  | 91            | 0.76         |       | S. Act. | 890              | $\frac{1}{2}$    | 45             | 155                | 756        | 252      | 155               |                   | 36,110    |                  |                     | 36,110        | 0.95            |
| 164             | 2      | NW 36th Street  | NB  | 151           | 0.36         |       | S. Act. | 2,200            | 2                | 45             | 459                | 541        | 295      | 754               |                   | 36,110    |                  |                     | 36,110        |                 |
| 164             | 3      | NW 33rd Street  | NB  | 160           | 0.57         | Sys.  | S. Act. | 2,300            | 3                | 45             |                    | 649        | 274      | 120               |                   | 36,110    |                  |                     | 36,110        |                 |
| 164/162         | 4/1    | NW 25th Street  | NB  | 160           | 0.57         | Sys.  | S. Act. | 2,500            | 3                | 45             | 187                | 909        | 230      | 417               |                   | 42,842    | 0.97             | 1.024               | 43,132        |                 |
| 162             | 2      | NW 17th Street  | NB  | 130           | 0.90         |       | S. Act. | 1,700            | 3                | 45             | 0                  | 1,042      | 34       | 0                 |                   | 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               |                   | 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                |                   | 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               |                   | 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 (٧               | 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               |                   | 36,110    |                  |                     | 36,110        |                 |
| 164/162         | 4/1    | NW 25th Street  | SB  | 160           | 0.57         | Sys.  | S. Act. | 2,300            | 3                | 45             | 178                | 1,317      | 220      | 178               |                   | 36,110    |                  |                     | 36,110        |                 |
| 162             |        | NW 17th Street  | SB  | 130           | 0.90         |       | S. Act. | 2,500            | 3                | 45             | 37                 | 2,909      | 0        | 37                |                   | 42,842    | 0.97             | 1.024               |               | 0.97            |
| 162             | 3      | NW 13th Terrace | SB  | 130           | 0.69         |       | S. Act. | 1,700            | <u> </u>         | 45             | 90                 | 1,962      | 11       | 90                |                   | 42,842    | 0.97             | 1.024               | 43,132        | 0.97            |
| 162             | 4      | NW 12th Street  | SB  | 130           | 0.58         |       | S. Act. | 600              | ⊗: <b>3</b>      | 45             | 87                 | 2,239      | 652      | 739               |                   | 42,842    |                  | 1.024               | 43,132        | 0.97            |
| 1211            | 1      | SR 836 South    | S8  | 130           | 0.87         | Sys.  | S. Act. | 660              | 3                | 40             | 1,064              | 1,471      | 0        | 1064              |                   | 49,255    |                  | 0.974               | 52,134        | 0.97            |
| 1211            | 2      | NW 8th Street   | SB  | 130           | 0.74         |       | S. Act. | 1,600            | 3                | 40             | 284                | 3,650      | 4        | 284               |                   | 49,255    |                  | 0.974               | 52,134        | 0.97            |
| 1211            | 3      | NW 7th Street   | SB  | 130           | 0.74         | Sys.  | S. Act. | 315              | 250.0            | 40             | 242                | 2,066      | 17       | 242               |                   | 49,255    |                  | 0.974               | 52,134        | 0.97            |
| 1211            | 4      | Park Boulevard  | SB  | 130           |              |       | S, Act. | 1,300            | 3                | 40             | 238                | 1,636      | 848      | 238               |                   | 49,255    | 0.97             | 0.974               | 52,134        | 0.97            |
| 1211/44         | 5/1    | Flagler Street  | SB  | 121           | 0.29         |       | S. Act. | 1,322            | 3                | 40             | 211                | 641        | 211      | 211               |                   | 49,255    |                  |                     | 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

|         |      | 1/2            |     | 4895 m | SIGNA | L DA  | ΓΑ       | ROAL    | DWAY VA | RIABLES   | 560000 |              | 1900/910/0 | TRAFFIC VA | RIABLES   |       |        |        |          |         |
|---------|------|----------------|-----|--------|-------|-------|----------|---------|---------|-----------|--------|--------------|------------|------------|-----------|-------|--------|--------|----------|---------|
| Station |      |                |     | Cycle  |       | -333  |          | Signal  | No. of  | Free Flow | PM Pea | k Hour Traff | fic Volume | Turns      | % Turns   | Raw   | Bi-    | Day of | Adjusted | Pk. Hr. |
| Number  | Seq. | Cross Street   | Dir | Length | g/C   | Sigi  | nal Type | Spacing | Through | Speed     |        | 1994         |            | From       | From      | Daily | Weekly | Week   | AWDT     | Factor  |
|         |      |                |     | (sec.) | Ratio |       |          | (ft.)   | Lanes   | (mph)     | LT     | TH           | RT         | Ex.Lanes   | Ex. Lanes | Count | Factor | Factor | Count    | (PHF)   |
| 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     |         | 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     | 33334   | 35        | 31     | 22           | 67         | 0          | 0,00      | 3,979 | 0.97   | 1.014  | 4045     | 0.95    |
| 494     | 11   | NW 12th Street | SB  | 61     | 0.70  | ∘No ∂ | Signal : | 5,044   | 100.00  | 35        | 0      | 22           | 0          | 0          | 0.00      | 3,979 | 0.97   | 1.014  | 4045     | 0.95    |

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

|                   |      |                      |     | 37/8/22                   | SIGNA        | DATA  | <b>G</b> | RO                         | ADWAY \                    | ARIABLES                     |            | 06473590                  |            | TRAFFIC V                  | ARIABLES                     |                       |      |       |                           | 5.00 A 1880                |
|-------------------|------|----------------------|-----|---------------------------|--------------|-------|----------|----------------------------|----------------------------|------------------------------|------------|---------------------------|------------|----------------------------|------------------------------|-----------------------|------|-------|---------------------------|----------------------------|
| Station<br>Number | Seq. | Cross Street         | Dir | Cycle<br>Length<br>(sec.) | g/C<br>Ratio | Signa | l Type   | Signal<br>Spacing<br>(ft.) | No. of<br>Through<br>Lanes | Free Flow<br>Speeds<br>(mph) | PM Pea     | k Hour Traf<br>1994<br>TH | fic Volume | Turns<br>From<br>Ex. Lanes | % Turns<br>From<br>Ex. Lanes | Raw<br>Daily<br>Count |      | Week  | Adjusted<br>AWDT<br>Count | Pk. Hr.<br>Factor<br>(PHF) |
| 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         |       | S. Act.  | 740                        | 2                          | 40                           |            | 672                       | 246        | 463                        |                              |                       | 0.97 | 1.024 | 33,288                    | 0.84                       |
| 510/508           | 3/1  | NW 12th Street       | NB  | 135                       |              | _     | S. Act.  | 2,200                      | 3                          | 40                           | 0          | 1,-1.                     | 468        | 468                        |                              |                       | 0.97 |       | 54,902                    | 0.97                       |
| 508/1218          | 2/1  | SR 836 South         | NB  | 135                       | 0.84         |       |          | 930                        | 2                          | 40                           | 0          | 1,983                     | 0          | 0                          | 0.00                         |                       | 1.00 |       | 63,949                    | 0.93                       |
| 1218              | 2    | Fountainebleau Blvd. | NB  | 134                       | 0.47         |       | S. Act.  | 2,570                      | 2                          | 40                           | 80         |                           | 175        | 80                         |                              | 64,333                | 1.00 | 1.006 | 63,949                    | 0.93                       |
| 1218              | 3    | Flagier Street       | NB  | 134                       | 0.58         |       | S. Act.  | 1,300                      | 2                          | 40                           | 197        | 1,009                     | 232        | 197                        | 13.70                        |                       | 1.00 |       | 63,949                    | 0.93                       |
| 1218              | 4    | SW 4th Street        | NB  | 132                       | 0.82         |       | S. Act.  |                            | 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  | 7.3                       | 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        | 34.54. <b>.7</b>           | 0.31                         | 33,064                | 0.97 | 1.024 | 33,288                    | 0.84                       |
| 508/1218          | 2/1  | SR 836 South         | SB  | 135                       | 0.84         | -,-,  |          | 2,200                      | 3                          | 40                           | 0          | 3,100                     | 0          |                            | 0.00                         |                       | 0.97 | 1.024 | 54,902                    | 0.97                       |
| 1218              | 2    | Fountainebleau Blvd. | SB  | 134                       | 0.47         | Sys.  |          | 930                        | 2                          | 40                           |            |                           | 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.  |          | 2,570                      | 2                          | 40                           | 227        | 1,433                     | 317        | 227                        | 11.48                        | 64,333                | 1.00 |       | 63,949                    | 0.93                       |
| 1218              | 4    | SW 4th Street        | SB  | 132                       | 0.82         |       |          | 1,300                      | 2                          | 40                           | <u> 27</u> | 602                       | 16         | 27                         | 4.19                         | 64,333                |      | 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

|         |      |              |     | SI     | GNAL  | DATA |         | ROAD    | WAY VAF | RIABLES   | Resident   |              |           | TRAFFIC VA | RIABLES   |        |        |        |          | 306/300 |
|---------|------|--------------|-----|--------|-------|------|---------|---------|---------|-----------|------------|--------------|-----------|------------|-----------|--------|--------|--------|----------|---------|
| Station |      |              |     | Cycle  |       |      |         | Signal  | No. of  | Free Flow | PM Pea     | k Hour Trafi | ic Volume | Turns      | % Turns   | Raw    | Bi-    | Day of | Adjusted | Pk. Hr. |
| Number  | Seq. | Cross Street | Dir | Length | g/C   | Sign | al Type | Spacing | Through | Speed     | AND STREET | 1994         |           | From       | From      | Daily  | Weekly | Week   | AWDT     | Factor  |
|         |      |              |     | (sec.) | Ratio |      |         | (ft.)   | Lanes   | (mph)     | erLT −     | TH           | RT        | Ex. Lanes  | Ex, Lanes | Count  | Factor | Factor | Count    | (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  | wв  | 180    | 0.73  | Sys. | S. Act. | n/a     | 2       | 45        | 804        | 529          | 0         | 804        | 60,32     | 14,387 | 1,01   | 1,014  | 14,048   |         |
| 481     | 2    | SR 826 East  | WB  | 180    | 0.66  | Sys. | S. Act. | 640     | 34.3x/2 | 45        | <00 a ≤ 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

|                   |      |                |     | SI                        | GNAL         | DATA     | 402480  | ROAD                       | AV YAW                     | RIABLES                     |         |                            | 14.70      | TRAFF                      | C:VARIABI                    | LES    |                         |       |              |                            |
|-------------------|------|----------------|-----|---------------------------|--------------|----------|---------|----------------------------|----------------------------|-----------------------------|---------|----------------------------|------------|----------------------------|------------------------------|--------|-------------------------|-------|--------------|----------------------------|
| Station<br>Number | Seq. | Cross Street   | Dir | Cycle<br>Length<br>(sec.) | g/C<br>Ratio | Signal   | Туре    | Signal<br>Spacing<br>(ft.) | No. of<br>Through<br>Lanes | Free Flow<br>Speed<br>(mph) | PM Peal | k Hour Traff<br>1994<br>TH | fic Volume | Turns<br>From<br>Ex. Lanes | % Turns<br>From<br>Ex. Lanes | 4      | Bi-<br>Weekly<br>Factor | Week  | 300 200 SEC. | Pk, Hr.<br>Factor<br>(PHF) |
| 454               | 2    | NW 97th Avenue | ЕВ  | 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                        |              | Sys.     | S. Act. |                            | 2                          | 40                          | 0       | 259                        | 68         | 0                          | 0.00                         |        | 0.99                    |       | 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                         |                              | 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                          | 7 mm 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  |                           | 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  |                           | 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

|                   |      |                  |     | s               | IGNA  | L DATA   |        | ROAD           | WAY VA            | RIABLES                                 | 2000                                    |                      |      | TRAFFIC       | ARIABLES                                |           |        |        |                  |          |
|-------------------|------|------------------|-----|-----------------|-------|----------|--------|----------------|-------------------|---|---|----------------------|------|---------------|---|-----------|--------|--------|------------------|----------|
| Station<br>Number | Seq. | Cross Street     | Dir | Cycle<br>Length | g/C   | Signal : | Туре   | UNIX 9 (0.000) | No. of<br>Through | A 30 | 110000000000000000000000000000000000000 | k Hour Traff<br>1994 |      | Turns<br>From | % Turns<br>From                         | -49000000 | Weekly | Week   | Adjusted<br>AWDT | Factor   |
|                   |      |                  |     | (sec.)          | Ratio |          |        | (ft.)          | Lanes             | (mph)                                   | LT                                      | TH                   | RT   | Ex. Lanes     | Ex. Lanes                               | Count     | Factor | Factor | Count            | (PHF)    |
| 442               | 3    | SR 821 West      | EΒ  |                 |       | Fully A  |        | 500            | 3                 | 40                                      |   | 150                  |      |               |   | 17,724    |        |        |                  |          |
| 442               | 2    | SR 821 East      | EB  |                 |       | Sys. S   |        | 5,280          | 3                 | 40                                      |   | 80                   |      |               |   | 17,724    |        |        |                  |          |
| 442/440           | 1/3  | NW 107th Avenue  | EB  |                 |       | Sys. S   |        | 2,600          | 2                 | 40                                      |   | 216                  | 85   |               |   | 17,724    |        |        |                  |          |
| 440               | 2    | NW 102nd Avenue  | EB  | 87              | 0.54  | Sys. S   | . Act. | 2,600          | 3                 | 40                                      |   | 295                  | 28   |               |   | 13,893    |        |        |                  |          |
| 440/434           | 1/1  | NW 97th Avenue   | EB  |                 |       | Sys. S   |        | 1,000          | 3                 | 40                                      |   | 473                  | 24   | 21            |   | 13,893    |        |        |                  |          |
| 434               | 2    | NW 94th Avenue   | EB  | 164             |       | Sys. S   |        | 4,300          | 3                 | 45                                      | 36                                      | 847                  | 0    |               |   | 25,641    | 1.00   |        |                  | 0.94     |
| 434/432           |      | Galloway Road    | EB  | 151             |       | Sys. S   |        | 1,100          | 2                 | 45                                      | 235                                     | 589                  | 300  |               |   | 25,641    | 1.00   |        |                  | 0.94     |
| 432               |      | NW 8400 Block    | EB  | 354             |       | Sys. S   |        | 1,540          | 2.5               | 40                                      | 3                                       | 1,504                | 0    | _             |   | 60,758    |        |        | 59,919           |          |
| 432               |      | NW 82nd Avenue   | EB  | 151             |       | Sys. S   |        | 1,584          | 2                 | 40                                      | 0                                       | 1,177                | 86   |               |   | 60,758    |        |        |                  |          |
| 432/1173          |      | NW 79th Avenue   | EB  | 170             |       | Sys. S   |        | 3,958          | 2                 | 40                                      | 48                                      |                      | 14   | 48            |   | 60,758    |        |        | 59,919           |          |
| 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               |      | SR B21 West      | :WB |                 |       | Fully Ac |        |                | 3                 | 40                                      | 0                                       |                      | 0    | 0             | 2000 0000000000000000000000000000000000 | 17,724    |        |        |                  |          |
| 442               |      | SR 821 East      | WB. |                 |       | Sys. S   |        | 500            | 3                 | 40                                      |   | 101 JUNE 1           | 1237 | 1237          |   | 17,724    |        | 1.006  |                  |          |
| 442/440           |      | NW 107th Avenue  | WB  |                 |       | Sys. S   |        | 5,280          | 2                 | 40                                      |   |                      | 0    | 619           |   | 13,893    |        |        | 13,950           |          |
| 440               |      | NW 102nd Avenue  | WB  |                 |       | Sys. S   |        | 2,600          | 3                 | 40                                      |   |                      | 115  | 161           |   | 13,893    |        |        | 13,950           |          |
| 440/434           |      | NW 97th Avenue   | WB  |                 |       | Sys. S   |        | 2,600          | 3                 | 45                                      |   |                      | 244  | 309           |   | 25,641    |        |        | 25,641           | 0.94     |
| 434               |      | NW 94th Avenue   | WB  |                 |       | Sys. S   |        | 1,000          | 3                 | 45                                      |   | 2,696                | 39   | 2             |   | 25,641    |        | 1.000  | 2.7              | 0.94     |
| 434/432           |      | Galloway Road    | WB  |                 |       | Sys. S   |        | 4,300          | . %%,,,,,2        | 40                                      |   |                      |      | 664           | 200.20                                  | 60,758    | 100000 |        | 59,919           |          |
| 432               |      | NW 8400 Block    | WB_ |                 |       | Sys. S   |        | 1,100          | 2                 | 40                                      |   | 1,115                | 16   | 17.           |   | 60,758    |        | 1.014  | 59,919           |          |
| 432               |      | NW 82nd Avenue   | WB  |                 |       | Sys. S.  |        | 1,540          | 2                 | 40                                      | 201                                     | 1,475                |      | 201           |   | 60,758    |        | 1.014  | 335.7            |          |
| 432/1173          | 4/2  | NW 79th Avenue   | WB_ |                 |       | Sys. S.  |        | 1,584          | 2                 | 40                                      |   | 1,457                | 375  | 509           | 20 1000 - 100 - 1                       | 65,426    | 1.00   | 1,006  | 65,693           |          |
| 1173              | 1    | Milam Dairy Road | WB  | · 162]          | 0.37  | Sys. S   | . Act. | 3,958          | 44 (1.12          | 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

|                   |      |                  | . 6  | S                         | IGNAL        | DATA           | ROA                        | DWAY V                     | ARIABLES                    | 4 . 25.63 |                           |            | TRAFFIC                    | VARIABLE                                | s                                       |                        |       |                  | - 1. Jan 1941.             |
|-------------------|------|------------------|------|---------------------------|--------------|----------------|----------------------------|----------------------------|-----------------------------|-----------|---------------------------|------------|----------------------------|---|---|------------------------|-------|------------------|----------------------------|
| Station<br>Number | Seq. | Cross Street     | Dir  | Cycle<br>Length<br>(sec.) | g/C<br>Ratio | Signal Type    | Signat<br>Spacing<br>(ft.) | No. of<br>Through<br>Lanes | Free Flow<br>Speed<br>(mph) | PM Pea    | k Hour Traf<br>1994<br>TH | fic Volume | Turns<br>From<br>Ex. Lanes | % Turns<br>From<br>Ex. Lanes            | 100000000000000000000000000000000000000 | B⊦<br>Weekiy<br>Factor | Week  | 0.884 2040 - 486 | Pk. Hr.<br>Factor<br>(PHF) |
| 406               | 2    | NW 107th Avenue  | EB   | 110                       | 0.13         | Sys. S. Act.   | 5,280                      | 1                          | 40                          | 33        |                           | 81         | 33                         | 14.29                                   | 22,205                                  | 1.01                   | 1.014 | 21,682           |                            |
| 406/404           | 1/1  | NW 97th Avenue   | EB   | 61                        | 0.64         | Fully Actuated | 3,000                      |                            | 40                          |           | 578                       |            | 1                          |   | 22,205                                  | 1.01                   | 1.014 | 21,682           |                            |
| 404               | 2    | NW 9100 block    | EB   |                           |              | Sys. S. Act.   | 380                        |                            | 40                          |           |                           |            | 46                         |   | 30,579                                  |                        |       | 30,579           |                            |
| 404               | 3    | NW 89th Place    | EB   |                           |              | Sys. S. Act.   | 1,900                      |                            | 40                          |           |                           |            | 108                        |   | 30,579                                  |                        |       |                  |                            |
| 404/402           | 4/1  | Galloway Road    | EB   |                           |              | Sys. S. Act.   | 2,640                      |                            | 40                          |           |                           |            | 307                        |   | 30,579                                  |                        |       | 30,579           |                            |
| 402               | 2    | NW 82nd Avenue   | EB   |                           |              | Sys. S. Act.   | 1,320                      |                            | 40                          |           |                           |            | 316                        |   | 46,701                                  | 0.96                   |       |                  | 0,95                       |
| 402               | 3    | NW 79th Avenue   | EB   |                           |              | Sys. S. Act.   | 1,000                      |                            | 40                          |           | 2,018                     |            | 167                        |   | 46,701                                  | 0.96                   |       | 48,357           | 0.95                       |
| 402/400           | 4/1  | SR 826 West      | EB   |                           |              | Sys. S. Act.   | 500                        |                            | 40                          |           |                           | 575        | 575                        |   | 46,701                                  | 0.96                   |       | 48,357           | 0.95                       |
| 400               | 2    | SR 826 East      | EB   |                           |              | Sys. S. Act.   | 600                        |                            | 40                          |           | 1,027                     | 0          | 517                        |   | 46,701                                  | 0.96                   |       | 48,357           | 0.95                       |
| 400               | 3    | NW 75th Avenue   | EΒ   | 140                       | 0.58         | Sys. S. Act.   | 1,885                      | 3                          | 40                          |           |                           | 45         | 335                        |   | 43,661                                  | 0.96                   |       | 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                        |                            | 40                          | 557       | 43                        | 150        | 521                        |   | 22,205                                  |                        |       |                  | ©0.95                      |
| 406/404           | 1/1  | NW 97th Avenue   | WB   |                           |              | Fully Actuated | 5,280                      |                            | 40                          | 60        |                           |            | 60                         | 200000000000000000000000000000000000000 |   |                        |       | 30,579           | <b>0,95</b>                |
| 404               | 2    | NW 9100 block    | WB   |                           |              | Sys. S. Act.   | 3,000                      |                            | 40                          |           |                           | ∴ 315      | 149                        | ,                                       |   |                        |       | 30,579           |                            |
| 404               | 3    | NW 89th Place    | WB.  |                           |              | Sys. S. Act.   | 380                        | ~~~ <b>2</b>               | 40                          |           |                           | 419        | 164                        |   |   |                        |       | 30,579           | 0.95                       |
| 404/402           | 4/1  | Galloway Road    | WB   |                           |              | Sys. S. Act.   | 1,900                      | 2                          | 40                          | 278       |                           |            | 491                        |   | 46,701                                  |                        |       | 48,357           | 0.95                       |
| 402               | 2    | NW 82nd Avenue   | WB   |                           |              | Sys. S. Act.   | 2,640                      | <u></u>                    | 40                          | 344       | 333                       | 877        | 344                        |   | 46,701                                  |                        |       | _48,357          | 0.95                       |
| 402               | 3    | NW 79th Avenue   | WB   |                           |              | Sys. S. Act.   | 1,320                      | 2                          | 40                          | 0         | . ,                       | 166        | 166                        |   | 46,701                                  |                        |       | 48,357           | 0.95                       |
| 402/400           | 4/1  | SR 826 West      | WB   |                           |              | Sys. S. Act.   | 1,000                      |                            | 40                          |           |                           | 0          | 756                        |   |   |                        | 1.006 |                  | 0.95                       |
| 400               | 2    | SR 826 East      | WB   |                           |              | Sys. S. Act.   | 500                        | \$ \$ \$ \$ 4              | 40                          |           | 1,794                     | 567        | 567                        |   | 43,661                                  |                        |       | 46,694           | 0.92                       |
| 400               | 3    | NW 75th Avenue   | WB   |                           |              | Sys. S. Act.   | 600                        | 2                          | 40                          | 58        |                           | 135        | 58                         | 7,7000                                  |   |                        |       | 46,694           | 0.92                       |
| 400               | 4    | Milam Dairy Road | WB T | 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

...

|                   |      |                  |     |                 | IGNA  | DAT         | 4       | ROA               | DWAY V | RIABLES            |         |                     |           | TRAFFIC      | VARIABLES       | S                                       |               |   |                  |                 |
|-------------------|------|------------------|-----|-----------------|-------|-------------|---------|-------------------|--------|--------------------|---------|---------------------|-----------|--------------|-----------------|---|---------------|---|------------------|-----------------|
| Station<br>Number | Sea. | Cross Street     | Dir | Cycle<br>Length | g/C   | Sian        | al Type | Signal<br>Spacing | 12.54  | Free Flow<br>Speed | PM Peak | Hour Traffi<br>1994 | ic Volume | Tums<br>From | % Turns<br>From | Raw<br>Daily                            | Bi-<br>Weekly | 000000000000000000000000000000000000000 | Adjusted<br>AWDT | 3 ************* |
|                   |      |                  |     | (sec.)          | Ratio | 10000000000 |         | (ft.)             | Lanes  | (mph)              | LT      | TH                  | RT        |              | Ex. Lanes       | 000000000000000000000000000000000000000 | 4000000000    | Factor                                  | Count            | (PHF)           |
| 358               | 1    | Galloway Road    | EВ  | n/a             | n/a   | Sys.        | S. Act. | 500               | r√a    | r/a                | n/a     | r/a                 | n/a       | r/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         |              | 0.00            | 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                 |         | 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                 | <u> </u>  | 468          | 35.64           | 25,845                                  | 0,97          | 1.024                                   | 26,020           | 0.90            |

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

|           |      |                      | W.  | S                | SIGNA        | L DATA       | ROAD            | WAY VAR          | RIABLES        |         |             |           | TRAFFIC VA        | RIABLES                                 |                |                  |             |               |                 |
|-----------|------|----------------------|-----|------------------|--------------|--------------|-----------------|------------------|----------------|---------|-------------|-----------|-------------------|---|----------------|------------------|-------------|---------------|-----------------|
| Station   |      | 17.46 (1.17.15)      | L.  | Cycle            |              |              | Signal          |                  | Free Flow      | PM Peak | Hour Traffi | ic Volume | Turns             | % Turns                                 | Raw            | B⊩               | 5000 Street | Adjusted      |                 |
| Number    | Seq. | Cross Street         | Dir | Length<br>(sec.) | g/C<br>Ratio | Signal Type  | Spacing<br>(fL) | Through<br>Lanes | Speed<br>(mph) | LT      | 1994<br>TH  | RT        | From<br>Ex. Lanes | From Ex. Lanes                          | Dally<br>Count | Weekly<br>Factor | 388888030   | AWDT<br>Count | Factor<br>(PHF) |
| 158       | 4    | West 114th Avenue    | ЕВ  | 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    | EΒ  | 134              | 0.71         | Svs. 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        |                 |
| 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             |             | 43,975        |                 |
| 154       | 2    | Fountainebleau Blvd, | EΒ  | 120              | 0,77         | Sys. S. Act. | 826             | 3                | 40             | 122     | 967         | 0         | 122               |   | 42,912         | 0.97             |             | 43,975        |                 |
| 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     | EΒ  | 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         |                  | 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                |   | 52,660         | 0.97             | 1.006       | 53,965        | 0.95            |
| 1140      | 1 .  | West 72nd Avenue     | ËВ  | 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              |              | Sys. S. Act. | n/a             | 3                | 40             | 101     | 1,354       | 70        | 101               |   | 33,521         | 0.97             | 1.014       | 34,081        | 0.95            |
| 158       | 3    | West 112th Avenue    | WB  | 134              |              | Sys. S. Act. | 1,230           | 3                | 40             | 112     | 1,268       | 182       | 112               |   | 33,521         | 0.97             | 1.014       | 34,081        | 0,95            |
| 158       | 2    | West 109th Avenue    | WB  | 135              | 0.70         |              | 1,250           | 3                | 40             | 124     | 1,264       | 86        | 124               |   | 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               |   | 33,141         | 0.96             |             | 34,316        | 0.95            |
| 156       | 2    | West 102nd Avenue    | WB  | 120              |              |              | 2,600           | 3                | 40             | 135     | 1,378       | 178       | 135               |   | 33,141         |                  | 1.006       | 34,316        | 0,95            |
| 156/154   |      | West 97th Avenue     | WB  | 120              |              |              | 2,700           | 3                | 40             | 337     | 1,461       | 119       | 337               |   | 42,912         | 0.97             | 1.006       | 43,975        |                 |
| 154       | 3    | West 92nd Avenue     | WB  | 120              | 0.66         |              | 2,500           | 3                | 40             | 754     | 1,983       | 50        | 754               |   | 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                 |   | 42,912         | 0,97             | 1.006       | 43,975        | 0.96            |
| 154/1141  | 1/5  | West 87th Avenue     | WB  | 121              | 0.40         |              | 826             | 3                | 40             | 202     | 705         | 143       | 202               |   | 63,511         | 0,97             | 0.974       | 67,223        | 0,98            |
| 7141      | 4    | West 84th Avenue     | WB  | 135              | 0.71         | Sys. S. Act. | 1,320           | 3                | 40             | 67      | 1,825       | 102       | 67                |   | 63,511         | 0.97             | 0.974       | 67,223        | 0.98            |
| 1141      |      |                      | WB  | 134              | 0.69         | Sys. S. Act. | 1,320           | 3                | 40             | 81      | 2,238       | 284       | 81                |   | 63,511         | 0,97             | 0.974       | 67,223        | 0.98            |
| 1141      |      |                      | WB  |                  |              | Sys. S. Act. | 1,210           | 3                | 40             | 64      | 2,492       | 740       | 804               | 24,39                                   |                | 0.97             | 0.974       | 67,223        | 0.98            |
| 1141/1140 |      | SR 826 West          | WB  | 127              | 0.64         | Sys. S. Act. | 887             | 3                | 40             | 382     | 533         | 664       | 1,046             |   | 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                |   | 52,660         | 0,97             | 1,006       | 53,965        | 0,98            |
| 1140      | 2    | West 74th Avenue     | WB  | 254              | 0.94         | Sys. S. Act. | 762             | 2                | 30             | 27      | 1,872       | 24        | 27                | 0.0000000000000000000000000000000000000 | 52,660         | 0,97             | 1.006       | 53,965        | 0,95            |
| 1140      | 1    | West 72nd Avenue     | MB. | 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

|                   |      |                     |     |                 | SIGN  | AL DATA      | ROA               | DWAY V            | ARIABLES           |         |                      |            | TRAFFIC       | VARIABLE                                | S            |   |   |                  |                   |
|-------------------|------|---------------------|-----|-----------------|-------|--------------|-------------------|-------------------|--------------------|---------|----------------------|------------|---------------|---|--------------|---|---|------------------|-------------------|
| Station<br>Number | Seq. | Cross Street        | Dir | Cycle<br>Length | g/C   | Signal Type  | Signal<br>Spacing | No. of<br>Through | Free Flow<br>Speed | PM Pea  | k Hour Trafi<br>1994 | fic Volume | Turns<br>From | % Turns<br>From                         | Raw<br>Daily | Bi-<br>Weekly                           | 300000000000000000000000000000000000000 | Adjusted<br>AWDT | Pk. Hr.<br>Factor |
|                   |      |                     |     | (sec.           | Ratio |              | (ft.)             | Lanes             | (mph)              | LT      | TH                   | RT         | Ex. Lanes     | Ex. Lanes                               | 1.000        | 200000000000000000000000000000000000000 | 0.0000000000000000000000000000000000000 | Count            | (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             |       | Sys. S. Act  | 1,380             |                   | 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       | .,                   | 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       | .,,                  | 206        | 206           |   | 31,377       | 0.97                                    | 0.974                                   | 33,211           | 0.93              |
| 90/589            | 176  | SW 107th Avenue     | EB  | 135             | 0.24  | Sys. S. Act  | 2,577             | 3                 | 45                 | 326     | 1,726                | 174        | 500           |   | 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             |   | 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                                   |              | 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            |   | 16,735       | 0.97                                    | 1.006                                   |                  | 0.95              |
| 589               |      | SW 92nd Avenue      | EB  | 134             | 0.66  | Sys. S. Act  | 2,650             |                   | 45                 | 138     | 1,743                | 91         | 138           |   | 16,735       |   | 1.006                                   | 17,150           | 0.95              |
| 589/92            |      | SW 87th Avenue      | EB  | 134             | 0.46  | Sys. S. Act  | 2,660             |                   | 45                 | 170     |                      | 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                 |         | .,                   | 123        | 0             |   | 38,146       | 0.97                                    | 1.006                                   |                  | 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                |      | SR 821 West         | WB  | 135             | 0.67  | Sys. S. Act  | n/a               | "ેં 3             | 45                 | 187     | 1,372                | 0          | 187           |   | 31,377       | 0.97                                    | 0.974                                   | 33,211           | 0.93              |
| 90                |      | SR 821 East         | WB  | 135             | 0.84  | Sys. S. Act  | 1,570             | 3                 | 45                 | 210     |                      | 0          | 210           |   | 31,377       | 0.97                                    | 0.974                                   |                  | 0.93              |
| 90                |      | SW 117th Avenue     | WB  | 135             | 0.84  | Sys. S. Act. | 1,380             | 3                 | 45                 | 220     | 1,641                | 0          | 220           |   | 31,377       | 0.97                                    | 0,974                                   | 33,211           | 0.93              |
| 90                |      | SW 112th Avenue     | WB  | 127             | 0.78  | Sys. S. Act. | 720               | 3                 | 45                 | 189     | 1,722                | 0          | 189           | 110000000000000000000000000000000000000 | 31,377       | 0.97                                    | 0.974                                   | 33,211           | 0.93              |
| 90/589            |      | SW 107th Avenue     | WB  | 135             | 0.24  | Sys. S. Act. | 2,600             |                   | 45                 | 262     | 991                  | 162        | 424           |   | 16,735       | 0.97                                    | 1,006                                   |                  | 0.95              |
| 589               |      | SW 102nd Avenue     | WB  | 164             | 0.78  | Sys. S. Act. | 2,577             | . 4               | 45                 | 308     |                      | 0          | 308           |   | 16,735       | 0.97                                    | 1,006                                   |                  | 0.95              |
| 589               |      | SW 97th Avenue      | WB  | 136             | 0.55  | Sys. S. Act. | 2,685             | 4                 | 45                 | ∞ 51.   | 1,407                | 94         | 145           |   | 16,735       | 0.97                                    | 1.006                                   |                  | 0.95              |
| 589               |      | SW 94th Avenue      | WB  | 136             | 0.77  | Sys. S. Act. | 1,285             | <b>33.34</b>      | 45                 | 3/23/71 | 1,192                | 20         | 71            |   | 16,735       | 0.97                                    | 1.006                                   | 17,150           | 0.95              |
| 589               |      | SW 92nd Avenue      | WB  | 134             | 0.66  | Sys. S. Act. | 1,350             | ∴ × × 4           | 45                 | 75      | 1,408                | 88         | 163           |   | 16,735       | 0.97                                    | 1,006                                   | 17,150           | 0.95              |
| 589/92            |      | SW 87th Avenue      | WB  |                 | 0.46  | Sys. S. Act. | 2,650             |                   | 45                 | 203     | 1,234                | 16         | 219           |   | 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             |                   | 45                 | 142     | 1,963                | 0          | 142           |   | 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 <u>County</u> 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).

### 75

# TABLE 17 WEST DADE TASK AREA TRANSPORTATION IMPROVEMENT PROGRAM CAPACITY IMPROVEMENTS

#### FDOT WORK PROGRAM

|                         |  | li de la companya de |                                |                       |   |           |
|-------------------------|--|--|--------------------------------|-----------------------|---|-----------|
| Count Stations Affected | Work Program Item Number                             | Name   | From                           | То                    | Description Type of Work  | Year      |
| 39,1202,1204,1205       | tananana ara na may yaya ar aras aras aras aras aras | 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                 |  | SR 826 (Palmetto)  | NW 47th Street                 | NW 62nd Street        | Add 2 through lanes for a total of 10 lanes                                     | 1995-1996 |
|                         |  | DADE COUNTY  | Y SECONDARY W                  | ORK PROGRA            | M   |           |
| 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 |
| 434,440                 | 671103   | NW 41st Street   | Y ROAD IMPACT  NW 102nd Avenue | NW 87th Avenue        | Widen from 2 to 6 lanes (Completed 1994)  | n/a       |
| 434,440                 |  | NW 36th Street   | NW 87th Avenue                 | NW 77th Avenue        | Widen from 4 to 6 lanes   | 1994-1995 |
| 1218                    |  | SW 107th Avenue  | Tamiami Canal                  | SW 8th Street         | Add exclusive SB turn lanes at SW 8th Street                                    | 1994-1996 |
| n/a                     |  | NW 12th Street   | NW 104th Avenue                | NW 97th Avenue        | Construct new 4-lane roadway  | 1996-1999 |
| n/a                     |  | SW 109th Avenue  | SW 8th Street                  | Flagler Street        | Construct new 4-lane roadway  | 1994-1995 |
| n/a_                    | n/a  | Tamiami Canal Drive<br>Tamiami Boulevard   | SW 8th Street                  | Flagler Street        | Widen to 3 lanes  | 1994-1998 |
| -                       | in order to accom                                    |  |                                |                       | elemented by Ryder System Inc. serated by their new facility in the study area. |           |
| Count Station           | •  |  |                                |                       |   |           |
| 432                     | NW 36th Street b                                     | etween NW 82nd Aven  | ue and SR 826 (Palmett         | o) will be widened    | from 4 to 6 lanes   |           |
| n/a                     | A NB freeflow rig                                    | ght turn lane will be add  | led to the intersection of     | f NW 36th Street an   | d NW 82nd Avenue  |           |
| 482                     | A SB left turn lan                                   | e will be added to the in  | ntersection of NW 36th         | Street and NW 79th    | Avenue  |           |
| 482                     | The SB right turn                                    | lane will be restriped for   | or freeflow movement a         | t the above intersect | tion.   |           |
| tiplist.wk3]            |  |  |                                |                       |   |           |



Barton-Aschman Assoc., Inc. ft. Lauderdale, Florida

TIP IMPROVEMENTS WEST DADE TASK AREA

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

NW 72nd Avenue to SR 826 (Palmetto)

NW 87th Avenue to NW 107th Avenue

SR 826 (Palmetto) to NW 87th Avenue

n/a

n/a

n/a

15 minutes

15 minutes

15 minutes

Within 1-2 years

Within 1-2 years

Within 1-2 years

2188

2243

2244

NEW

NEW

NEW

SR 836 (Dolphin)

SR 836 (Dolphin)

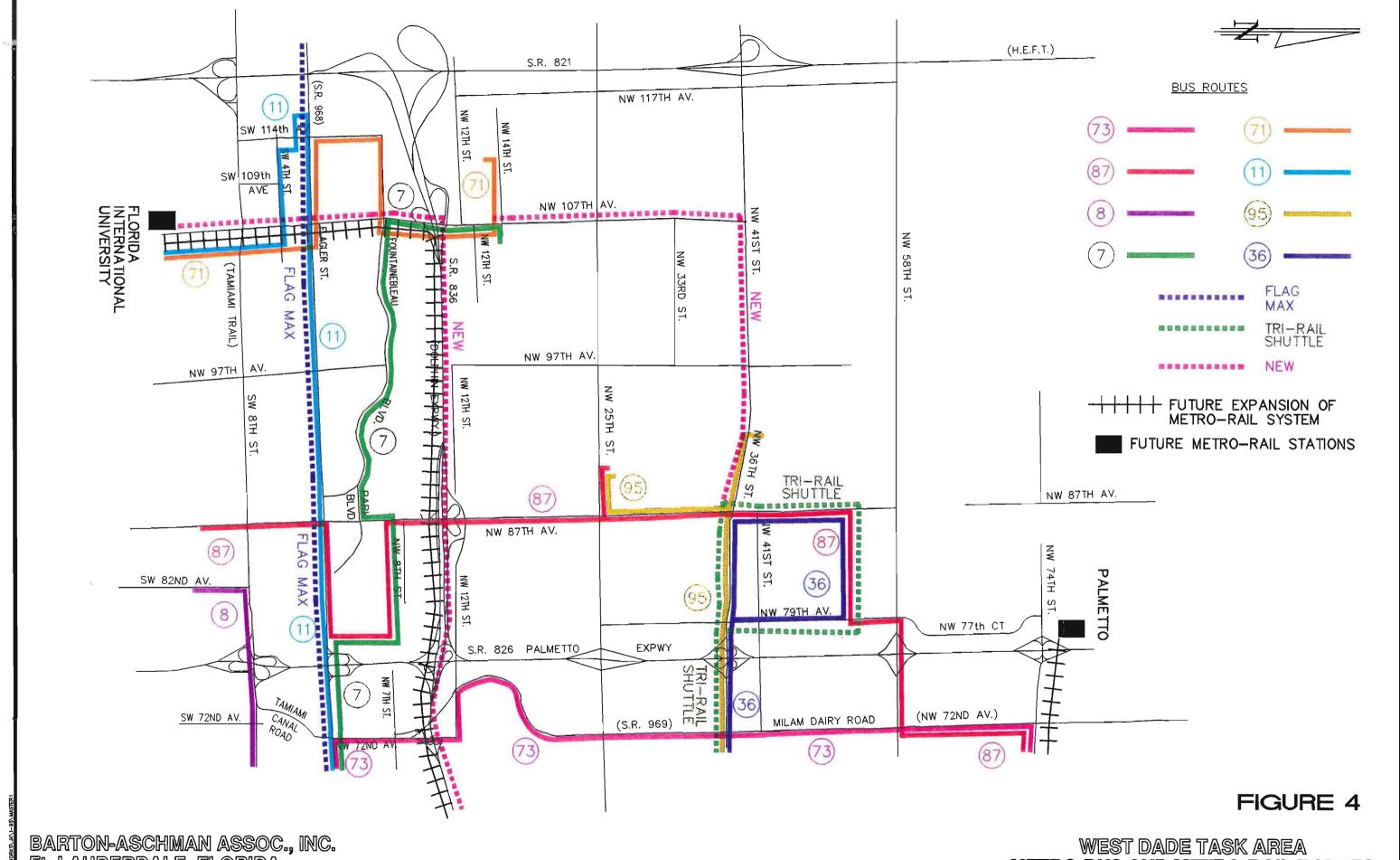
SR 836 (Dolphin)

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.



Barton-Aschman Assoc., Inc. Ft. Lauderdale, Florida

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:

- 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)

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

<sup>\*</sup> 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.

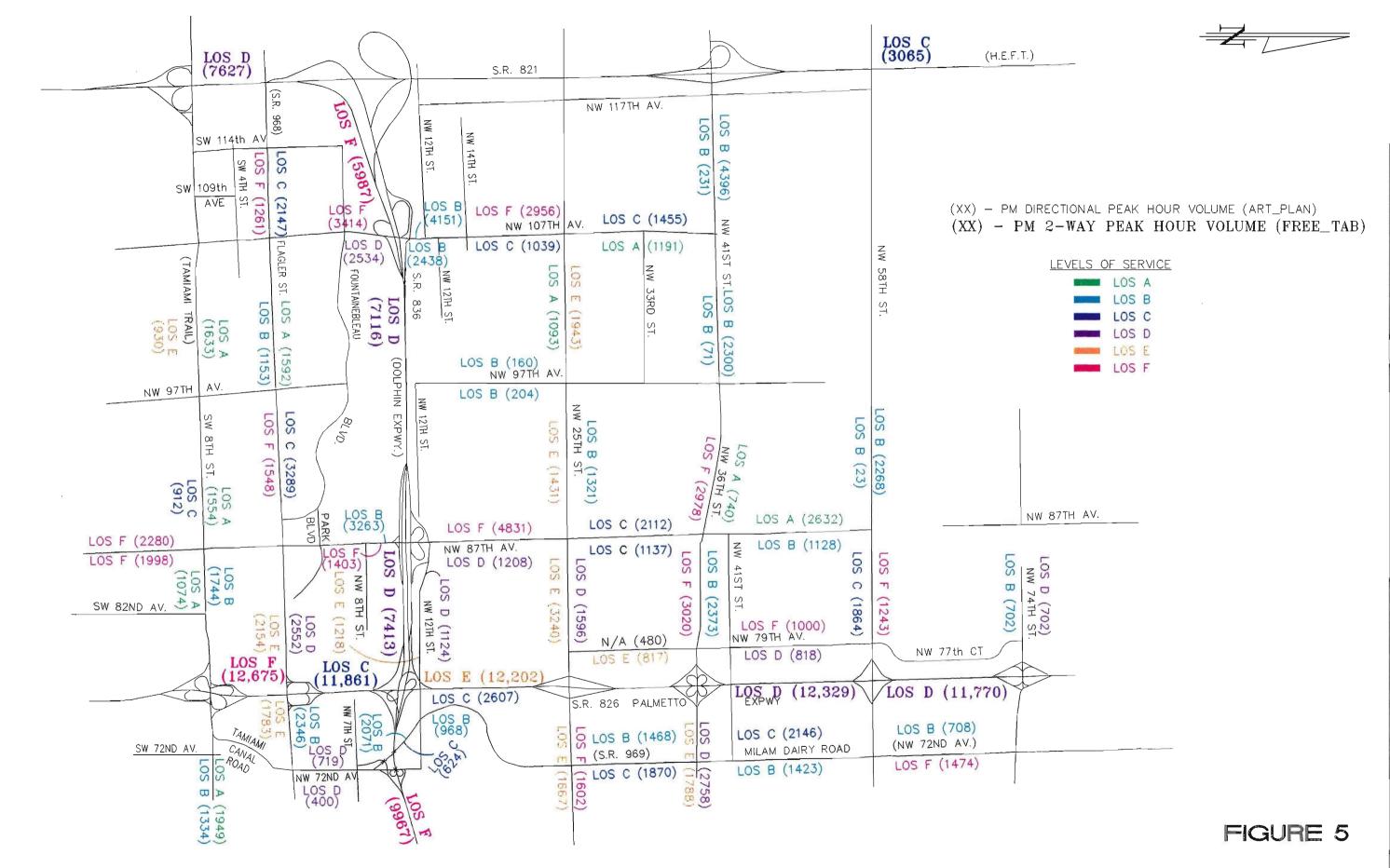
Taking all of this into consideration, it is relevant to examine Table 20 which summarizes the level of service for all analyzed count stations. This table shows that there is quite a large variation in existing peak hour volumes and levels of service from LOS A through LOS F -- even for adjacent roadway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

## TABLE 20 ART\_PLAN LEVEL OF SERVICE SUMMARY

| SECTOR<br>NUMBER | STATION<br>NUMBER | ARTERIAL           | TABLE 20 AR LOCATION OF COUNT STATION | PEAK DIR. | EXISTING     |        |              |              | STANDARD LOS<br>DEFINITION     | STANDARD LOS<br>MAX. VOL: |
|------------------|-------------------|--------------------|---------------------------------------|-----------|--------------|--------|--------------|--------------|--------------------------------|---------------------------|
| 1                | 452               | NW 58th Street     | West of SR 826 (Palmetto)             | EB        | 1864         | С      | 3210         | 3500         | LOS D                          | 3210                      |
| _                |                   | \                  |                                       | WB        | 1243         | F      | ***          | ***          | LOS D                          | ***                       |
| 1                | 454               | NW 58th Street     | West of NW 87th Avenue                | WB<br>EB  | 2268         | B<br>B | 2580<br>1340 | 2720<br>1430 | LOS D                          | 2580<br>1340              |
| 1                | 481               | NW 74th Street     | West of NW 77th Court                 | EB        | 702          | В      | 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         | Е      | 1940         | 2100         | LOS D                          | 1940                      |
| 2                | 440               | NW 41st Street     | West of NW 97th Avenue                | EB<br>WB  | 1093<br>2300 | A<br>B | 2750<br>3260 | 2930<br>3440 | LOS D<br>LOS E*                | 2750<br>3440              |
| 2                | 440               | NW 418t Street     | west of Nw 9/III Avenue               | EB        | 71           | В      | 3180         | 3330         | LOS E*                         | 3330                      |
| 2                | 442               | NW 41st Street     | West of NW 107th Avenue               | WB        | 4396         | В      | 6880         | 7350         | LOS D                          | 6880                      |
|                  |                   |                    |                                       | EB        | 231          | В      | 1540         | 1650         | LOS D                          | 1540                      |
| 2                | 494               | NW 97th Avenue     | South of NW 25th Street               | NB<br>SB  | 204<br>160   | B      | 4610<br>1460 | 4980<br>1560 | LOS D<br>LOS D                 | 4610<br>1460              |
| 2                | 508               | NW 107th Avenue    | North of SR 836 (Dolphin)             | SB        | 4151         | В      | 4910         | 5100         | LOS E*                         | 5100                      |
|                  |                   |                    | ,                                     | NB        | 2438         | В      | 6550         | 6800         | LOS E*                         | 6800                      |
| 2                | 510               | NW 107th Avenue    | North of NW 12th Street               | SB        | 2956         | F      | 2380         | 2530         | LOS E*                         | 2530                      |
| 2                | 512               | NW 107th Assessed  | North of NW 25th Street               | NB<br>SB  | 1039         | C      | 3630<br>1880 | 4060<br>2000 | LOS E*                         | 4060<br>2000              |
| 2                | 312               | NW 107th Avenue    | North of NW 25th Street               | NB        | 1455         | 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         | С      | 3520         | 3730         | LOS E                          | 3730                      |
| 3                | 166               | NW 87th Avenue     | North of NW 41st Street               | NB<br>SB  | 1137<br>2632 | C<br>A | 3410<br>4190 | 3640<br>4390 | LOS E                          | 3640<br>4390              |
|                  | 100               | STALLY CHUC        | - State of The History                | NB        | 1128         | В      | 2370         | 2480         | LOSE                           | 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                       |
| 3                | 404               | NW 25th Street     | West of NW 87th Avenue                | WB<br>EB  | 1596<br>1431 | D<br>E | 2180<br>1050 | 2690<br>1450 | LOS D<br>LOS E                 | 2180<br>1450              |
|                  | 101               | IVW 25di Succe     | West of IVW Oral Avenue               | WB        | 1321         | В      | 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         | В      | 3060         | 3180         | LOS E                          | 3180                      |
| 3                | 434               | NW 36th Street     | West of NW 87th Avenue                | EB        | 2978         | F      | 2370         | 2550         | LOS E*                         | 2550                      |
| 3                | 482               | NW 79th Avenue     | North of NW 36th Street               | WB<br>SB  | 740<br>1000  | A<br>F | 5560         | 5740<br>***  | LOS E*                         | 5740                      |
|                  | 402               | NW Par Avenue      | Total of TW John Shoot                | NB        | 818          | D      | 1220         | 1360         | LOSE                           | 1360                      |
| 3                | 484               | NW 79th Avenue     | South of NW 36th Street               | NB        | 817          | Е      | 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<br>NB  | 2280<br>1998 | F      | 1320<br>1560 | 1450<br>1980 | LOS D<br>LOS D                 | 1320<br>1560              |
| 4                | 90                | SW 8th Street      | East of SW 109th Street               | WB        | 1633         | A      | 4940         | 5160         | LOS D                          | 4940                      |
|                  |                   |                    |                                       | EB        | 930          | Е      | 910          | 1650         | LOS D                          | 910                       |
| 4                | 92                | SW 8th Street      | East of SW 87th Avenue                | WB        | 1744         | В      | 4190         | 4440         | LOSE                           | 4440                      |
| 4                | 154               | Flagler Street     | West of West 87th Avenue              | EB<br>WB  | 1074<br>3289 | C      | 4440<br>4010 | 4620<br>4230 | LOS E<br>120% OF LOS E         | 4620<br>5076              |
| "                | 154               | Plagiel Succi      | West of West 8/bi Avenue              | 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         | В      | 4100         | 4310         | 120% OF LOS E                  | 5172                      |
| 4                | 158               | Flagler Street     | West of West 107th Avenue             | WB        | 2147         | C<br>F | 4100         | 4310         | 120% OF LOS E                  | 5172                      |
| 4                | 589               | SW 8th Street      | West of SW 87th Avenue                | EB<br>WB  | 1261<br>1554 | A      | 5710         | 6000         | LOS E                          | 6000                      |
| L                |                   |                    |                                       | 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                      |
| <u> </u>         | 1211              | NRV 9741 4         | Now L - CARRY O.L C.                  | EB        | 2154         | E      | 1500         | 2700         | 120% OF LOS E                  | 3240                      |
| 4                | 1211              | NW 87th Avenue     | North of NW 8th Street                | SB<br>NB  | 3263<br>1403 | B<br>F | 4490         | 4680<br>220  | LOS E*                         | 4680<br>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*                 |                           |
| 5                | 39                | Milam Dairy Road   | South of NW 74th Street Extension     | NB        | 1474         | F      | 1040         | 1120         | LOS E                          | 1120                      |
| 5                | 400               | NW 25th Street     | East of SR 826 (Palmetto)             | SB<br>EB  | 708<br>1667  | B<br>E | 1530<br>1250 | 1640<br>2790 | LOS E                          | 1640<br>1250              |
| '                | 400               | 17 TF 43 UL SUFEEL | Last of the 970 (Latinggio)           | WB        | 1602         | F      | 1250         | 2/90         | LOS D                          | 1250                      |
| 5                | 1173              | NW 36th Street     | East of SR 826 (Palmetto)             | WB        | 2758         | D      | 2800         | 3010         | 120% OF LOS E                  | 3612                      |
|                  |                   |                    |                                       | EB        | 1788         | Е      | 1700         | 1880         | 120% OF LOS E                  | 2256                      |
| 5                | 1202              | Milam Dairy Road   | North of NW 12th Street               | SB        | 2607         | C      | 3360         | 3560         | LOSE                           | 3560                      |
| 5                | 1204              | Milam Dairy Road   | South of NW 36th Street               | NB<br>NB  | 968<br>1870  | B<br>C | 4170<br>2100 | 4350<br>2280 | LOS E                          | 4350<br>2280              |
|                  |                   | Daily mode         |                                       | SB        | 1468         | В      | 2550         | 2720         | LOS E                          | 2720                      |
| 5                | 1205              | Milam Dairy Road   | South of NW 41st Street               | SB        | 2146         | С      | 2510         | 2720         | LOS E                          | 2720                      |
| <u> </u>         |                   |                    |                                       | NB        | 1423         | В      | 1970         | 2110         | LOS E                          | 2110                      |
| 6                | 5                 | SW 8th Street      | East of SW 74th Avenue                | WB        | 1949         | A      | 5040         | 5300<br>3120 | 120% OF LOS E<br>120% OF LOS E | 6360<br>3744              |
| 6                | 1140              | Flagler Street     | West of West 72nd Avenue              | EB<br>WB  | 1334<br>2346 | B      | 2960<br>3510 | 3590         | 150% OF LOS E                  |                           |
| l Ť              |                   |                    |                                       | EB        | 1783         | E      | 930          | 1920         | 150% OF LOS E                  |                           |
| 6                | 1200              | Milam Dairy Road   | South of NW 12th Street               | SB        | 2071         | В      | 3910         | 4130         | LOS D                          | 3910                      |
|                  |                   |                    |                                       | NB        | 624          | С      | 4070         | 4300         | LOS D                          | 4070                      |
| 6                | 1201              | NW 72nd Avenue     | North of Flagler Street               | SB        | 719          | Q C    | 1510         | 1920         | LOS E                          | 1920                      |
| 1                |                   |                    |                                       | NB        | 400          | Ð      | 1600         | 1950         | LOS E                          | 1950                      |

<sup>\*</sup> Future rail or bus service

<sup>\*\*\*</sup> No threshold exists



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 | <u>Dir.</u> | 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 | STATION |                     | LOCATION OF              | # OF  | EXISTING PM PEAK | EXISTING | MAX. PM PEAK I | IOUR VOLUME AT | STANDARD LOS   | STANDARD LOS |
|--------|---------|---------------------|--------------------------|-------|------------------|----------|----------------|----------------|----------------|--------------|
| NUMBER | NUMBER  | FREEWAY             | COUNT STATION            | LANES | 2-WAY VOLUME     | LOS      | LOSD           | LOS E          | DEFINITION     | 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            | С        | 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           | С        | 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       |

<sup>\*</sup> Future extension of the Metro-rail system

## **APPENDIX**



| =======================================   | =======================================  |
|---|--|
| Florida Department of Transpo   | tation Arterial Level of Service Estimate Based on the 1985 Highway Capacity Manual ART_PLAN Version 1.2   |
| Developed by: W.McShan  | e, E.Shenk, and G.Sokolow 12-14-91<br>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:<br>User's Notes:  | AUGUST 25, 1994 Analysis Date: JANUARY 14, 1995 WEST OF 72ND AVENUE TO SW 82ND AVENUE  |
| TRAFFIC CHARACTERISTICS   | <del></del>  |
|   | 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:  OFF-PEAK DIRECTION:  URBAN, TRANSITIONING, OR RURAL DEVELOPED (U/T/R):  ARTERIAL CLASS:  1 (1, 2, or 3)  FREE FLOW SPEED (mph):  40 (45, 40, or 35) |
| For Arterial Type and Clas<br>Rural<br>Transitioning, Class 1<br>Urban, Class 1<br>Urban or Transitioning, Cl<br>Urban, Class 3 | 55, 50, 45, 40 or 35<br>55, 50, 45, 40 or 35<br>45, 40 or 35<br>40, 35, 30 or 25<br>35, 30 or 25   |
| SIGNALIZATION CHARACTERIS   | ==== <del>=================================</del>  |
|   | ARRIVAL TYPE  PEAK DIRECTION: 4  OFF-PEAK DIRECTION: 2  TYPE SIGNAL SYSTEM: 3 (1=ACTUATED 2=PRETIMED 3=SEMIACTUATED)   |
|   | SYSTEM CYCLE LENGTH: 150   |

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

|   | PEAK DIRECTION'S SP<br>IH STREET  |   | PEAK  | % TURNS<br>FROM                        |        | LENGTH                    | EFFECTIVE<br>g/C       | LENGTH         | 4 D D IV / A   |
|---|---|---|---|--|--------|---------------------------|------------------------|----------------|----------------|
| LINK  | Signal Number & Locati  | COUNT<br>ionSTATION                                   | HOUR<br>VOLUME  | EXCLUS.<br>LANES                       |        | SIGNALS<br>2-20           | SIGNALS<br>2-20        | LENGTH<br>(FT) | TYPE           |
| 1-2   | SW 82nd Avenue (4565)   |   | 1,949   | 6.75                                   | 3      | <br>135                   | 0.76                   | 4,066          |                |
| 2-3   | SIGNAL#3  | 5   |   |  |        |                           |                        |                |                |
| 3-4   | SIGNAL # 4  | 5   |   |  |        |                           |                        |                |                |
| 4-5   | SIGNAL # 5  | 5   |   |  |        |                           |                        |                |                |
|   | SIGNAL #6   | 5   |   |  |        |                           |                        |                |                |
| 6-7   | SIGNAL #7   | 5   |   |  |        |                           |                        |                |                |
| 7-8   | SIGNAL #8   | 5   |   |  |        |                           |                        |                |                |
| 8-9   | SIGNAL #9   | 5   |   |  |        |                           |                        |                |                |
| 9-10  | SIGNAL # 10   | 5   |   |  |        |                           |                        |                |                |
|   | SIGNAL # 11   | 5   |   |  |        |                           |                        |                |                |
|   | SIGNAL # 12   | 5   |   |  |        |                           |                        |                |                |
|   | SIGNAL # 13   | 5   |   |  |        |                           |                        |                |                |
|   | SIGNAL # 14   | 5   |   |  |        |                           |                        |                |                |
|   | SIGNAL # 15   | 5   |   |  |        |                           |                        |                |                |
| 15-16   | SIGNAL # 16   | 5   |   |  |        |                           |                        |                |                |
|   | SIGNAL # 17   | 5   |   |  |        |                           |                        |                |                |
|   | SIGNAL # 18   | 5   |   |  |        |                           |                        |                |                |
|   |   | 5   |   |  |        |                           |                        |                |                |
| 18-19   |   |   |   |  |        |                           |                        |                |                |
| 19-20<br>====<br>EB   | SIGNAL # 19 SIGNAL # 20 ====================================  | 5<br>========   | INPUTS  | ====================================== | ====== | CYCLE                     | FEFECTIVE              | ======         | =====          |
| 19-20<br>====<br>EB   | SIGNAL # 20   | 5<br>========   |   | % TURNS                                | ====== |                           | EFFECTIVE              | ======         | =====          |
| 19-20<br>====<br>EB   | SIGNAL # 20<br>OFF-PEAK DIRECTION   | 5<br>========<br>I'S SPECIFIC                         | PEAK  | FROM                                   |        | LENGTH                    | g/C                    |                | =====          |
| 19-20<br>=====<br>EB<br>SW 8  | SIGNAL # 20<br>OFF-PEAK DIRECTION   | 5<br>I'S SPECIFIC                                     | PEAK<br>HOUR  | FROM<br>EXCLUS.                        |        |                           | g/C                    | LENGTH<br>(FT) |                |
| 19-20<br>=====<br>EB<br>SW 8 <sup>7</sup><br>LINK   | SIGNAL # 20 OFF-PEAK DIRECTION TH STREET Signal Number & Locat  | 5<br>I'S SPECIFIC<br>COUNT<br>ionSTATION              | PEAK<br>HOUR  | FROM<br>EXCLUS.                        |        | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>EB<br>SW 87<br>LINK  | SIGNAL # 20<br><br>OFF-PEAK DIRECTION<br>TH STREET  | 5<br>L'S SPECIFIC<br>COUNT<br>ionSTATION              | PEAK<br>HOUR<br>VOLUME                                    | FROM<br>EXCLUS.                        |        | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>EB<br>SW 8 <sup>7</sup><br>LINK<br><br>20-19<br>19-18   | SIGNAL # 20 OFF-PEAK DIRECTION TH STREET Signal Number & Locate SIGNAL # 19 SIGNAL # 18   | 5<br>L'S SPECIFIC<br>COUNT<br>ionSTATION<br>5<br>5    | PEAK<br>HOUR<br>VOLUME                                    | FROM<br>EXCLUS.                        |        | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>EB<br>SW 8 <sup>-1</sup><br>LINK<br>20-19<br>19-18<br>18-17  | SIGNAL # 20 OFF-PEAK DIRECTION TH STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17  | 5 COUNT ionSTATION 5 5 5 5                            | PEAK<br>HOUR<br>VOLUME<br>0<br>0                          | FROM<br>EXCLUS.                        |        | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>EB<br>SW 8 <sup>-1</sup><br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16   | SIGNAL # 20  OFF-PEAK DIRECTION TH STREET  Signal Number & Locate  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16  | 5 COUNT ionSTATION 5 5 5 5 5                          | PEAK<br>HOUR<br>VOLUME<br>0<br>0                          | FROM<br>EXCLUS.                        |        | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>EB<br>SW 8 <sup>-</sup><br>LINK<br>   | SIGNAL # 20 OFF-PEAK DIRECTION TH STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15  | 5 COUNT ionSTATION 5 5 5 5 5 5                        | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0                     | FROM<br>EXCLUS.                        |        | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>EB<br>SW 8 <sup>-</sup><br>LINK<br>   | SIGNAL # 20  OFF-PEAK DIRECTION TH STREET  Signal Number & Locate  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16  | 5 COUNT ionSTATION 5 5 5 5 5 5 5                      | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0                | FROM<br>EXCLUS.                        |        | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>EB<br>SW 8 <sup>-</sup><br>LINK<br>  | SIGNAL # 20  OFF-PEAK DIRECTION TH STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13   | COUNT ionSTATION  5 5 5 5 5 5 5 5 5                   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0                | FROM<br>EXCLUS.                        |        | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>EB<br>SW 8 <sup>-</sup><br>LINK<br>  | SIGNAL # 20  OFF-PEAK DIRECTION TH STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 13   | COUNT ionSTATION  5 5 5 5 5 5 5 5 5 5                 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0           | FROM<br>EXCLUS.                        |        | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>EB<br>SW 8 <sup>-</sup><br>LINK<br>  | SIGNAL # 20  OFF-PEAK DIRECTION TH STREET  Signal Number & Locate  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11  | COUNT ionSTATION  5 5 5 5 5 5 5 5 5 5 5 5             | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0      | FROM<br>EXCLUS.                        |        | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>EB<br>SW 8 <sup>-</sup><br>LINK<br>  | SIGNAL # 20  OFF-PEAK DIRECTION TH STREET  Signal Number & Locate  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11  | COUNT ionSTATION  5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0      | FROM<br>EXCLUS.                        |        | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>EB<br>SW 8 <sup>-</sup><br>LINK<br>  | SIGNAL # 20  OFF-PEAK DIRECTION TH STREET  Signal Number & Locate  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9   | COUNT ionSTATION  5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES               |        | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>EB<br>SW 8 <sup>-</sup><br>LINK<br>  | SIGNAL # 20  OFF-PEAK DIRECTION TH STREET  Signal Number & Locate  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8  | COUNT ionSTATION  5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES               |        | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>EB<br>SW 8 <sup>-</sup><br>LINK<br>  | SIGNAL # 20  OFF-PEAK DIRECTION TH STREET  Signal Number & Locate  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7   | COUNT ionSTATION  5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES               |        | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>EB<br>SW 8 <sup>-</sup><br>LINK<br>  | SIGNAL # 20  OFF-PEAK DIRECTION TH STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6   | COUNT ionSTATION  5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES               |        | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>EB<br>SW 8 <sup>-</sup><br>LINK<br>  | SIGNAL # 20  OFF-PEAK DIRECTION TH STREET  Signal Number & Locate  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5                                  | COUNT ionSTATION  5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES               |        | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>EB<br>SW 8 <sup>-1</sup><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4 | SIGNAL # 20 OFF-PEAK DIRECTION TH STREET  Signal Number & Locate  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 5 SIGNAL # 4 | COUNT ionSTATION  5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES               |        | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>EB<br>SW 8 <sup>-1</sup><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4<br>4-3   | SIGNAL # 20 OFF-PEAK DIRECTION TH STREET  Signal Number & Locate  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 10 SIGNAL # 10 SIGNAL # 3 SIGNAL # 5 SIGNAL # 5 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4 SIGNAL # 3            | COUNT ionSTATION  5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | PEAK HOUR VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0     | FROM<br>EXCLUS.<br>LANES               |        | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>EB<br>SW 8 <sup>-1</sup><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4 | SIGNAL # 20 OFF-PEAK DIRECTION TH STREET  Signal Number & Locate  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 10 SIGNAL # 10 SIGNAL # 3 SIGNAL # 5 SIGNAL # 5 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4 SIGNAL # 3            | COUNT ionSTATION  5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES               |        | LENGTH<br>SIGNALS<br>19-1 | g/C<br>SIGNALS<br>19-1 | LENGTH         | ARRIV/<br>TYPE |

| ====       | ======================================= | ========     | ======       |       | ===== |          | <b>===</b> ==== | ======:  |
|------------|---|--------------|--------------|-------|-------|----------|-----------------|----------|
| WB         | PEAK DIRECTION RE                       |              | THRU         |       |       | THRU     |                 | ARTERIAL |
|            | TH STREET                               | COUNT        |              | V/C   |       | APPROACH | SPEED           | LINK     |
| LINK       | Signal Number & Loca                    | ationSTATION | RATE         | RATIO | DELAY | LOS      | (MPH)           | LOS      |
| 1-2        | SW 82nd Avenue (456                     | (5) 5        | 1884         | 0.43  | 3.2   | <br>А    | 37.2            | Α        |
| 2-3        | SIGNAL # 3                              | 5            | 0            | 0.43  | 3.2   | ^        | 37.2            | ^        |
| 2-3<br>3-4 | SIGNAL # 4                              | 5            | 0            |       |       |          |                 |          |
| 4-5        | SIGNAL # 5                              | 5            | 0            |       |       |          |                 |          |
| 5-6        | SIGNAL # 6                              | 5            | 0            |       |       |          |                 |          |
| 6-7        | SIGNAL # 7                              | 5            | Ö            |       |       |          |                 |          |
| 7-8        | SIGNAL # 8                              | 5            | Ö            |       |       |          |                 |          |
| 8-9        | SIGNAL # 9                              | 5            | 0            |       |       |          |                 |          |
|            | SIGNAL # 10                             | 5            | Ö            |       |       |          |                 |          |
|            | SIGNAL # 11                             | 5            | Ö            |       |       |          |                 |          |
|            | SIGNAL # 12                             | 5            | ő            |       |       |          |                 |          |
|            | SIGNAL # 13                             | 5            | 0            |       |       |          |                 |          |
|            | SIGNAL # 14                             | 5            | Ö            |       |       |          |                 |          |
|            | SIGNAL # 15                             | 5            | ő            |       |       |          |                 |          |
|            | SIGNAL # 16                             | 5            | ő            |       |       |          |                 |          |
|            | SIGNAL # 17                             | 5            | ő            |       |       |          |                 |          |
|            | SIGNAL # 18                             | 5            | 0            |       |       |          |                 |          |
|            | SIGNAL # 19                             | 5            | 0            |       |       |          |                 |          |
|            | SIGNAL # 20                             | 5            | 0            |       |       |          |                 |          |
| 10-20      | OIOITIL # 20                            | 3            | U            |       |       |          |                 |          |
| WB         |   | ,            | Arterial Spe | ed =  | 37.2  | mph      |                 |          |
|            |   | •            |              | LOS = | Α     |          |                 |          |
|            |   |              |              | =     |       |          |                 |          |

| ===== |                |                 |              | <b></b> | ====== | ======= |       |          |
|-------|----------------|-----------------|--------------|---------|--------|---------|-------|----------|
| EB    | OFF-PEAK DIREC | CTION RESULTS   | THRU         |         |        | THRU    |       | ARTERIAL |
|       | TH STREET      | COUNT           | FLOW         | V/C     | THRU A | PPROACH | SPEED | LINK     |
|       |                | LocationSTATION |              | RATIO   | DELAY  | LOS     | (MPH) | 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   | В       | 33.2  | 2 B      |
| EB    | ٠              | ,               | Arterial Spe | ed =    | 33.2 r | mph     |       |          |
|       |                | •               |              | LOS =   | В .    |         |       |          |
|       |                |                 |              |         |        |         |       |          |

| Based<br>ART_I<br>Developed by: W.McShane, E.She   | ial Level of Service Estimate<br>on the 1985 Highway Capacity Mar<br>PLAN Version 1.2<br>nk, and G.Sokolow 12-14-91<br>ed by: FDOT District Four 05-18-92 |  |
|--|---|--|
| DESCRIPTION  PEAK >>>>>>  Traffic Count Date: JULY 14 User's Notes: NW 58T   | Station No. & Location: PEAK DIRECTION: N OFF-PEAK DIRECTION: S Study Time Period: P  | B  |
| TRAFFIC CHARACTERISTICS  |   |  |
|  | AWDT: K FACTOR: D FACTOR: PHF: DJ. SATURATION FLOW RATE: RNS FROM EXCLUSIVE LANES:  | 26,384<br>0.083<br>0.675<br>0.894<br>1,900   |
| ROADWAY CHARACTERISTICS  | =======================================   | =======================================  |
|  | NUMBER OF THRU LANES PEAK DIRECTION: OFF-PEAK DIRECTION: URBAN, TRANSITIONING, OR RURAL DEVELOPED (U/T/R): ARTERIAL CLASS: FREE FLOW SPEED (mph):         | 2<br>2<br>U<br>1 (1, 2, or 3)<br>45 (45, 40, or 35)  |
| For Arterial Type and Class:<br>Rural<br>Transitioning, Class 1<br>Urban, Class 1<br>Urban or Transitioning, Class 2<br>Urban, Class 3 |   | Use Free flow speed of: 55, 50, 45, 40 or 35 55, 50, 45, 40 or 35 45, 40 or 35 40, 35, 30 or 25 35, 30 or 25 |
| SIGNALIZATION CHARACTERISTICS  |   | =======================================  |
|  | ARRIVAL TYPE PEAK DIRECTION:  | 4  |

OFF-PEAK DIRECTION: TYPE SIGNAL SYSTEM:

2 3 (1=ACTUATED

2=PRETIMED

3=SEMIACTUATED)

150

SYSTEM CYCLE LENGTH:

WEIGHTED THRU MOVEMENT g/C:

0.37

\_\_\_\_\_\_

| NB PEAK DIRECTION'S SPE<br>MILAM DAIRY ROAD                                 | CIFIC INP    | JTS<br>PEAK<br>HOUR | % TURNS<br>FROM<br>EXCLUS. |        | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS | LENGTH       |          |
|---|--------------|---------------------|----------------------------|--------|----------------------------|-----------------------------|--------------|----------|
| LINK Signal Number & Location   |              |                     | LANES                      | LANES  | 2-20                       | 2-20                        | (FT)         | TYPE     |
| 1-2 NW 74th Street Ext(3975)  |              | 1,474               | 30.68                      | 1      | 141                        | 0.38                        | 5,003        | 4        |
| 2-3 NW 74th Street (4528)   | 39<br>39     | 1,474               | 0.5                        | 2      | 141                        | 0.55                        | 300          | 4        |
| 3-4 SIGNAL # 4<br>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<br>14-15 SIGNAL # 15                                      | 39<br>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   |              |                     | ======                     | ====== | =======                    | =======                     |              | ======   |
| MILAM DAIRY ROAD  | OI LOII IC   | 1111 010            | % TURNS                    |        | CYCLE                      | EFFECTIVE                   |              |          |
|   |              | PEAK                | FROM                       |        | LENGTH                     | g/C                         |              |          |
|   | COUNT        | HOUR                | EXCLUS.                    |        | SIGNALS                    | SIGNALS                     | LENGTH       | ARRIVAL  |
| LINK Signal Number & Location   | nSTATION<br> | VOLUME              | LANES                      | LANES  | 19-1<br>                   | 19-1<br>                    | (FT)<br>     | TYPE<br> |
| 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<br>14-13 SIGNAL # 13                                      | 39<br>39     | 0                   |                            |        |                            |                             |              |          |
| 13-12 SIGNAL # 12   | 39           | 0                   |                            |        |                            |                             |              |          |
| 12-11 SIGNAL # 11   | 39           | 0                   |                            |        |                            |                             |              |          |
| 11-10 SIGNAL # 10   | 39           | ő                   |                            |        |                            |                             |              |          |
| 10-9 SIGNAL # 9   | 39           | Ö                   |                            |        |                            |                             |              |          |
| 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                   |                            |        |                            |                             |              |          |
| 4.0 0101141.44.0  |              |                     |                            |        |                            |                             |              |          |
| 4-3 SIGNAL # 3  | 39           | 700                 |                            | ^      | 4 4 4                      | 0.20                        | 200          | 2        |
| 4-3 SIGNAL # 3<br>3-2 NW 74th Street Ext(3975)<br>2-1 NW 58th Street (4315) |              | 708<br>708          | 6.57                       | 2      |                            |                             | 300<br>5,003 | 2        |

| ====  |                          | ======  | =======      |       | <b>===</b> === | ======== | ======= |          | :            |
|-------|--------------------------|---------|--------------|-------|----------------|----------|---------|----------|--------------|
| NB    | PEAK DIRECTION RESUL     | _TS     | THRU         |       |                | THRU     |         | ARTERIAL |              |
| MILA  | M DAIRY ROAD             | COUNT   | FLOW         | V/C   | THRU           | APPROACH | SPEED   | LINK     |              |
| LINK  | Signal Number & Location | STATION | RATE         | RATIO | DELAY          | LOS      | (MPH)   | LOS      |              |
|       | NW 741 Ot - 4 F. (0075)  |         | 4440         | 4.50  |                |          | 4.0     |          | ************ |
| 1-2   | NW 74th Street Ext(3975) | 39      | 1142         | 1.58  | 511.7          |          | 4.6     |          | *Warning: In |
| 2-3   | NW 74th Street (4528)    | 39      | 1640         | 0.78  | 16.7           | С        | 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            |       |                |          |         |          |              |
| 10-1° | I SIGNAL # 11            | 39      | 0            |       |                |          |         |          |              |
| 11-12 | 2 SIGNAL # 12            | 39      | 0            |       |                |          |         |          |              |
| 12-13 | 3 SIGNAL # 13            | 39      | 0            |       |                |          |         |          |              |
| 13-14 | 1 SIGNAL # 14            | 39      | 0            |       |                |          |         |          |              |
| 14-1  | 5 SIGNAL # 15            | 39      | 0            |       |                |          |         |          |              |
| 15-16 | S SIGNAL # 16            | 39      | 0            |       |                |          |         |          |              |
| 16-17 | 7 SIGNAL # 17            | 39      | 0            |       |                |          |         |          |              |
| 17-18 | 3 SIGNAL # 18            | 39      | 0            |       |                |          |         |          |              |
|       | 9 SIGNAL # 19            | 39      | 0            |       |                |          |         |          |              |
|       | SIGNAL # 20              | 39      | 0            |       |                |          |         |          |              |
|       |                          |         |              |       |                |          |         |          |              |
| NID   |                          |         | Artorial Cha | ad -  | ***            | mnh      |         |          |              |

NB Arterial Speed = \*\*\* mph
LOS = F

NOTE: Intersection Capacity Exceeded

|       | OFF-PEAK DIRECTION  MIDAIRY ROAD  Signal Number & Loc | COUNT   | THRU<br>FLOW<br>RATE | V/C<br>RATIO  | THRU /<br>DELAY | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>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(3                                  | 975) 39 | 740                  | 0.51          | 34.9            | D                       | 4.0            | F                       |
| 2-1   | NW 58th Street (4315                                  | 5) 39   | 669                  | 0.50          | 31.9            | D                       | 28.9           | В                       |
| SB    |   | A       | Arterial Spe         | ed =<br>LOS = | <b>21.3</b>     | mph                     |                |                         |

\_\_\_\_\_\_

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 AVENUÉ

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, Class 1 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   |  |   |                 |   |                           |                        | ======  | =====::         |
|--|--|--|---|-----------------|---|---------------------------|------------------------|---------|-----------------|
| SW 87  | 7TH AVENUE   |  | PEAK  | % TURNS<br>FROM |   | CYCLE<br>LENGTH           |                        |         |                 |
|  |  | COUNT  | HOUR  | EXCLUS.         |   | SIGNALS                   | g/C<br>SIGNALS         | LENGTH  | ARRIVAI         |
| LINK   | Signal Number & I  |  |   | LANES           |   | 2-20                      | 2-20                   | (FT)    | TYPE            |
| 1-2  | SW 8th Street (336   |  | 2,280   | 9.21            | 2 | 134                       | 0.34                   | 2,357   | 4               |
| 2-3  | SIGNAL # 3   | 44<br>44   |   |                 |   |                           |                        |         |                 |
| 3-4<br>4-5   | SIGNAL # 4<br>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   |   |                 |   |                           |                        |         |                 |
|  | SIGNAL # 14  | 44   |   |                 |   |                           |                        |         |                 |
|  | SIGNAL # 15  | 44   |   |                 |   |                           |                        |         |                 |
|  | SIGNAL # 16  | 44   |   |                 |   |                           |                        |         |                 |
|  | SIGNAL # 17  | 44   |   |                 |   |                           |                        |         |                 |
|  | SIGNAL # 18  | 44   |   |                 |   |                           |                        |         |                 |
|  | SIGNAL # 19  | 44   |   |                 |   |                           |                        |         |                 |
|  | SIGNAL # 20  | 44   |   |                 |   |                           |                        |         |                 |
| NB   | OFF-PEAK DIREC   | TION'S SPECIFIC  | NPUTS   |                 |   |                           |                        | <b></b> |                 |
| SW 8   | 7TH AVENUE   |  |   | % TURNS         | 1 | CYCLE                     | <b>EFFECTIVE</b>       |         |                 |
|  |  |  |   |                 |   |                           |                        |         |                 |
|  |  |  | PEAK  | FROM            |   | LENGTH                    | g/C                    |         |                 |
|  |  | COUNT  | HOUR  | FROM<br>EXCLUS  |   | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH  | ARRIVAL         |
| LINK   | Signal Number &  |  | HOUR  | FROM            |   | LENGTH                    | g/C                    |         | ARRIVAL<br>TYPE |
|  | Signal Number &  |  | HOUR  | FROM<br>EXCLUS  |   | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH  |                 |
| 20-19<br>19-18   | SIGNAL # 19<br>SIGNAL # 18   | LocationSTATION  | HOUR<br>VOLUME  | FROM<br>EXCLUS  |   | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH  |                 |
| 20-19<br>19-18<br>18-17  | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17  | LocationSTATION44 44 44                                | HOUR<br>VOLUME<br>0<br>0<br>0   | FROM<br>EXCLUS  |   | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH  |                 |
| 20-19<br>19-18<br>18-17<br>17-16   | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16   | LocationSTATION  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS  |   | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH  |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15  | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15  | LocationSTATION  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS  |   | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH  |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14   | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14   | LocationSTATION  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS  |   | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH  |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13  | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13  | LocationSTATION 44 44 44 44 44 44 44                   | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS  |   | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH  |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12   | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12   | LocationSTATION 44 44 44 44 44 44 44 44                | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS  |   | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH  |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12   | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11  | LocationSTATION  44 44 44 44 44 44 44 44 44            | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS  |   | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH  |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11  | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11  | LocationSTATION  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS  |   | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH  |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10   | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9   | LocationSTATION  44 44 44 44 44 44 44 44 44            | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS  |   | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH  |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8                                    | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8   | LocationSTATION  44 44 44 44 44 44 44 44 44 44         | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS  |   | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH  |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7                             | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7   | LocationSTATION  44 44 44 44 44 44 44 44 44 44 44      | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS  |   | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH  |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6                      | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6   | LocationSTATION  44 44 44 44 44 44 44 44 44 44 44 44   | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS  |   | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH  |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5               | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5                             | LocationSTATION  44 44 44 44 44 44 44 44 44 44 44 44 4 | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS  |   | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH  |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5<br>SIGNAL # 4                             | LocationSTATION  44 44 44 44 44 44 44 44 44 44 44 44 4 | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                                    | FROM<br>EXCLUS  |   | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH  |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4<br>4-3 | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 8<br>SIGNAL # 6<br>SIGNAL # 5<br>SIGNAL # 4<br>SIGNAL # 4<br>SIGNAL # 3 | LocationSTATION  44 44 44 44 44 44 44 44 44 44 44 44 4 | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS  |   | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH  |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5<br>SIGNAL # 4                             | LocationSTATION  44 44 44 44 44 44 44 44 44 44 44 44 4 | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS  |   | LENGTH<br>SIGNALS<br>19-1 | g/C<br>SIGNALS<br>19-1 | LENGTH  |                 |

|       | PEAK DIRECTION RE<br>7TH AVENUE<br>Signal Number & Loca | COUNT | THRU<br>FLOW<br>RATE | V/C<br>RATIO | THRU<br>DELAY | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>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    |   | A     | Arterial Spe         | ed =         | ***           | mph                     |                |                         |              |

LOS = F NOTE: Intersection Capacity Exceeded

|       | 7TH AVENUE        | ECTION RESULTS COUNT LocationSTATION | THRU<br>FLOW<br>RATE | V/C<br>RATIO  | THRU DELAY | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS | •            |
|-------|-------------------|--------------------------------------|----------------------|---------------|------------|-------------------------|----------------|-------------------------|--------------|
| 20-19 | SIGNAL # 19       | 44                                   | 0                    |               |            |                         |                |                         | -            |
|       | 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 (3 | 747) 44                              | 1,105                | 1.00          | 64.0       | F                       | 12.8           | 8 F                     | *Warning: In |
| NB    |                   | ,                                    | Arterial Spe         | ed =<br>LOS = | 12.8<br>F  | mph                     |                |                         |              |

|                                      |   | · <b>····</b>                                |
|--------------------------------------|---|--|
| Florida Department of Transportation |   |  |
|                                      | Arterial Level of Service Estimate<br>ased on the 1985 Highway Capacity Man | nual   |
| A                                    | RT_PLAN Version 1.2   |  |
| Developed by: W.McShane, E           | Shenk, and G.Sokolow 12-14-91   |  |
|                                      | lodified by: FDOT District Four 05-18-92                                    |  |
| DESCRIPTION                          |   | W 8TH STREET                                 |
| PEAK >>>>>>                          | Station No. & Location:<br>PEAK DIRECTION: W                                | 90<br>/B                                     |
| FEAR                                 | OFF-PEAK DIRECTION: E   |  |
|                                      | Study Time Period: P  | M PEAK                                       |
|                                      | GUST 5, 1994  | ANUARY 27, 1995                              |
| User's Notes. SW                     |   | :<br>:                                       |
| TRAFFIC CHARACTERISTICS              |   |  |
|                                      | AWDT:   | 33,211                                       |
|                                      | K FACTOR:   | 0.077  |
|                                      | D FACTOR:   | 0.637  |
|                                      | PHF:<br>ADJ. SATURATION FLOW RATE:  | 0.927<br>1,900                               |
| %                                    | TURNS FROM EXCLUSIVE LANES:   | 15   |
| ROADWAY CHARACTERISTICS              |   | =======================================      |
| ROADWAT CHARACTERISTICS              |   |  |
|                                      | NUMBER OF THRU LANES  | _  |
|                                      | PEAK DIRECTION:<br>OFF-PEAK DIRECTION:                                      | 3<br>3                                       |
|                                      | URBAN, TRANSITIONING, OR  | 3  |
|                                      | RURAL DEVELOPED (U/T/R):  | U  |
|                                      | ARTERIAL CLASS:<br>FREE FLOW SPEED (mph):                                   | 1 (1, 2, or 3)<br>45 (45, 40, or 35)         |
|                                      | TREET EOW OF LED (III).   | 43 (43, 40, 61 33)                           |
| For Arterial Type and Class:         |   | Use Free flow speed of:                      |
| Rural<br>Transitioning, Class 1      |   | 55, 50, 45, 40 or 35<br>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 CHARACTERISTIC         |   | ========::                                   |
|                                      | 1001/41 7/05  |  |
|                                      | ARRIVAL TYPE PEAK DIRECTION:  | 4  |
|                                      | OFF-PEAK DIRECTION:   | 2  |
|                                      | TYPE SIGNAL SYSTEM:   | 3 (1=ACTUATED                                |
|                                      |   | 2=PRETIMED                                   |

SYSTEM CYCLE LENGTH: WEIGHTED THRU MOVEMENT g/C:

\_\_\_\_\_\_

3=SEMIACTUATED)

150 0.37

| <br>WB<br>SW 81   | PEAK DIRECTION'S SPE<br>TH STREET   | ECIFIC INP   | PEAK  | % TURNS<br>FROM                        |            | LENGTH                             | EFFECTIVE<br>g/C  |                                  |                 |
|---|---|--|---|--|------------|------------------------------------|---|----------------------------------|-----------------|
| LINK  | Signal Number & Locatio   | COUNT  | HOUR<br>VOLUME  | EXCLUS.<br>LANES                       | LANES      | SIGNALS<br>2-20                    | SIGNALS<br>2-20   | LENGTH<br>(FT)                   | ARRIVAL<br>TYPE |
| 1-2   | SW 112th Avenue (3879)  |  | 1,633   | 9.89                                   | 3          | 127                                |   | 2,600                            | 4               |
|   | SW 117th Avenue (4974)  |  | 1,633   | 11.82                                  | 3          | 135                                |   | 720                              | 4               |
| 3-4   | SR 821 East (4238)  | 90   | 1,633   | 11.87                                  | 3          | 135                                |   | 1,380                            | 4               |
| 4-5<br>5-6  | SR 821 West (4239)<br>SIGNAL # 6  | 90<br>90   | 1,633   | 11.99                                  | 3          | 135                                | 0.67  | 1,570                            | 4               |
| 6-7   | SIGNAL # 7  | 90   |   |  |            |                                    |   |                                  |                 |
| 7-8   | SIGNAL # 8  | 90   |   |  |            |                                    |   |                                  |                 |
| 8-9   | SIGNAL # 9  | 90   |   |  |            |                                    |   |                                  |                 |
|   | SIGNAL # 10   | 90   |   |  |            |                                    |   |                                  |                 |
|   | SIGNAL # 11   | 90   |   |  |            |                                    |   |                                  |                 |
|   | SIGNAL # 12   | 90   |   |  |            |                                    |   |                                  |                 |
|   | SIGNAL # 13   | 90   |   |  |            |                                    |   |                                  |                 |
|   | SIGNAL # 14   | 90   |   |  |            |                                    |   |                                  |                 |
|   | SIGNAL # 15   | 90   |   |  |            |                                    |   |                                  |                 |
|   | SIGNAL # 16   | 90   |   |  |            |                                    |   |                                  |                 |
|   | SIGNAL # 17   | 90   |   |  |            |                                    |   |                                  |                 |
|   | SIGNAL # 18   | 90   |   |  |            |                                    |   |                                  |                 |
| 17-18   | OIOITAL IF IO   |  |   |  |            |                                    |   |                                  |                 |
|   | SIGNAL # 19   | 90   |   |  |            |                                    |   |                                  |                 |
| 18-19<br>19-20<br>=====<br>EB   | SIGNAL # 19<br>SIGNAL # 20<br>  | 90   | INPUTS  | % TIIDNS                               |            |                                    | EEEECTIVE   |                                  | =======         |
| 18-19<br>19-20<br>====<br>EB<br>SW 87   | SIGNAL # 19<br>SIGNAL # 20  | 90<br>======<br>S SPECIFIC<br>COUNT  | PEAK<br>HOUR  | ###################################### |            | CYCLE<br>LENGTH<br>SIGNALS<br>19-1 | EFFECTIVE<br>g/C<br>SIGNALS<br>19-1                                 |                                  |                 |
| 18-19<br>19-20<br>=====<br>EB<br>SW 87  | SIGNAL # 19 SIGNAL # 20 OFF-PEAK DIRECTION'S TH STREET Signal Number & Location   | 90<br>S SPECIFIC<br>COUNT<br>DISTATION   | PEAK<br>HOUR<br>VOLUME  | FROM<br>EXCLUS.                        |            | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS   | LENGTH                           | ARRIVAL         |
| 18-19<br>19-20<br>EB<br>SW 8<br>LINK  | SIGNAL # 19 SIGNAL # 20 OFF-PEAK DIRECTION'S TH STREET Signal Number & Location SIGNAL # 19   | 90<br>S SPECIFIC<br>COUNT<br>DISTATION<br>90   | PEAK<br>HOUR<br>VOLUME  | FROM<br>EXCLUS.                        |            | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS   | LENGTH                           | ARRIVAL         |
| 18-19<br>19-20<br>=====<br>EB<br>SW 87<br>LINK<br>  | SIGNAL # 19 SIGNAL # 20 OFF-PEAK DIRECTION'S TH STREET Signal Number & Location SIGNAL # 19 SIGNAL # 18   | 90<br>S SPECIFIC<br>COUNT<br>pnSTATION<br>90<br>90   | PEAK<br>HOUR<br>VOLUME<br>0<br>0  | FROM<br>EXCLUS.                        |            | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS   | LENGTH                           | ARRIVAL         |
| 18-19<br>19-20<br>====<br>EB<br>SW 87<br>LINK<br>   | SIGNAL # 19 SIGNAL # 20 OFF-PEAK DIRECTION'S TH STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17  | 90<br>S SPECIFIC<br>COUNT<br>pnSTATION<br>90   | PEAK<br>HOUR<br>VOLUME  | FROM<br>EXCLUS.                        |            | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS   | LENGTH                           | ARRIVAL         |
| 18-19<br>19-20<br>=====<br>EB<br>SW 87<br>LINK<br>20-19<br>19-18<br>18-17<br>17-16  | SIGNAL # 19 SIGNAL # 20 OFF-PEAK DIRECTION'S TH STREET Signal Number & Location SIGNAL # 19 SIGNAL # 18   | 90<br>S SPECIFIC<br>COUNT<br>DISTATION<br>90<br>90<br>90   | PEAK<br>HOUR<br>VOLUME<br>0<br>0  | FROM<br>EXCLUS.                        |            | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS   | LENGTH                           | ARRIVAL         |
| 18-19<br>19-20<br>=====<br>EB<br>SW 8 <sup>-1</sup><br>LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15  | SIGNAL # 19 SIGNAL # 20  OFF-PEAK DIRECTION'S TH STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16   | 90<br>S SPECIFIC<br>COUNT<br>DISTATION<br>90<br>90<br>90<br>90   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0   | FROM<br>EXCLUS.                        |            | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS   | LENGTH                           | ARRIVAL         |
| 18-19<br>19-20<br>=====<br>EB<br>SW 87<br>LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14  | SIGNAL # 19 SIGNAL # 20  OFF-PEAK DIRECTION'S TH STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15   | 90<br>S SPECIFIC<br>COUNT<br>onSTATION<br>90<br>90<br>90<br>90<br>90   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.                        |            | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS   | LENGTH                           | ARRIVAL         |
| 18-19<br>19-20<br>=====<br>EB<br>SW 87<br>LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13   | SIGNAL # 19 SIGNAL # 20  OFF-PEAK DIRECTION'S TH STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14   | 90<br>S SPECIFIC<br>COUNT<br>onSTATION<br>90<br>90<br>90<br>90<br>90   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.                        |            | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS   | LENGTH                           | ARRIVAL         |
| 18-19<br>19-20<br>=====<br>EB<br>SW 87<br>LINK<br>  | SIGNAL # 19 SIGNAL # 20  OFF-PEAK DIRECTION'S TH STREET  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13  | 90 COUNT COUNT COUNT ONSTATION 90 90 90 90 90 90 90 90   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.                        |            | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS   | LENGTH                           | ARRIVAL         |
| 18-19<br>19-20<br>=====<br>EB<br>SW 87<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11   | SIGNAL # 19 SIGNAL # 20  OFF-PEAK DIRECTION'S TH STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12   | 90 COUNT COU | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.<br>LANES               |            | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS   | LENGTH                           | ARRIVAL         |
| 18-19<br>19-20<br>=====<br>EB<br>SW 87<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11   | SIGNAL # 19 SIGNAL # 20  OFF-PEAK DIRECTION'S TH STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11   | 90<br>COUNT<br>ONSTATION<br>90<br>90<br>90<br>90<br>90<br>90<br>90   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.<br>LANES               |            | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS   | LENGTH                           | ARRIVAL         |
| 18-19<br>19-20<br>=====<br>EB<br>SW 8 <sup>7</sup><br>LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>9-8                                     | SIGNAL # 19 SIGNAL # 20   | 90<br>COUNT<br>INSTATION<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.<br>LANES               |            | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS   | LENGTH                           | ARRIVAL         |
| 18-19<br>19-20<br>=====<br>EB<br>SW 8 <sup>7</sup><br>LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7                      | SIGNAL # 19 SIGNAL # 20   | 90<br>COUNT<br>INSTATION<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.<br>LANES               |            | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS   | LENGTH                           | ARRIVAL         |
| 18-19<br>19-20<br>=====<br>EB<br>SW 8 <sup>7</sup><br>LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6               | SIGNAL # 19 SIGNAL # 20   | 90<br>COUNT<br>INSTATION<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.<br>LANES               |            | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS   | LENGTH                           | ARRIVAL         |
| 18-19<br>19-20<br>=====<br>EB<br>SW 8 <sup>7</sup><br>LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5        | SIGNAL # 19 SIGNAL # 20  OFF-PEAK DIRECTION'S TH STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5  | 90<br>COUNT<br>INSTATION<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.<br>LANES               | LANES      | CYCLE<br>LENGTH<br>SIGNALS<br>19-1 | EFFECTIVE<br>g/C<br>SIGNALS<br>19-1                                 | LENGTH<br>(FT)                   | ARRIVAL<br>TYPE |
| 18-19<br>19-20<br>=====<br>EB<br>SW 8 <sup>7</sup><br>LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4 | SIGNAL # 19 SIGNAL # 20  SIGNAL # 20  OFF-PEAK DIRECTION'S TH STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 10 SIGNAL # 17 SIGNAL # 17 SIGNAL # 17 SIGNAL # 18 SIGNAL # 19 SIGNAL # 10 SIGNAL | 90<br>COUNT<br>INSTATION<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES               | LANES      | CYCLE<br>LENGTH<br>SIGNALS<br>19-1 | EFFECTIVE<br>g/C<br>SIGNALS<br>19-1                                 | LENGTH<br>(FT)                   | ARRIVAL<br>TYPE |
| 18-19<br>19-20<br>=====<br>EB<br>SW 8 <sup>-</sup><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4<br>4-3  | SIGNAL # 19 SIGNAL # 20  SIGNAL # 20  OFF-PEAK DIRECTION'S TH STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 10 SIGNAL # 10 SIGNAL # 17 SIGNAL # 17 SIGNAL # 18 SIGNAL # 19 SIGNAL # 10 SIGNAL | 90<br>COUNT<br>INSTATION<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90<br>90   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES<br>           | LANES<br>3 | CYCLE<br>LENGTH<br>SIGNALS<br>19-1 | EFFECTIVE<br>g/C<br>SIGNALS<br>19-1                                 | LENGTH<br>(FT)<br>1,570<br>1,380 | ARRIVAL<br>TYPE |
| 18-19<br>19-20<br>=====<br>EB<br>SW 8 <sup>7</sup><br>LINK<br>  | SIGNAL # 19 SIGNAL # 20  SIGNAL # 20  OFF-PEAK DIRECTION'S TH STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 10 SIGNAL # 17 SIGNAL # 17 SIGNAL # 17 SIGNAL # 18 SIGNAL # 19 SIGNAL # 10 SIGNAL | 90 COUNT on STATION 90 90 90 90 90 90 90 90 90 90 90 90 90   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES<br>           | LANES      | CYCLE<br>LENGTH<br>SIGNALS<br>19-1 | EFFECTIVE<br>g/C<br>SIGNALS<br>19-1<br>0.75<br>0.75<br>0.76<br>0.78 | LENGTH<br>(FT)                   | ARRIVAL<br>TYPE |

|       | PEAK DIRECTION RESUITED THE STREET Signal Number & Location | COUNT | THRU<br>FLOW<br>RATE | V/C<br>RATIO | THRU<br>DELAY | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
|-------|---|-------|----------------------|--------------|---------------|-------------------------|----------------|-------------------------|
| 1-2   | SW 112th Avenue (3879)                                      | 90    | 1587                 | 0.36         | 2.3           | Α                       | 38.0           | Α                       |
| 2-3   | SW 117th Avenue (4974)                                      | 90    | 1553                 | 0.32         | 1.3           | Α                       | 29.6           | В                       |
| 3-4   | SR 821 East (4238)  | 90    | 1552                 | 0.32         | 1.3           | Α                       | 32.9           |                         |
| 4-5   | SR 821 West (4239)  | 90    | 1550                 | 0.41         | 5.6           | В                       | 29.1           | В                       |
| 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    |   | A     | Arterial Spe         | ed =         | 33.3          | mph                     |                |                         |

/B Arterial Speed = 33.3 mph LOS = B

| ===========     |                    | ===== | =======      | ====== | ====== | =======  | ======= | =======: |
|-----------------|--------------------|-------|--------------|--------|--------|----------|---------|----------|
| EB OFF-PEAK     | DIRECTION RESU     | JLTS  | THRU         |        |        | THRU     |         | ARTERIAL |
| SW 8TH STREET   | - cc               | UNT   | FLOW         | V/C    | THRU   | APPROACH | SPEED   | LINK     |
| LINK Signal Nun | nber & LocationSTA | NOITA | 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#     |                    | 90    | 0            |        |        |          |         |          |
| 5-4 SR 821 Ea   | ıst (4238)         | 90    | 736          | 0.17   | 5.0    | Α        | 29.7    | В        |
| 4-3 SW 117th    | Avènue (4974)      | 90    | 888          | 0.20   | 4.7    | Α        | 28.5    | В        |
| 3-2 SW 112th    | Avenue (3879)      | 90    | 85 <b>5</b>  | 0.19   | 3.7    | Α        | 24.9    | С        |
|                 | Avenue (3709)      | 90    | 778          | 0.57   | 46.9   | E        | 17.0    | E        |
|                 |                    |       |              |        |        |          |         |          |
| EB              |                    | /     | Arterial Spe |        |        | mph      |         |          |
|                 |                    |       |              | LOS =  | С      |          |         |          |

| *  | ==   |  |
|--|--|--|
| Ва<br>А<br>Developed by: <b>W</b> .McShane, E  | on<br>Arterial Level of Service Estimate<br>ased on the 1985 Highway Capacity Mar<br>RT_PLAN Version 1.2<br>.Shenk, and G.Sokolow 12-14-91<br>lodified by: FDOT District Four 05-18-92 |  |
| DESCRIPTION  | ROAD NAME: S   |  |
| PEAK >>>>>>>   | Station No. & Location: PEAK DIRECTION: V OFF-PEAK DIRECTION: E Study Time Period: P   | B  |
|  | •  | EBRUARY 2, 1995  |
| TRAFFIC CHARACTERISTICS  |  |  |
| %  | AWDT: K FACTOR: D FACTOR: PHF: ADJ. SATURATION FLOW RATE: TURNS FROM EXCLUSIVE LANES:  | 39,091<br>0.072<br>0.619<br>0.974<br>1,900<br>15   |
| ROADWAY CHARACTERISTICS  |  |  |
|  | NUMBER OF THRU LANES PEAK DIRECTION: OFF-PEAK DIRECTION: URBAN, TRANSITIONING, OR RURAL DEVELOPED (U/T/R): ARTERIAL CLASS: FREE FLOW SPEED (mph):                                      | 4<br>3<br>U<br>1 (1, 2, or 3)<br>45 (45, 40, or 35)  |
| For Arterial Type and Class:<br>Rural<br>Transitioning, Class 1<br>Urban, Class 1<br>Urban or Transitioning, Class<br>Urban, Class 3 | 2  | Use Free flow speed of: 55, 50, 45, 40 or 35 55, 50, 45, 40 or 35 45, 40 or 35 40, 35, 30 or 25 35, 30 or 25 |
| SIGNALIZATION CHARACTERISTIC   | :=====================================   | ======================================   |
|  | ARRIVAL TYPE PEAK DIRECTION: OFF-PEAK DIRECTION: TYPE SIGNAL SYSTEM:   | 4 2 3 (1=ACTUATED 2=PRETIMED   |

SYSTEM CYCLE LENGTH:

WEIGHTED THRU MOVEMENT g/C: \_\_\_\_\_

3=SEMIACTUATED)

150 0.37

| WB<br>SW 8  | PEAK DIRECTION'S TH STREET   |   |   | =======<br>% TURNS |        | CYCLE             |                        |                |                 |
|---|--|---|---|--------------------|--------|-------------------|------------------------|----------------|-----------------|
|   |  |   | PEAK  | FROM               |        | LENGTH            | g/C                    |                |                 |
|   |  | COUNT   | HOUR  | EXCLUS.            |        | SIGNALS           | SIGNALS                | LENGTH         | ARRIVAL         |
| LINK  | Signal Number & Lo   | ocationSTATION  | VOLUME  | LANES              | LANES  | 2-20              | 2-20                   | (FT)           | TYPE            |
| 1-2   | SW 87th Avenue (3:   | 362) 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  |   |                    |        |                   |                        |                |                 |
|   | SIGNAL # 10  | 92  |   |                    |        |                   |                        |                |                 |
|   | SIGNAL # 11  | 92<br>92  |   |                    |        |                   |                        |                |                 |
|   | SIGNAL # 12  |   |   |                    |        |                   |                        |                |                 |
|   | SIGNAL # 13<br>SIGNAL # 14   | 92<br>92  |   |                    |        |                   |                        |                |                 |
|   | SIGNAL # 14<br>SIGNAL # 15   | 92  |   |                    |        |                   |                        |                |                 |
|   | SIGNAL # 15  | 92  |   |                    |        |                   |                        |                |                 |
|   | SIGNAL # 17  | 92  |   |                    |        |                   |                        |                |                 |
|   | SIGNAL # 18  | 92  |   |                    |        |                   |                        |                |                 |
|   | SIGNAL # 19  | 92  |   |                    |        |                   |                        |                |                 |
|   | SIGNAL # 20  | 92  |   |                    |        |                   |                        |                |                 |
| ====  | =======================================  | =========   |   | ======             | ====== | =======           | =======                | ===== <b>=</b> | ======:         |
|   |  |   |   |                    |        |                   |                        |                |                 |
| EB  |  | TION'S SPECIFIC   | INPUTS  | ov TUDNO           |        | 0)/01/5           | CEECOTIVE              |                |                 |
|   | OFF-PEAK DIRECT<br>TH STREET   | FION'S SPECIFIC   |   | % TURNS            |        | CYCLE             |                        |                |                 |
|   |  |   | PEAK  | FROM               |        | LENGTH            | g/C                    |                | ARRIVAI         |
| SW 8  | TH STREET  | COUNT   | PEAK<br>HOUR  | FROM EXCLUS.       |        | LENGTH<br>SIGNALS | g/C<br>SIGNALS         | LENGTH         |                 |
| SW 8  | TH STREET Signal Number & Le   | COUNT<br>ocationSTATION   | PEAK<br>HOUR<br>VOLUME  | FROM               |        | LENGTH            | g/C                    |                | ARRIVAL<br>TYPE |
| LINK<br><br>20-19   | Signal Number & Lo   | COUNT<br>ocationSTATION<br>92   | PEAK<br>HOUR<br>VOLUME  | FROM EXCLUS.       |        | LENGTH<br>SIGNALS | g/C<br>SIGNALS         | LENGTH         |                 |
| LINK<br><br>20-19<br>19-18  | Signal Number & Lo SigNAL # 19 SIGNAL # 18   | COUNT<br>ocationSTATION<br>92<br>92   | PEAK<br>HOUR<br>VOLUME<br>0<br>0  | FROM EXCLUS.       |        | LENGTH<br>SIGNALS | g/C<br>SIGNALS         | LENGTH         |                 |
| LINK<br><br>20-19<br>19-18<br>18-17   | Signal Number & Lo Signal Number & Lo SIGNAL # 19 SIGNAL # 18 SIGNAL # 17  | COUNT<br>ocationSTATION<br>92<br>92<br>92<br>92   | PEAK<br>HOUR<br>VOLUME<br>0<br>0  | FROM EXCLUS.       |        | LENGTH<br>SIGNALS | g/C<br>SIGNALS         | LENGTH         |                 |
| LINK<br><br>20-19<br>19-18<br>18-17<br>17-16  | Signal Number & Lo Signal Number & Lo SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16  | COUNT<br>ocationSTATION<br>92<br>92<br>92<br>92<br>92   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0   | FROM EXCLUS.       |        | LENGTH<br>SIGNALS | g/C<br>SIGNALS         | LENGTH         |                 |
| LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15   | Signal Number & Lo Signal Number & Lo SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15  | COUNT<br>ocationSTATION<br>92<br>92<br>92<br>92<br>92<br>92   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0                                    | FROM EXCLUS.       |        | LENGTH<br>SIGNALS | g/C<br>SIGNALS         | LENGTH         |                 |
| LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14  | Signal Number & Lo Signal Number & Lo SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14  | COUNT<br>ocationSTATION<br>92<br>92<br>92<br>92<br>92<br>92<br>92                                     | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0                                    | FROM EXCLUS.       |        | LENGTH<br>SIGNALS | g/C<br>SIGNALS         | LENGTH         |                 |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13   | Signal Number & Lo Signal Number & Lo SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13  | COUNT<br>ocationSTATION<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92                               | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                               | FROM EXCLUS.       |        | LENGTH<br>SIGNALS | g/C<br>SIGNALS         | LENGTH         |                 |
| SW 8<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12  | Signal Number & Lo Signal Number & Lo Signal # 19 Signal # 18 Signal # 17 Signal # 16 Signal # 15 Signal # 14 Signal # 13 Signal # 13  | COUNT<br>ocationSTATION<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92                         | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                               | FROM EXCLUS.       |        | LENGTH<br>SIGNALS | g/C<br>SIGNALS         | LENGTH         |                 |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11   | Signal Number & Lo Signal Number & Lo SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11  | COUNT<br>ocationSTATION<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92                   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                          | FROM EXCLUS.       |        | LENGTH<br>SIGNALS | g/C<br>SIGNALS         | LENGTH         |                 |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10  | Signal Number & Lo Signal Number & Lo Signal # 19 Signal # 18 Signal # 17 Signal # 16 Signal # 15 Signal # 14 Signal # 13 Signal # 12 Signal # 11 Signal # 11  | COUNT<br>ocationSTATION<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92                   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                          | FROM EXCLUS.       |        | LENGTH<br>SIGNALS | g/C<br>SIGNALS         | LENGTH         |                 |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9                                    | Signal Number & Lo Signal Number & Lo Signal # 19 SigNAL # 18 SigNAL # 17 SigNAL # 16 SigNAL # 15 SigNAL # 14 SigNAL # 13 SigNAL # 12 SigNAL # 11 SigNAL # 10 SigNAL # 9   | COUNT<br>ocationSTATION<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92             | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                          | FROM EXCLUS.       |        | LENGTH<br>SIGNALS | g/C<br>SIGNALS         | LENGTH         |                 |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8                             | Signal Number & Lo Signal Number & Lo Signal # 19 Signal # 18 Signal # 17 Signal # 16 Signal # 15 Signal # 14 Signal # 13 Signal # 12 Signal # 11 Signal # 10 Signal # 9 Signal # 8  | COUNT<br>ocationSTATION<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92             | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0                     | FROM EXCLUS.       |        | LENGTH<br>SIGNALS | g/C<br>SIGNALS         | LENGTH         |                 |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7                      | Signal Number & Lo Signal Number & Lo Signal # 19 Signal # 18 Signal # 17 Signal # 16 Signal # 15 Signal # 14 Signal # 13 Signal # 12 Signal # 11 Signal # 10 Signal # 9 Signal # 8 Signal # 7   | COUNT<br>ocationSTATION<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92       | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0                     | FROM EXCLUS.       |        | LENGTH<br>SIGNALS | g/C<br>SIGNALS         | LENGTH         |                 |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8                             | Signal Number & Lo Signal Number & Lo Signal # 19 SigNAL # 18 SigNAL # 17 SigNAL # 16 SigNAL # 15 SigNAL # 14 SigNAL # 12 SigNAL # 11 SigNAL # 11 SigNAL # 10 SigNAL # 9 SigNAL # 8 SigNAL # 7 SigNAL # 6  | COUNT<br>ocationSTATION<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | FROM EXCLUS.       |        | LENGTH<br>SIGNALS | g/C<br>SIGNALS         | LENGTH         |                 |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6               | Signal Number & Lo Signal Number & Lo Signal # 19 Signal # 18 Signal # 17 Signal # 16 Signal # 15 Signal # 14 Signal # 13 Signal # 12 Signal # 11 Signal # 10 Signal # 10 Signal # 9 Signal # 8 Signal # 7 Signal # 6 Signal # 5                       | COUNT<br>ocationSTATION<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | FROM EXCLUS.       |        | LENGTH<br>SIGNALS | g/C<br>SIGNALS         | LENGTH         |                 |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5        | Signal Number & Lo Signal Number & Lo Signal # 19 SigNAL # 18 SigNAL # 17 SigNAL # 16 SigNAL # 15 SigNAL # 14 SigNAL # 12 SigNAL # 11 SigNAL # 11 SigNAL # 10 SigNAL # 9 SigNAL # 8 SigNAL # 7 SigNAL # 6  | COUNT<br>ocationSTATION<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0           | FROM EXCLUS.       |        | LENGTH<br>SIGNALS | g/C<br>SIGNALS         | LENGTH         |                 |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4 | Signal Number & Lo Signal Number & Lo Signal # 19 Signal # 18 Signal # 17 Signal # 16 Signal # 15 Signal # 14 Signal # 13 Signal # 12 Signal # 11 Signal # 10 Signal # 10 Signal # 9 Signal # 8 Signal # 7 Signal # 6 Signal # 5 Signal # 4            | COUNT<br>ocationSTATION<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | FROM EXCLUS.       |        | LENGTH<br>SIGNALS | g/C<br>SIGNALS         | LENGTH         |                 |
| LINK<br>  | Signal Number & Lo Signal Number & Lo Signal # 19 Signal # 18 Signal # 17 Signal # 16 Signal # 15 Signal # 14 Signal # 13 Signal # 12 Signal # 11 Signal # 10 Signal # 10 Signal # 9 Signal # 8 Signal # 7 Signal # 6 Signal # 5 Signal # 4 Signal # 3 | COUNT<br>ocationSTATION<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92<br>92 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM EXCLUS.       |        | LENGTH<br>SIGNALS | g/C<br>SIGNALS<br>19-1 | LENGTH         |                 |

|             | PEAK DIRECTION RESU<br>TH STREET<br>Signal Number & Locatio | COUNT | THRU<br>FLOW<br>RATE | V/C<br>RATIO  | THRU<br>DELAY | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
|-------------|---|-------|----------------------|---------------|---------------|-------------------------|----------------|-------------------------|
| 1-2         | SW 87th Avenue (3362)                                       | 92    | 1521                 | 0.44          | 13.4          | В                       | 29.4           | В                       |
| 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                    |               |               |                         |                |                         |
| <b>7</b> -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          |   | A     | Arterial Spe         | ed =<br>LOS = | 29.4<br>B     | mph                     |                |                         |

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

| 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 # 1 <b>7</b> | 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      | <b>(4</b> 565) 92 | 1,103 | 0.25  | 5.0   | Α   | 35.7  | Α   |

EB Arterial Speed = 35.7 mph
LOS = A

| Florida Department of Transpor  | tation   |  |
|---|--|--|
| Developed by: W.McShan  | Arterial Level of Service Estimate Based on the 1985 Highway Capacity Mar ART_PLAN Version 1.2 e, E.Shenk, and G.Sokolow 12-14-91 Modified by: FDOT District Four 05-18-9  |  |
| DESCRIPTION PEAK >>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>   | Station No. & Location:  | EB   |
| Traffic Count Date:<br>User's Notes:  | JULY 13, 1994 Analysis Date: WEST 87TH AVENUE TO WEST 97TH 97TH 97TH 97TH 97TH 97TH 97TH 97T | JANUARY 25, 1995   |
| TRAFFIC CHARACTERISTICS   | =======================================  |  |
|   | AWDT: K FACTOR: D FACTOR: PHF: ADJ. SATURATION FLOW RATE: TURNS FROM EXCLUSIVE LANES:  | 43,975<br>0.110<br>0.680<br>0.963<br>1,900<br>15   |
| ======================================  | =======================================  |  |
|   | NUMBER OF THRU LANES PEAK DIRECTION: OFF-PEAK DIRECTION: URBAN, TRANSITIONING, OR RURAL DEVELOPED (U/T/R): ARTERIAL CLASS: FREE FLOW SPEED (mph):  | 3<br>3<br>U<br>1 (1, 2, or 3)<br>40 (45, 40, or 35)  |
| For Arterial Type and Class<br>Rural<br>Transitioning, Class 1<br>Urban, Class 1<br>Urban or Transitioning, Cla<br>Urban, Class 3 |  | Use Free flow speed of: 55, 50, 45, 40 or 35 55, 50, 45, 40 or 35 45, 40 or 35 40, 35, 30 or 25 35, 30 or 25 |
| ======================================  | ======================================   |  |
|   | ARRIVAL TYPE PEAK DIRECTION OFF-PEAK DIRECTION: TYPE SIGNAL SYSTEM:  | 4<br>2<br>3 (1=ACTUATED<br>2=PRETIMED<br>3=SEMIACTUATED)   |
|   | SYSTEM CYCLE LENGTH:<br>WEIGHTED THRU MOVEMENT g/C:  | 150<br>0.37  |

| WB<br>WEST   | PEAK DIRECTION'S SPEC  | CIFIC INP  | PEAK  | % TURNS<br>FROM          | ======  | CYCLE<br>LENGTH           | EFFECTIVE<br>g/C       |                |                 |
|--|--|--|---|--------------------------|---------|---------------------------|------------------------|----------------|-----------------|
| LINK   | Signal Number & Location   | COUNT<br>STATION   | HOUR<br>VOLUME  | EXCLUS.<br>LANES         | LANES   | SIGNALS<br>2-20           | SIGNALS<br>2-20        | LENGTH<br>(FT) | ARRIVAL<br>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<br>5-6   | SIGNAL # 5<br>SIGNAL # 6   | 154<br>154   |   |                          |         |                           |                        |                |                 |
| 5-6<br>6-7   | SIGNAL # 7   | 154  |   |                          |         |                           |                        |                |                 |
| 7-8  | SIGNAL # 7   | 154  |   |                          |         |                           |                        |                |                 |
| 8-9  | SIGNAL # 9   | 154  |   |                          |         |                           |                        |                |                 |
|  | SIGNAL # 10  | 154  |   |                          |         |                           |                        |                |                 |
|  | SIGNAL # 11  | 154  |   |                          |         |                           |                        |                |                 |
|  | 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  |   |                          |         |                           |                        |                |                 |
|  | SIGNAL # 18  | 154  |   |                          |         |                           |                        |                |                 |
|  | SIGNAL # 19  | 154  |   |                          |         |                           |                        |                |                 |
|  | SIGNAL # 20  | 154  |   |                          |         |                           |                        |                |                 |
| EB   | OFF-PEAK DIRECTION'S   |  |   | ======                   | ======  |                           | =======                | =======        | ======          |
|  |  |  |   |                          |         |                           |                        |                |                 |
| WES1   | FLAGLER STREET   |  |   | % TURNS                  |         | CYCLE                     | EFFECTIVE              |                |                 |
| WEST   | FLAGLER STREET   |  | PEAK  | % TURNS<br>FROM          |         | CYCLE<br>LENGTH           | EFFECTIVE g/C          |                |                 |
|  |  | COUNT  | PEAK<br>HOUR  | FROM EXCLUS.             |         | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         | ARRIVAL         |
|  | FLAGLER STREET Signal Number & Location  | COUNT  | PEAK<br>HOUR  | FROM                     | LANES   | LENGTH                    | g/C                    | LENGTH<br>(FT) | ARRIVAL<br>TYPE |
| LINK   |  | COUNT  | PEAK<br>HOUR  | FROM EXCLUS.             |         | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         |                | _               |
| LINK<br>20-19  | Signal Number & Location   | COUNT<br>STATION   | PEAK<br>HOUR<br>VOLUME  | FROM EXCLUS.             |         | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         |                | _               |
| LINK<br><br>20-19<br>19-18<br>18-17  | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17   | COUNT<br>STATION<br>154<br>154<br>154  | PEAK<br>HOUR<br>VOLUME<br>0<br>0  | FROM EXCLUS.             |         | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         |                | _               |
| 20-19<br>19-18<br>18-17<br>17-16   | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16   | COUNT<br>STATION<br>154<br>154<br>154<br>154   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0   | FROM EXCLUS.             |         | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         |                | _               |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15  | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15   | COUNT<br>STATION<br>154<br>154<br>154<br>154<br>154                                    | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM EXCLUS.             |         | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         |                | _               |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14   | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14   | COUNT<br>STATION<br>154<br>154<br>154<br>154<br>154                                    | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM EXCLUS.             |         | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         |                | _               |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13  | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13   | COUNT<br>STATION<br>154<br>154<br>154<br>154<br>154<br>154                             | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM EXCLUS.             |         | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         |                | _               |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13  | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12   | COUNT<br>STATION<br>154<br>154<br>154<br>154<br>154<br>154<br>154                      | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM EXCLUS.             |         | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         |                | _               |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11  | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11   | COUNT<br>STATION<br>154<br>154<br>154<br>154<br>154<br>154<br>154                      | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM EXCLUS.             |         | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         |                | _               |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10   | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11   | COUNT<br>STATION<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154               | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | FROM EXCLUS.             |         | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         |                | _               |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10   | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9  | COUNT<br>STATION<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154        | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM EXCLUS.             |         | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         |                | _               |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8                                    | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8   | COUNT<br>STATION<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154        | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM EXCLUS.             |         | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         |                | _               |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7                             | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7  | COUNT<br>STATION<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | FROM EXCLUS.             |         | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         |                | _               |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6                      | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6   | COUNT<br>STATION<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | FROM EXCLUS.             |         | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         |                | _               |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5               | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5                                    | COUNT<br>STATION<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM EXCLUS.             |         | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         |                | _               |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4                                     | COUNT<br>STATION<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.<br>LANES | LANES   | LENGTH<br>SIGNALS<br>19-1 | g/C<br>SIGNALS<br>19-1 | (FT)           | TYPE            |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4<br>4-3 | Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4 West 92nd Avenue (4121) | COUNT<br>STATION<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES | LANES 3 | LENGTH<br>SIGNALS<br>19-1 | g/C<br>SIGNALS<br>19-1 | (FT)<br>       | TYPE            |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4                                     | COUNT<br>STATION<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154<br>154 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.<br>LANES | LANES   | LENGTH<br>SIGNALS<br>19-1 | g/C<br>SIGNALS<br>19-1 | (FT)           | TYPE            |

| ===== |                           | ======  |              | ====== | ====== |         |       | =======  |
|-------|---------------------------|---------|--------------|--------|--------|---------|-------|----------|
| WB    | PEAK DIRECTION RESUL      | TS      | THRU         |        |        | THRU    |       | ARTERIAL |
| WES1  | FLAGLER STREET            | COUNT   | FLOW         | V/C    | THRU A | APPROAC | SPEED | LINK     |
| LINK  | Signal Number & Location  | STATION | RATE         | RATIO  | DELAY  | LOS     | (MPH) | LOS      |
|       |                           |         |              |        |        |         |       |          |
| 1-2   | Fountainebleau Blvd(4337) | 154     | 3417         | 0.78   | 5.4    | В       | 22.5  | С        |
| 2-3   | West 92nd Avenue (4121)   | 154     | 2493         | 0.66   | 7.3    | В       | 28.2  | В        |
| 3-4   | West 97th Avenue (4520)   | 154     | 2816         | 0.82   | 13.0   | В       | 27.8  | С        |
| 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 Spe | ed =   | 26.9   | mph     |       |          |
|       |                           |         |              | LOS =  | С      | •       |       |          |
|       |                           |         |              |        |        |         |       |          |

| =====            | :===================================== | ====== | =======       |       | ======= | :      |       | ======== |
|------------------|--|--------|---------------|-------|---------|--------|-------|----------|
| EB               | OFF-PEAK DIRECTION RE                  | SULTS  | THRU          |       |         | THRU   |       | ARTERIAL |
| WES <sup>2</sup> | T FLAGLER STREET (                     | COUNT  | FLOW          | V/C   | THRU A  | PPROAC | SPEED | LINK     |
| LINK             | Signal Number & Location S             | NOITAT | RATE          | RATIO | DELAY   | LOS    | (MPH) | LOS      |
|                  |  |        |               |       |         |        |       |          |
|                  | 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    | В      | 29.7  | ' В      |
| 3-2              | Fountainebleau Blvd(4337)              | 154    | 1,428         | 0.33  | 4.4     | Α      | 30.9  |          |
| 2-1              | West 87th Avenue (3747)                | 154    | 1,116         | 0.49  | 28.0    | D      | 10.4  |          |
|                  | , ,                                    |        | ·             |       |         |        |       |          |
| EB               |  |        | Arterial Spec | ed =  | 23.1 ו  | mph    |       |          |
|                  |  |        | <u>*</u>      | LOS = | C       | -      |       |          |

| ======================================       | ======================================   | =======================================        |
|--|--|--|
|  | Arterial Level of Service Estimate Based on the 1985 Highway Capacity Mar      | nual   |
| B  | ART_PLAN Version 1.2   | •  |
| Developed by: W.McShan                       | e, E.Shenk, and G.Sokolow 12-14-91<br>Modified by: FDOT District Four 05-18-92 | 2  |
| DESCRIPTION                                  | —·   | VEST FLAGLER STREET                            |
| PEAK >>>>>>                                  | Station No. & Location:<br>PEAK DIRECTION: V                                   | 156<br>VB                                      |
|  | OFF-PEAK DIRECTION: E  | B  |
| Traffic Count Date:                          | Study Time Period: F<br>JUNE 29, 1994 Analysis Date: J                         | M PEAK<br>ANUARY 27, 1995                      |
|  | WEST 97TH AVENUE TO WEST 107TH A   |  |
| TRAFFIC CHARACTERISTICS                      |  | =======================================        |
|  | AWDT:  | 34,316   |
|  | K FACTOR:<br>D FACTOR:   | 0.080<br>0.580                                 |
|  | PHF:   | 0.950  |
|  | ADJ. SATURATION FLOW RATE: % TURNS FROM EXCLUSIVE LANES:                       | 1,900<br>15                                    |
| ROADWAY CHARACTERISTICS                      | ••••••••••••••••••••••••••••••••••••••   |  |
|  | NUMBER OF THRU LANES   |  |
|  | PEAK DIRECTION:  | 3  |
|  | OFF-PEAK DIRECTION:<br>URBAN, TRANSITIONING, OR                                | 3  |
|  | RURAL DEVELOPED (U/T/R):   | U  |
|  | . ARTERIAL CLASS: FREE FLOW SPEED (mph):                                       | 1 (1, 2, or 3)<br>40 (45, 40, or 35)           |
| For Arterial Type and Class                  | :<br>:   | Use Free flow speed of:                        |
| Rural  |  | 55, 50, 45, 40 or 35                           |
| Transitioning, Class 1<br>Urban, Class 1     |  | 55, 50, 45, 40 or 35<br>45, 40 or 35           |
| Urban or Transitioning, Cl<br>Urban, Class 3 | ass 2  | 40, 35, 30 or 25<br>35, 30 or 25               |
|  |  |  |
| SIGNALIZATION CHARACTERIS                    | TICS   |  |
|  | ARRIVAL TYPE PEAK DIRECTION:   | 4  |
|  | OFF-PEAK DIRECTION:  | 2  |
|  | TYPE SIGNAL SYSTEM:  | 3 (1=ACTUATED<br>2=PRETIMED<br>3=SEMIACTUATED) |
|  | SYSTEM CYCLE LENGTH:<br>WEIGHTED THRU MOVEMENT g/C:                            | 150<br>0.37                                    |

| WB PEAK DIRECTION'S SPEC<br>WEST FLAGLER STREET  LINK Signal Number & Locations  | COUNT                                  | JTS<br>PEAK<br>HOUR        | % TURNS<br>FROM<br>EXCLUS.             |        | CYCLE<br>LENGTH<br>SIGNALS<br>2-20 | EFFECTIVE<br>g/C<br>SIGNALS<br>2-20 |                |                 |
|--|--|----------------------------|--|--------|------------------------------------|-------------------------------------|----------------|-----------------|
| 1-2 West 102nd Avenue(4792)<br>2-3 West 107th Avenue(3894)<br>3-4 SIGNAL # 4   | 156<br>156<br>156                      | 1,592<br>1,592             | 7,98<br>15.57                          | 3<br>3 | 120<br>134                         | 0.78<br>0.22                        | 2,700<br>2,600 | 4 4             |
| 4-5 SIGNAL # 5<br>5-6 SIGNAL # 6<br>6-7 SIGNAL # 7   | 156<br>156<br>156                      |                            |  |        |                                    |                                     |                |                 |
| 7-8 SIGNAL # 8<br>8-9 SIGNAL # 9<br>9-10 SIGNAL # 10   | 156<br>156<br>156                      |                            |  |        |                                    |                                     |                |                 |
| 10-11 SIGNAL # 11<br>11-12 SIGNAL # 12<br>12-13 SIGNAL # 13  | 156<br>156<br>156                      |                            |  |        |                                    |                                     |                |                 |
| 13-14 SIGNAL # 14<br>14-15 SIGNAL # 15<br>15-16 SIGNAL # 16  | 156<br>156<br>156                      |                            |  |        |                                    |                                     |                |                 |
| 16-17 SIGNAL # 17<br>17-18 SIGNAL # 18<br>18-19 SIGNAL # 19  | 156<br>156<br>156                      |                            |  |        |                                    |                                     |                |                 |
| 19-20 SIGNAL # 20 EB OFF-PEAK DIRECTION'S WEST FLAGLER STREET  |  |                            | ====================================== |        | CYCLE                              | EFFECTIVE                           | =======        | ======          |
|  | COUNT<br>STATION                       | PEAK<br>HOUR<br>VOLUME     | FROM<br>EXCLUS.<br>LANES               |        | LENGTH<br>SIGNALS<br>19-1          | g/C<br>SIGNALS<br>19-1              | LENGTH<br>(FT) | ARRIVAL<br>TYPE |
| 20-19 SIGNAL # 19<br>19-18 SIGNAL # 18   | 156<br>156                             | 0                          |  |        |                                    |                                     |                |                 |
| 18-17 SIGNAL # 17<br>17-16 SIGNAL # 16<br>16-15 SIGNAL # 15  | 156<br>156<br>156                      | 0<br>0<br>0                |  |        |                                    |                                     |                |                 |
|  | 150                                    |                            |  |        |                                    |                                     |                |                 |
| 15-14 SIGNAL # 14<br>14-13 SIGNAL # 13   | 156<br>156                             | 0                          |  |        |                                    |                                     |                |                 |
| 15-14 SIGNAL # 14<br>14-13 SIGNAL # 13<br>13-12 SIGNAL # 12<br>12-11 SIGNAL # 11<br>11-10 SIGNAL # 10                                      | 156<br>156<br>156<br>156               | 0<br>0<br>0<br>0           |  |        |                                    |                                     |                |                 |
| 15-14 SIGNAL # 14<br>14-13 SIGNAL # 13<br>13-12 SIGNAL # 12<br>12-11 SIGNAL # 11   | 156<br>156<br>156                      | 0<br>0<br>0                |  |        |                                    |                                     |                |                 |
| 15-14 SIGNAL # 14<br>14-13 SIGNAL # 13<br>13-12 SIGNAL # 12<br>12-11 SIGNAL # 11<br>11-10 SIGNAL # 10<br>10-9 SIGNAL # 9<br>9-8 SIGNAL # 8 | 156<br>156<br>156<br>156<br>156<br>156 | 0<br>0<br>0<br>0<br>0<br>0 |  |        |                                    |                                     |                |                 |

| -     | PEAK DIRECTION RESULT FLAGLER STREET Signal Number & LocationS | COUNT | THRU<br>FLOW<br>RATE | V/C<br>RATIO | THRU<br>DELAY | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS | •            |
|-------|--|-------|----------------------|--------------|---------------|-------------------------|----------------|-------------------------|--------------|
| 1-2   | West 102nd Avenue(4792)  | 156   | 1542                 | 0.35         | 2.2           | Α                       | 36.5           | Α                       | -            |
| 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                    |              |               |                         |                |                         |              |
| WD    |  | ,     | Artorial Space       | nd -         | ***           | mnh                     |                |                         |              |

WB Arterial Speed =  $^{***}$  mph LOS = F

NOTE: Intersection Capacity Exceeded

|       | OFF-PEAK DIRECTION R FLAGLER STREET Signal Number & Location | COUNT | THRU<br>FLOW<br>RATE | V/C<br>RATIO  | THRU /    | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>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)                                      |       | 1.084                | 0,24          | 3.7       | Α                       | 35.0           | В                       |
| 2-1   | West 97th Avenue(4520)                                       | 156   | 993                  | 0.29          |           | В                       | 29.2           |                         |
| EB    |  | A     | Arterial Spe         | ed =<br>LOS = | 31.8<br>B | mph                     |                |                         |

| Florida Department of Transpo                |   |  |
|--|---|--|
|  | Arterial Level of Service Estimate Based on the 1985 Highway Capacity Man | nual                                   |
|  | ART_PLAN Version 1.2  | idai                                   |
| Developed by: W.McShan                       | e, E.Shenk, and G.Sokolow 12-14-91  |  |
|  | Modified by: FDOT District Four 05-18-92                                  | )<br>-<br>                             |
| DESCRIPTION                                  |   | EST FLAGLER STREET                     |
| PEAK >>>>>>                                  | Station No. & Location:<br>PEAK DIRECTION: W                              | 158<br>//R                             |
| FLAR   | OFF-PEAK DIRECTION: E   |  |
|  | Study Time Period: P  |  |
| Traffic Count Date:<br>User's Notes:         | JULY 12, 1994   |  |
| ======================================       |   | ====================================== |
| RAFFIC CHARACTERISTICS                       |   |  |
|  | AWDT:   | 34,081                                 |
|  | K FACTOR:<br>D FACTOR:  | 0.100                                  |
|  | D FACTOR.   | 0.630<br>0.954                         |
|  | ADJ. SATURATION FLOW RATE:  | 1,900                                  |
|  | % TURNS FROM EXCLUSIVE LANES:   | 15                                     |
| ROADWAY CHARACTERISTICS                      |   | <del></del>                            |
|  | NUMBER OF THRU LANES  |  |
|  | PEAK DIRECTION:   | 3                                      |
|  | OFF-PEAK DIRECTION:   | 3                                      |
|  | URBAN, TRANSITIONING, OR  | U                                      |
|  | RURAL DEVELOPED (U/T/R):<br>ARTERIAL CLASS:                               | 1 (1, 2, or 3)                         |
|  | FREE FLOW SPEED (mph):  | 40 (45, 40, or 35)                     |
| For Arterial Type and Clas                   | s:  | Use Free flow speed of:                |
| Rural  |   | 55, 50, 45, 40 or 35                   |
| Transitioning, Class 1                       |   | 55, 50, 45, 40 or 35                   |
| Urban, Class 1<br>Urban or Transitioning, Cl | ass 2   | 45, 40 or 35<br>40, 35, 30 or 25       |
| Urban, Class 3                               |   | 35, 30 or 25                           |
| SIGNALIZATION CHARACTERI                     | ======================================                                    |  |
| SIGNALIZATION CHARACTERI                     |   |  |
|  | ARRIVAL TYPE  | 4                                      |
|  | PEAK DIRECTION:<br>OFF-PEAK DIRECTION:                                    | 4<br>2                                 |
|  | TYPE SIGNAL SYSTEM:   | 3 (1=ACTUATED                          |
|  |   | 2=PRETIMED                             |
|  | SYSTEM OVOLE LENGTH   | 3=SEMIACTUATED)                        |
|  | SYSTEM CYCLE LENGTH:<br>WEIGHTED THRU MOVEMENT g/C:                       | 150<br>0.37                            |

|   | PEAK DIRECTION'S SPECT FLAGLER STREET Signal Number & Location   | COUNT   | PEAK<br>HOUR   | % TURNS<br>FROM<br>EXCLUS.<br>LANES | LANES   | CYCLE<br>LENGTH<br>SIGNALS<br>2-20 | EFFECTIVE<br>g/C<br>SIGNALS<br>2-20 | LENGTH<br>(FT) | ARRIVAL<br>TYPE |
|---|--|---|--|-------------------------------------|---------|------------------------------------|-------------------------------------|----------------|-----------------|
| 1-2   | West 109th Avenue(5252)  | 158   | 2,147  | 8.41                                | 3       | 135                                | 0.70                                | 1,400          |                 |
| 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   |  |                                     |         |                                    |                                     |                |                 |
|   | SIGNAL # 16  | 158   |  |                                     |         |                                    |                                     |                |                 |
| 16-17   | SIGNAL # 17  | 158   |  |                                     |         |                                    |                                     |                |                 |
| 17-18   | SIGNAL # 18  | 158   |  |                                     |         |                                    |                                     |                |                 |
| 18-19   | SIGNAL # 19  | 158   |  |                                     |         |                                    |                                     |                |                 |
|   | SIGNAL # 20  | 158   |  |                                     |         |                                    |                                     |                |                 |
| ====<br>EB  | OFF-PEAK DIRECTION'S FLAGLER STREET  | SPECIFIC  |  | % TURNS                             | ======  | CYCLE                              | EFFECTIVE                           | =======        | ======          |
| ====<br>EB<br>WEST  | OFF-PEAK DIRECTION'S   | COUNT   | PEAK<br>HOUR   | % TURNS<br>FROM<br>EXCLUS.<br>LANES |         | CYCLE<br>LENGTH<br>SIGNALS<br>19-1 | g/C                                 | LENGTH<br>(FT) | ARRIVA<br>TYPE  |
| ====<br>EB<br>WEST<br>LINK  | OFF-PEAK DIRECTION'S FLAGLER STREET Signal Number & Location   | COUNT<br>STATION  | PEAK<br>HOUR<br>VOLUME   | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |                 |
| EB<br>WEST<br>LINK<br>20-19   | OFF-PEAK DIRECTION'S FLAGLER STREET Signal Number & Location SIGNAL # 19   | COUNT<br>STATION<br>158   | PEAK<br>HOUR<br>VOLUME   | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |                 |
| EB<br>WEST<br>LINK<br>20-19   | OFF-PEAK DIRECTION'S FLAGLER STREET Signal Number & Location SIGNAL # 19 SIGNAL # 18   | COUNT<br>STATION<br>158<br>158  | PEAK<br>HOUR<br>VOLUME   | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |                 |
| EB<br>WEST<br>LINK<br>  | OFF-PEAK DIRECTION'S FLAGLER STREET  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17   | COUNT<br>STATION<br>158<br>158<br>158   | PEAK<br>HOUR<br>VOLUME<br>0<br>0   | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |                 |
| EB<br>WEST<br>LINK<br>20-19<br>19-18<br>18-17   | OFF-PEAK DIRECTION'S FLAGLER STREET  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16   | COUNT<br>ISTATION<br>158<br>158<br>158<br>158   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0  | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |                 |
| EB<br>WEST<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15   | OFF-PEAK DIRECTION'S FLAGLER STREET  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15   | COUNT<br>STATION<br>158<br>158<br>158<br>158<br>158                                     | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |                 |
| EB<br>WEST<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14  | OFF-PEAK DIRECTION'S FLAGLER STREET  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14   | COUNT<br>STATION<br>158<br>158<br>158<br>158<br>158                                     | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |                 |
| EB<br>WEST<br>LINK<br>  | OFF-PEAK DIRECTION'S FLAGLER STREET  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13   | COUNT<br>STATION<br>158<br>158<br>158<br>158<br>158<br>158                              | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |                 |
| EB<br>WEST<br>LINK<br>  | OFF-PEAK DIRECTION'S FLAGLER STREET  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 13   | COUNT<br>STATION<br>158<br>158<br>158<br>158<br>158<br>158<br>158                       | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |                 |
| EB<br>WEST<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12                        | OFF-PEAK DIRECTION'S FLAGLER STREET  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11   | COUNT<br>STATION<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158                | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |                 |
| EB<br>WEST<br>LINK<br>  | OFF-PEAK DIRECTION'S FLAGLER STREET  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11   | COUNT<br>STATION<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158         | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |                 |
| EB<br>WEST<br>LINK<br>  | OFF-PEAK DIRECTION'S FLAGLER STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9   | COUNT<br>STATION<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158         | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0                                    | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |                 |
| EB<br>WEST<br>LINK<br>  | OFF-PEAK DIRECTION'S FLAGLER STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8  | COUNT<br>STATION<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0                                    | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |                 |
| EB<br>WEST<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>12-11<br>11-10<br>9-8<br>8-7 | OFF-PEAK DIRECTION'S FLAGLER STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7   | COUNT<br>STATION<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                               | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |                 |
| EB<br>WEST<br>LINK<br>  | OFF-PEAK DIRECTION'S FLAGLER STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6                                  | COUNT<br>STATION<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                          | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |                 |
| EB<br>WEST<br>LINK<br>  | OFF-PEAK DIRECTION'S FLAGLER STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5           | COUNT<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158             | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                     | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |                 |
| EB<br>WEST<br>LINK<br>  | OFF-PEAK DIRECTION'S FLAGLER STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4 | COUNT<br>STATION<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | FROM<br>EXCLUS.<br>LANES            | LANES   | LENGTH<br>SIGNALS<br>19-1          | g/C<br>SIGNALS<br>19-1              | LENGTH<br>(FT) | TYPE            |
| EB<br>WEST<br>LINK<br>  | Signal Number & Location Signal Number & Location Signal # 19 Signal # 18 Signal # 17 Signal # 16 Signal # 15 Signal # 14 Signal # 13 Signal # 12 Signal # 11 Signal # 10 Signal # 10 Signal # 10 Signal # 3 Signal # 4 Signal # 4 West 112th Avenue(4423)                     | COUNT<br>ISTATION<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES            | LANES 3 | LENGTH<br>SIGNALS<br>19-1          | g/C<br>SIGNALS<br>19-1              | LENGTH<br>(FT) | TYPE            |
| EB<br>WEST<br>LINK<br>  | OFF-PEAK DIRECTION'S FLAGLER STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4 | COUNT<br>STATION<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158<br>158  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | FROM<br>EXCLUS.<br>LANES            | LANES   | LENGTH<br>SIGNALS<br>19-1          | g/C<br>SIGNALS<br>19-1<br>          | LENGTH<br>(FT) | TYPE            |

|       | PEAK DIRECTION RESUL FLAGLER STREET Signal Number & Location | COUNT | THRU<br>FLOW<br>RATE | V/C<br>RATIO | THRU<br>DELAY | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
|-------|--|-------|----------------------|--------------|---------------|-------------------------|----------------|-------------------------|
| 1-2   | West 109th Avenue(5252)                                      | 158   | 2061                 | 0.52         | 5.3           | <br>В                   | 27.0           | С                       |
| 2-3   | West 112th Avenue (4423)                                     | 158   | 2089                 | 0.52         | 4.9           | Α                       | 26.0           | С                       |
| 3-4   | West 114th Avenue(4985)                                      | 158   | 2102                 | 0.53         | 5.4           | В                       | 25.4           | С                       |
| 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    |  | A     | Arterial Spe         | ed =         | 26.1          | mph                     |                |                         |

VB Arterial Speed = 26.1 mph LOS = C

| ===== |                          | ======  | =======      | ====== | ======    | =======  | ======= | =======  |
|-------|--------------------------|---------|--------------|--------|-----------|----------|---------|----------|
| EΒ    | OFF-PEAK DIRECTION R     | ESULTS  | THRU         |        |           | THRU     |         | ARTERIAL |
| WEST  | FLAGLER STREET           | COUNT   | FLOW         | V/C    | THRU      | APPROACH | SPEED   | LINK     |
| LINK  | Signal Number & Location | STATION | RATE         | RATIO  | DELAY     | LOS      | (MPH)   | 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       | В        | 23.6    | С        |
| 3-2   | West 109th Avenue(5252)  | 158     | 1,226        | 0.31   | 8.0       | В        | 23.2    | С        |
| 2-1   | West 107th Avenue(3894)  | 158     | 1,057        | 0.84   | 50.7      | E        | 10.1    | F        |
| ED    |                          |         | Antonial Cha | ad —   | 15.0      | mnh      |         |          |
| EB    |                          | ,       | Arterial Spe |        | 15.9<br>E | mph      |         |          |
|       |                          |         |              | LOS =  | _         |          |         |          |

| Florida Department of Transpor  | Arterial Level of Service Estimate  | =======================================   |
|---|---|---|
| Developed by: W.McShand   | Based on the 1985 Highway Capacity Mar<br>ART_PLAN Version 1.2<br>E. E.Shenk, and G.Sokolow 12-14-91<br>Modified by: FDOT District Four 05-18-92  |   |
| DESCRIPTION   |   | -<br>   |
| PEAK >>>>>>>  | Station No. & Location: PEAK DIRECTION: \$ OFF-PEAK DIRECTION: \$   | NB  |
|   |   | PM PEAK<br>IANUARY 25, 1995   |
| TRAFFIC CHARACTERISTICS   | ======================================  | =======================================   |
|   | AWDT: K FACTOR: D FACTOR: PHF: ADJ. SATURATION FLOW RATE: TURNS FROM EXCLUSIVE LANES:   | 43,132<br>0.140<br>0.800<br>0.971<br>1,900  |
| ROADWAY CHARACTERISTICS   | =======================================   | =======================================   |
|   | NUMBER OF THRU LANES PEAK DIRECTION: OFF-PEAK DIRECTION: URBAN, TRANSITIONING, OR RURAL DEVELOPED (U/T/R): ARTERIAL CLASS: FREE FLOW SPEED (mph): | 3<br>3<br>U<br>1 (1, 2, or 3)<br>45 (45, 40, or 35)   |
| For Arterial Type and Class<br>Rural<br>Transitioning, Class 1<br>Urban, Class 1<br>Urban or Transitioning, Cla<br>Urban, Class 3 |   | Use Free flow speed of:<br>55, 50, 45, 40 or 35<br>55, 50, 45, 40 or 35<br>45, 40 or 35<br>40, 35, 30 or 25<br>35, 30 or 25 |
| SIGNALIZATION CHARACTERIS   | ======================================  | =======================================   |
|   | ARRIVAL TYPE PEAK DIRECTION OFF-PEAK DIRECTION: TYPE SIGNAL SYSTEM:   | 4 2 3 (1=ACTUATED 2=PRETIMED  |
|   | SYSTEM CYCLE LENGTH: WEIGHTED THRU MOVEMENT g/C:  | 3=SEMIACTUATED)<br>150<br>0.37  |

|  | PEAK DIRECTION'S SPE<br>7TH AVENUE<br>Signal Number & Location   | COUNT   | PEAK<br>HOUR  | % TURNS<br>FROM<br>EXCLUS.<br>LANES |         | CYCLE<br>LENGTH<br>SIGNALS<br>2-20 | EFFECTIVE<br>g/C<br>SIGNALS<br>2-20    | LENGTH<br>(FT) | ARRI\<br>TYP |
|--|--|---|---|-------------------------------------|---------|------------------------------------|--|----------------|--------------|
|  | _  |   |   |                                     |         |                                    |  |                |              |
| 1-2<br>2-3   | NW 17th Street (5144)  | 162<br>162  | 4,831<br>4,831  | 1.26<br>4.36                        | 3<br>3  | 130<br>130                         |  | 2,500<br>1,700 |              |
| 2-3<br>3-4   | NW 13th Terrace (4732)<br>NW 12th Street (4338)  | 162   | 4,831   | 24.82                               | 3       | 130                                |  | 600            |              |
| 3- <del>4</del><br>4-5   | SIGNAL # 5   | 162   | 4,051   | 24.02                               | 3       | 130                                | 0.50                                   | 000            |              |
| 4-3<br>5-6   | SIGNAL # 6   | 162   |   |                                     |         |                                    |  |                |              |
| 6-7  | SIGNAL #7  | 162   |   |                                     |         |                                    |  |                |              |
|  | SIGNAL # 8   | 162   |   |                                     |         |                                    |  |                |              |
|  | SIGNAL#9   | 162   |   |                                     |         |                                    |  |                |              |
|  | SIGNAL # 10  | 162   |   |                                     |         |                                    |  |                |              |
|  | SIGNAL # 11  | 162   |   |                                     |         |                                    |  |                |              |
|  |  |   |   |                                     |         |                                    |  |                |              |
|  | SIGNAL # 12  | 162   |   |                                     |         |                                    |  |                |              |
|  | SIGNAL # 13  | 162   |   |                                     |         |                                    |  |                |              |
|  | SIGNAL # 14  | 162   |   |                                     |         |                                    |  |                |              |
|  | SIGNAL # 15  | 162   |   |                                     |         |                                    |  |                |              |
|  | SIGNAL # 16  | 162   |   |                                     |         |                                    |  |                |              |
|  | SIGNAL # 17  | 162   |   |                                     |         |                                    |  |                |              |
|  | SIGNAL # 18  | 162   |   |                                     |         |                                    |  |                |              |
|  | SIGNAL # 19<br>SIGNAL # 20   | 162<br>162  |   |                                     |         |                                    |  |                |              |
| NB   | OFF-PEAK DIRECTION'S   | SPECIFIC  | INPUTS  | 0/ TUDNS                            |         |                                    | =======                                | =======        | =====        |
| NB   |  |   | PEAK  | % TURNS                             |         | CYCLE<br>LENGTH                    | EFFECTIVE g/C                          |                | ====         |
| NB<br>NW 8   | OFF-PEAK DIRECTION'S   | COUNT   | PEAK<br>HOUR  | FROM<br>EXCLUS.                     |         |                                    |  | LENGTH<br>(FT) | ARRI<br>TYF  |
| NB<br>NW 8   | OFF-PEAK DIRECTION'S<br>7TH AVENUE<br>Signal Number & Location   | COUNT   | PEAK<br>HOUR  | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                         | LENGTH         |              |
| NB<br>NW 8<br>LINK<br>20-19  | OFF-PEAK DIRECTION'S<br>7TH AVENUE   | COUNT<br>STATION  | PEAK<br>HOUR<br>VOLUME  | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                         | LENGTH         |              |
| NB<br>NW 8<br>LINK<br>20-19<br>19-18   | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location SIGNAL #19   | COUNT<br>STATION<br>162   | PEAK<br>HOUR<br>VOLUME  | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                         | LENGTH         |              |
| NB<br>NW 8<br>LINK<br>20-19<br>19-18<br>18-17  | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location  SIGNAL # 19 SIGNAL # 18   | COUNT<br>STATION<br>162<br>162  | PEAK<br>HOUR<br>VOLUME  | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                         | LENGTH         |              |
| NB<br>NW 8<br>LINK<br>20-19<br>19-18<br>18-17<br>17-16   | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16   | COUNT<br>nSTATION<br>162<br>162<br>162<br>162   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0   | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                         | LENGTH         |              |
| NB<br>NW 8<br>LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15  | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17   | COUNT<br>15TATION<br>162<br>162<br>162<br>162<br>162                                    | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                         | LENGTH         |              |
| NB<br>NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14   | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14   | COUNT<br>15TATION<br>162<br>162<br>162<br>162<br>162<br>162                             | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                         | LENGTH         |              |
| NB<br>NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13  | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13   | COUNT<br>15TATION<br>162<br>162<br>162<br>162<br>162<br>162<br>162                      | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                         | LENGTH         |              |
| NB<br>NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12   | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12   | COUNT<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162                    | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                         | LENGTH         |              |
| NB<br>NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11  | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11   | COUNT<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162             | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                         | LENGTH         |              |
| NB<br>NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10   | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11   | COUNT<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162             | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                         | LENGTH         |              |
| NB<br>NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9                                   | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9  | COUNT<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162             | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                         | LENGTH         |              |
| NB<br>NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>9-8                                    | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8   | COUNT<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162             | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                         | LENGTH         |              |
| NB<br>NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>9-8<br>8-7                             | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7  | COUNT<br>nSTATION<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                         | LENGTH         |              |
| NB<br>NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>9-8<br>8-7<br>7-6                      | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6   | COUNT<br>nSTATION<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                         | LENGTH         |              |
| NB<br>NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>9-8<br>8-7<br>7-6<br>6-5               | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5  | COUNT<br>nSTATION<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.                     |         | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                         | LENGTH         |              |
| NB<br>NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 5 SIGNAL # 4                                    | COUNT<br>nSTATION<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.<br>LANES            | LANES   | LENGTH<br>SIGNALS<br>19-1          | g/C<br>SIGNALS<br>19-1                 | LENGTH<br>(FT) |              |
| NB<br>NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4<br>4-3 | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4 NW 13th Terrace (4732) | COUNT<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162             | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES            | LANES 3 | LENGTH<br>SIGNALS<br>19-1          | g/C<br>SIGNALS<br>19-1                 | LENGTH<br>(FT) |              |
| NB<br>NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 5 SIGNAL # 4                                    | COUNT<br>nSTATION<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162<br>162 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.<br>LANES            | LANES   | LENGTH<br>SIGNALS<br>19-1          | g/C<br>SIGNALS<br>19-1<br>0.69<br>0.90 | LENGTH<br>(FT) |              |

|       | PEAK DIRECTION RESU<br>7TH AVENUE<br>Signal Number & Locatio | COUNT | THRU<br>FLOW<br>RATE | V/C<br>RATIO | THRU<br>DELAY | THRU<br>APPROAC<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |              |
|-------|--|-------|----------------------|--------------|---------------|------------------------|----------------|-------------------------|--------------|
| 1-2   | NW 17th Street (5144)  | 162   | 4913                 | 0.96         | 6.9           | . <del></del> В        | 33.2           | В                       | •            |
| 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 Spec        | ed =         | ***           | mph                    |                |                         |              |

Arterial Speed = mph

LOS = F
NOTE: Intersection Capacity Exceeded

|       | OFF-PEAK DIRECTI 7TH AVENUE Signal Number & Lo | COUNT    | THRU<br>FLOW<br>RATE | V/C<br>RATIO | THRU A | THRU<br>APPROAC<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>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 (47                            | 732) 162 | 1,003                | 0.26         | 7.8    | В                      | 18.2           | D                       |
| 3-2   | NW 17th Street (514                            | 4) 162   | 1,244                | 0.24         | 0.9    | Α                      | 35.5           | Α                       |
| 2-1   | NW 25th Street (433                            | 3) 162   | 853                  | 0.26         | 17.9   | С                      | 26.0           | С                       |
| NB    |  | į.       | Arterial Spec        | ed =         | 27.1   | mph                    |                |                         |
|       |  |          | •                    | LOS =        | С      | •                      |                |                         |

|  | ===   |   |  |  |  |  |
|--|---|---|--|--|--|--|
| Florida Department of Transporta   | ation   |   |  |  |  |  |
|  | Arterial Level of Service Estimate Based on the 1985 Highway Capacity Man | nual                                    |  |  |  |  |
|  | iuai  |   |  |  |  |  |
| 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  |   | IW 87TH AVENUE                          |  |  |  |  |
| PEAK >>>>>>  | Station No. & Location:<br>PEAK DIRECTION: S                              | 164<br>B                                |  |  |  |  |
|  | OFF-PEAK DIRECTION: N   | В                                       |  |  |  |  |
| Traffia Carrat Datas   |   | M PEAK                                  |  |  |  |  |
|  | IO COUNTS   | ANUARY 14, 1995                         |  |  |  |  |
|  |   | ======================================= |  |  |  |  |
| TRAFFIC CHARACTERISTICS  |   |   |  |  |  |  |
|  | AWDT:   | 36,110                                  |  |  |  |  |
|  | K FACTOR:   | 0.090                                   |  |  |  |  |
|  | D FACTOR:<br>PHF:   | 0.650<br>0.950                          |  |  |  |  |
|  | ADJ. SATURATION FLOW RATE:  | 1,900                                   |  |  |  |  |
|  | % TURNS FROM EXCLUSIVE LANES:   | 15<br>                                  |  |  |  |  |
| ROADWAY CHARACTERISTICS  |   |   |  |  |  |  |
|  | NUMBER OF THRU LANES  |   |  |  |  |  |
|  | PEAK DIRECTION:   | 3                                       |  |  |  |  |
|  | OFF-PEAK DIRECTION:   | 3                                       |  |  |  |  |
|  | URBAN, TRANSITIONING, OR<br>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<br>Urban or Transitioning, Clas                                 | ss 2  | 45, 40 or 35<br>40, 35, 30 or 25        |  |  |  |  |
| Urban, Class 3   | 20 2  | 35, 30 or 25                            |  |  |  |  |
| ******************   | =======================================                                   | ======================================= |  |  |  |  |
| SIGNALIZATION CHARACTERIST   | TICS  |   |  |  |  |  |
|  | ARRIVAL TYPE  |   |  |  |  |  |
|  | PEAK DIRECTION:   | 4                                       |  |  |  |  |
|  | OFF-PEAK DIRECTION:   | 2                                       |  |  |  |  |

TYPE SIGNAL SYSTEM:

3 (1=ACTUATED

2=PRETIMED 3=SEMIACTUATED)

150

SYSTEM CYCLE LENGTH:

WEIGHTED THRU MOVEMENT g/C:

0.37

|  |  |   |   |                              |          | <del></del> -             |  |                |                 |
|--|--|---|---|------------------------------|----------|---------------------------|--|----------------|-----------------|
| SB<br>NW 87  | PEAK DIRECTION'S SP<br>7TH AVENUE  | PECIFIC INPL  |   | % TURNS                      | <u> </u> | CYCLE                     | EFFECTIVE                              |                |                 |
|  |  |   | PEAK  | FROM                         |          | LENGTH                    | g/C                                    |                |                 |
|  |  | COUNT   | HOUR  | EXCLUS.                      |          | SIGNALS                   | SIGNALS                                | LENGTH         | ARRIVAL         |
| LINK   | Signal Number & Locati   | onSTATION   | VOLUME  | LANES                        | LANES    | 2-20                      | 2-20                                   | (FT)           | 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                       |  | 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   |   |                              |          |                           |  |                |                 |
|  | SIGNAL # 10  | 164   |   |                              |          |                           |  |                |                 |
|  | SIGNAL # 11  | 164   |   |                              |          |                           |  |                |                 |
|  | SIGNAL # 12  | 164   |   |                              |          |                           |  |                |                 |
|  | SIGNAL # 13  | 164   |   |                              |          |                           |  |                |                 |
|  | SIGNAL # 14  | 164   |   |                              |          |                           |  |                |                 |
|  | SIGNAL # 15  | 164   |   |                              |          |                           |  |                |                 |
|  | SIGNAL # 16  | 164   |   |                              |          |                           |  |                |                 |
|  | SIGNAL # 17  | 164   |   |                              |          |                           |  |                |                 |
|  | SIGNAL # 18  | 164   |   |                              |          |                           |  |                |                 |
|  | SIGNAL # 19  | 164   |   |                              |          |                           |  |                |                 |
| 19-20  | SIGNAL # 20  | 164   |   |                              |          |                           |  |                |                 |
| =====  | :=====================================   | ========  |   |                              |          |                           |  |                |                 |
| MID  | OFF DEAK DIDECTION   | I'S SDECIEIC  | INDUITS   |                              |          |                           |  |                |                 |
| NB<br>NW 8   | OFF-PEAK DIRECTION   | I'S SPECIFIC  | INPUTS  | % TURNS                      |          | CVCLE                     | EEEECTIVE                              |                |                 |
|  | OFF-PEAK DIRECTION<br>7TH AVENUE   | I'S SPECIFIC  |   | % TURNS                      | ;        | CYCLE                     | EFFECTIVE                              |                |                 |
|  |  |   | PEAK  | FROM                         |          | LENGTH                    | g/C                                    | I ENGTH        | ARRIVAL         |
| NW 8   | 7TH AVENUE   | COUNT   | PEAK<br>HOUR  | FROM<br>EXCLUS.              |          | LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         | LENGTH         | ARRIVAL<br>TYPE |
| LINK   | 7TH AVENUE Signal Number & Locati  | COUNT   | PEAK<br>HOUR  | FROM                         |          | LENGTH                    | g/C                                    | LENGTH<br>(FT) | ARRIVAL<br>TYPE |
| LINK   | 7TH AVENUE Signal Number & Locati SIGNAL # 19  | COUNT<br>ionSTATION<br>164  | PEAK<br>HOUR<br>VOLUME  | FROM<br>EXCLUS.              |          | LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| LINK<br><br>20-19<br>19-18   | 7TH AVENUE Signal Number & Locati SIGNAL # 19 SIGNAL # 18  | COUNT<br>ionSTATION<br>164<br>164   | PEAK<br>HOUR<br>VOLUME  | FROM<br>EXCLUS.              |          | LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| LINK<br><br>20-19<br>19-18<br>18-17  | 7TH AVENUE Signal Number & Locati SIGNAL # 19 SIGNAL # 18 SIGNAL # 17  | COUNT<br>ionSTATION<br>164  | PEAK<br>HOUR<br>VOLUME<br>0<br>0  | FROM<br>EXCLUS.              |          | LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| LINK<br><br>20-19<br>19-18<br>18-17<br>17-16   | 7TH AVENUE Signal Number & Locati  | COUNT<br>ionSTATION<br>164<br>164<br>164<br>164   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0   | FROM<br>EXCLUS.              |          | LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| LINK<br><br>20-19<br>19-18<br>18-17<br>17-16   | 7TH AVENUE Signal Number & Locati SIGNAL # 19 SIGNAL # 18 SIGNAL # 17  | COUNT<br>ionSTATION<br>164<br>164<br>164  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.              |          | LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| NW 8<br>LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14   | Signal Number & Locati Signal Number & Locati SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14  | COUNT<br>ionSTATION<br>164<br>164<br>164<br>164   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0   | FROM<br>EXCLUS.              |          | LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| NW 8<br>LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14   | Signal Number & Locati Signal Number & Locati SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15  | COUNT<br>ionSTATION<br>164<br>164<br>164<br>164<br>164                                    | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.              |          | LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| NW 8<br>LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13  | Signal Number & Locati Signal Number & Locati SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14  | COUNT<br>ionSTATION<br>164<br>164<br>164<br>164<br>164                                    | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.              |          | LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| NW 8<br>LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12   | Signal Number & Locati Signal Number & Locati SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13  | COUNT<br>ionSTATION<br>164<br>164<br>164<br>164<br>164<br>164                             | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.              |          | LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| NW 8<br>LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11  | Signal Number & Locati Signal Number & Locati SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12  | COUNT<br>ionSTATION<br>164<br>164<br>164<br>164<br>164<br>164<br>164                      | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.              |          | LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| NW 8<br>LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11  | Signal Number & Locati Signal Number & Locati SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11  | COUNT<br>ionSTATION<br>164<br>164<br>164<br>164<br>164<br>164<br>164                      | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.              |          | LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| NW 8<br>LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10   | Signal Number & Locati Signal Number & Locati SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11  | COUNT<br>ionSTATION<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164               | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.              |          | LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9   | Signal Number & Locati Signal Number & Locati SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8  | COUNT<br>ionSTATION<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164        | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.<br>LANES     |          | LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8                                    | Signal Number & Locati Signal Number & Locati SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7   | COUNT<br>ionSTATION<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                                    | FROM<br>EXCLUS.<br>LANES     |          | LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7                             | Signal Number & Locati Signal Number & Locati SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6  | COUNT<br>ionSTATION<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.<br>LANES     |          | LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6                      | Signal Number & Locati SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5  | COUNT<br>ionSTATION<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                          | FROM<br>EXCLUS.<br>LANES     |          | LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4   | COUNT<br>ionSTATION<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                          | FROM<br>EXCLUS.<br>LANES     | LANES    | LENGTH<br>SIGNALS<br>19-1 | g/C<br>SIGNALS<br>19-1                 | (FT)           | TYPE            |
| NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4<br>4-3 | Signal Number & Locati Signal Number & Locati SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4 NW 33rd Street (4864) | COUNT<br>ionSTATION<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES     | LANES 3  | LENGTH<br>SIGNALS<br>19-1 | g/C<br>SIGNALS<br>19-1                 | (FT)<br>       | TYPE            |
| NW 8<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4   | COUNT<br>ionSTATION<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164<br>164 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                          | FROM<br>EXCLUS.<br>LANES<br> | LANES    | LENGTH<br>SIGNALS<br>19-1 | g/C<br>SIGNALS<br>19-1<br>0.57<br>0.36 | (FT)           | TYPE            |

|       | PEAK DIRECTION RES<br>7TH AVENUE<br>Signal Number & Locati | COUNT | THRU<br>FLOW<br>RATE | V/C<br>RATIO  | THRU<br>DELAY | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |                  |
|-------|--|-------|----------------------|---------------|---------------|-------------------------|----------------|-------------------------|------------------|
| 1-2   | NW 36th Street (4477)                                      | 164   | 2068                 | 1.01          | 48.5          | <br>E                   | 7.4            | F                       | <br>*Warning: In |
| 2-3   | NW 33rd Street (4864)                                      | 164   | 1957                 | 0.60          | 12.5          | В                       | 27.3           | С                       | _                |
| 3-4   | NW 25th Street (4333)                                      | 164   | 1993                 | 0.61          | 12.7          | В                       | 27.7           | С                       |                  |
| 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  | 1 164 | 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    |  | A     | Arterial Spe         | ed =<br>LOS = | 19.0<br>D     | mph                     |                |                         |                  |

|                                 | ===== | =             | ====== | ====== | =======  |       | ======:  |
|---------------------------------|-------|---------------|--------|--------|----------|-------|----------|
| NB OFF-PEAK DIRECTION RES       | ULTS  | THRU          |        |        | THRU     |       | ARTERIAL |
| NW 87TH AVENUE C                | OUNT  | FLOW          | V/C    | THRU   | APPROACH | SPEED | LINK     |
| LINK Signal Number & LocationST | ATION | RATE          | RATIO  | DELAY  | LOS      | (MPH) | LOS      |
| 20.10.CICNAL # 10               | 164   |               |        |        |          |       |          |
| 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   | Ō             |        |        |          |       |          |
| 6-5 SIGNAL # 5                  | 164   | Ō             |        |        |          |       |          |
| 5-4 SIGNAL # 4                  | 164   | Ō             |        |        |          |       |          |
| 4-3 NW 33rd Street (4864)       | 164   | 1,060         | 0.33   | 18.7   | С        | 24.4  | С        |
| 3-2 NW 36th Street (4477)       | 164   | 500           | 0.37   |        | -        | 17.4  | -        |
| 2-1 NW 41st Street (4332)       | 164   | 1,038         | 0.36   | 3.7    | Ā        | 26.1  | Č        |
| 2 1 1111 4 131 011661 (4002)    | 104   | 1,000         | 0.50   | 5.7    | ^        | 20.1  | J        |
| NB                              |       | Arterial Spec | ed =   | 21.1   | mph      |       |          |
|                                 | •     |               | LOS =  | D      | •        |       |          |

| Florida Department of Transpo                | rtation  |
|--|--|
|  | Arterial Level of Service Estimate Based on the 1985 Highway Capacity Manual     |
|  | ART_PLAN Version 1.2   |
| Developed by: W.McShan                       | e, E.Shenk, and G.Sokolow 12-14-91  Modified by: FDOT District Four 05-18-92     |
|  |  |
| DESCRIPTION                                  | ROAD NAME: NW 87TH AVENUE  |
| PEAK >>>>>>                                  | Station No. & Location; 166 PEAK DIRECTION: SB                                   |
|  | OFF-PEAK DIRECTION: NB   |
| Troffic Count Date:                          | Study Time Period: PM PEAK   |
| Traffic Count Date:<br>User's Notes:         | MAY 24, 1994 Analysis Date: JANUARY 14, 1995<br>NW 58TH STREET TO NW 41ST STREET |
|  | E2227  |
| TRAFFIC CHARACTERISTICS                      |  |
|  | AWDT: 25,062   |
|  | K FACTOR: 0.150<br>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<br>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 Clas                   | s: Use Free flow speed of:   |
| Rural  | 55, 50, 45, 40 or 35   |
| Transitioning, Class 1                       | 55, 50, 45, 40 or 35   |
| Urban, Class 1<br>Urban or Transitioning, Cl | 45, 40 or 35<br>ass 2 40, 35, 30 or 25   |
| Urban, Class 3                               | 35, 30 or 25   |
| •  |  |
| SIGNALIZATION CHARACTERIS                    | ======================================   |
|  | ARRIVAL TYPE   |
|  | PEAK DIRECTION: 4  |
|  | OFF-PEAK DIRECTION: 2 TYPE SIGNAL SYSTEM: 3 (1=ACTUATED                          |
|  | TYPE SIGNAL SYSTEM: 3 (1=ACTUATED 2=PRETIMED 3=SEMIACTUATED)                     |
|  | SYSTEM CYCLE LENGTH: 150   |

SYSTEM CYCLE LENGTH:

WEIGHTED THRU MOVEMENT g/C:

150

| SB<br>NW 8   | PEAK DIRECTION'S S<br>7TH AVENUE   |  | PEAK  | % TURNS          | =====           | CYCLE<br>LENGTH | EFFECTIVE<br>g/C    |                |                 |
|--|--|--|---|------------------|-----------------|-----------------|---------------------|----------------|-----------------|
| LINK   | Signal Number & Loca   | COUNT<br>tionSTATION   | HOUR<br>VOLUME  | EXCLUS.<br>LANES | LANES           | SIGNALS<br>2-20 | SIGNALS<br>2-20     | LENGTH<br>(FT) | ARRIVAL<br>TYPE |
| 1-2  | NW 53rd Street (4667)  | 166  | 2,632   | 3.63             | 2               | 65              |                     | 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<br>5-6   | SIGNAL # 5   | 166<br>166   |   |                  |                 |                 |                     |                |                 |
| 5-6<br>6-7   | SIGNAL # 6<br>SIGNAL # 7   | 166<br>166   |   |                  |                 |                 |                     |                |                 |
| 7-8  | SIGNAL # 8   | 166  |   |                  |                 |                 |                     |                |                 |
| 8-9  | SIGNAL # 9   | 166  |   |                  |                 |                 |                     |                |                 |
|  | SIGNAL # 10  | 166  |   |                  |                 |                 |                     |                |                 |
|  | SIGNAL #11   | 166  |   |                  |                 |                 |                     |                |                 |
| 11-12  | SIGNAL # 12  | 166  |   |                  |                 |                 |                     |                |                 |
| 12-13  | SIGNAL # 13  | 166  |   |                  |                 |                 |                     |                |                 |
|  | SIGNAL # 14  | 166  |   |                  |                 |                 |                     |                |                 |
|  | SIGNAL # 15  | 166  |   |                  |                 |                 |                     |                |                 |
|  | SIGNAL # 16  | 166  |   |                  |                 |                 |                     |                |                 |
|  | SIGNAL # 17  | 166  |   |                  |                 |                 |                     |                |                 |
|  | SIGNAL # 18  | 166  |   |                  |                 |                 |                     |                |                 |
|  | SIGNAL # 19<br>SIGNAL # 20   | 166<br>166   |   |                  |                 |                 |                     |                |                 |
| =====  | 313NAL # 20<br>====================================  |  |   | =======          | <b>===</b> ==== | =======         | ========            | ==== <b>==</b> | =======         |
| NB   | OFF-PEAK DIRECTIO  | N'S SPECIFIC   | INPUTS  |                  |                 |                 |                     |                |                 |
| NW 8   | 7TH AVENUE   |  |   | % TURNS          |                 | CYCLE           | <b>EFFECTIVE</b>    |                |                 |
|  |  |  |   |                  |                 |                 |                     |                |                 |
|  |  |  | PEAK  | FROM             |                 | LENGTH          | g/C                 |                |                 |
|  |  | COUNT  | HOUR  | EXCLUS.          |                 | SIGNALS         | SIGNALS             | LENGTH         | ARRIVAL         |
| LINK   | Signal Number & Loca   |  | HOUR  | EXCLUS.          | LANES           |                 |                     |                | ARRIVAL<br>TYPE |
|  |  | itionSTATION   | HOUR<br>VOLUME  | EXCLUS.          |                 | SIGNALS         | SIGNALS             | LENGTH         |                 |
| 20-19  | Signal Number & Loca   |  | HOUR  | EXCLUS.          |                 | SIGNALS         | SIGNALS             | LENGTH         |                 |
| 20-19<br>19-18   | SIGNAL # 19  | ationSTATION<br>166  | HOUR<br>VOLUME  | EXCLUS.          |                 | SIGNALS         | SIGNALS             | LENGTH         |                 |
| 20-19<br>19-18<br>18-17  | SIGNAL # 19<br>SIGNAL # 18   | ationSTATION<br>   | HOUR<br>VOLUME<br>0<br>0  | EXCLUS.          |                 | SIGNALS         | SIGNALS             | LENGTH         |                 |
| 20-19<br>19-18<br>18-17<br>17-16   | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17  | tionSTATION<br>166<br>166<br>166                                   | HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | EXCLUS.          |                 | SIGNALS         | SIGNALS             | LENGTH         |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14   | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14   | tionSTATION<br>166<br>166<br>166<br>166<br>166<br>166              | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | EXCLUS.          |                 | SIGNALS         | SIGNALS             | LENGTH         |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13  | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14  | 166<br>166<br>166<br>166<br>166<br>166<br>166<br>166               | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | EXCLUS.          |                 | SIGNALS         | SIGNALS             | LENGTH         |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12   | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13  | 166<br>166<br>166<br>166<br>166<br>166<br>166<br>166               | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | EXCLUS.          |                 | SIGNALS         | SIGNALS             | LENGTH         |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12   | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11  | 166<br>166<br>166<br>166<br>166<br>166<br>166<br>166<br>166        | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | EXCLUS.          |                 | SIGNALS         | SIGNALS             | LENGTH         |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11  | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11  | 166<br>166<br>166<br>166<br>166<br>166<br>166<br>166<br>166<br>166 | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                                    | EXCLUS.          |                 | SIGNALS         | SIGNALS             | LENGTH         |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10   | SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9   | 166<br>166<br>166<br>166<br>166<br>166<br>166<br>166<br>166<br>166 | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                               | EXCLUS.          |                 | SIGNALS         | SIGNALS             | LENGTH         |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8                                    | SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8  | 166<br>166<br>166<br>166<br>166<br>166<br>166<br>166<br>166<br>166 | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                               | EXCLUS.          |                 | SIGNALS         | SIGNALS             | LENGTH         |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7                             | SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7                                 | 166<br>166<br>166<br>166<br>166<br>166<br>166<br>166<br>166<br>166 | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                          | EXCLUS.          |                 | SIGNALS         | SIGNALS             | LENGTH         |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6                      | SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6                                  | 166<br>166<br>166<br>166<br>166<br>166<br>166<br>166<br>166<br>166 | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                          | EXCLUS.          |                 | SIGNALS         | SIGNALS             | LENGTH         |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5               | SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5                       | 166<br>166<br>166<br>166<br>166<br>166<br>166<br>166<br>166<br>166 | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                     | EXCLUS.          |                 | SIGNALS         | SIGNALS             | LENGTH         |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4            | 166<br>166<br>166<br>166<br>166<br>166<br>166<br>166<br>166<br>166 | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | EXCLUS.          |                 | SIGNALS         | SIGNALS             | LENGTH         |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4<br>4-3 | SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4 SIGNAL # 3 | 166<br>166<br>166<br>166<br>166<br>166<br>166<br>166<br>166<br>166 | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | EXCLUS.          | LANES           | SIGNALS<br>19-1 | SIGNALS<br>19-1     | LENGTH<br>(FT) | TYPE            |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4            | 166<br>166<br>166<br>166<br>166<br>166<br>166<br>166<br>166<br>166 | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | EXCLUS.          |                 | SIGNALS         | SIGNALS<br>19-1<br> | LENGTH         |                 |

| NW 8  | PEAK DIRECTION RES<br>7TH AVENUE<br>Signal Number & Local | COUNT | . —          | V/C<br>RATIO | THRU<br>DELAY | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS | :            |
|-------|---|-------|--------------|--------------|---------------|-------------------------|----------------|-------------------------|--------------|
| 1-2   | NW 53rd Street (4667)                                     | 166   | <b>272</b> 5 | 1.14         | 71.5          | F                       | 11.5           | F                       | *Warning: In |
| 2-3   | NW 41st Street (4332)                                     | 166   | 2014         | 0.69         | 3.3           | Α                       | 35.9           | Α                       | -            |
| 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            |              |               |                         |                |                         |              |
|       | SIGNAL # 13   | 166   | 0            |              |               |                         |                |                         |              |
|       | SIGNAL # 14   | 166   | 0            |              |               |                         |                |                         |              |
|       | SIGNAL # 15   | 166   | 0            |              |               |                         |                |                         |              |
|       | SIGNAL # 16   | 166   | 0            |              |               |                         |                |                         |              |
|       | SIGNAL # 17   | 166   | 0            |              |               |                         |                |                         |              |
|       | SIGNAL # 18   | 166   | 0            |              |               |                         |                |                         |              |
|       | SIGNAL # 19   | 166   | 0            |              |               |                         |                |                         |              |
| 19-20 | SIGNAL # 20   | 166   | 0            |              |               |                         |                |                         |              |
| SB    |   |       | Arterial Spe | ed =         | ***           | mph                     |                |                         |              |

Arterial Speed = \*\*\* mph

LOS = F

NOTE: Intersection Capacity Exceeded

|                               | ======  | =======      | ====== | ======      | ======= | ====== | =======  |
|-------------------------------|---------|--------------|--------|-------------|---------|--------|----------|
| NB OFF-PEAK DIRECTION R       | ESULTS  | THRU         |        |             | THRU    |        | ARTERIAL |
| NW 87TH AVENUE                | COUNT   | FLOW         | V/C    | THRU A      | PPROACH | SPEED  | LINK     |
| LINK Signal Number & Location | STATION | RATE         | RATIO  | DELAY       | LOS     | (MPH)  | 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         | В       | 33.2   | В        |
| 2-1 NW 58th Street (4596)     | 166     | 102          | 0.24   | <b>25.8</b> | D       | 20.7   | , D      |
| NB                            | ,       | Arterial Spe | ed =   | 26.4 1      | nph     |        |          |
|                               | ·       | 15-2         | LOS =  | С           | •       |        |          |

| Florida Department of Transpo   | rtation Arterial Level of Service Estimate Based on the 1985 Highway Capacity Mar ART_PLAN Version 1.2  | :<br>nual  |
|---|---|--|
| Developed by: W.McShar  | ne, E.Shenk, and G.Sokolow 12-14-91  Modified by: FDOT District Four 05-18-92   | 2  |
| DESCRIPTION   | ROAD NAME: N<br>Station No. & Location:   |  |
| PEAK >>>>>>   | PEAK DIRECTION: E<br>OFF-PEAK DIRECTION: W  |  |
| Traffic Count Date:<br>User's Notes:  |   | EBRUARY 2, 1995  |
| TRAFFIC CHARACTERISTICS   |   |  |
|   | AWDT: K FACTOR: D FACTOR: PHF: ADJ. SATURATION FLOW RATE: TURNS FROM EXCLUSIVE LANES:   | 26,020<br>0.090<br>0.520<br>0.898<br>1,900   |
| ROADWAY CHARACTERISTICS   | ======================================  | =======================================  |
|   | NUMBER OF THRU LANES PEAK DIRECTION: OFF-PEAK DIRECTION: URBAN, TRANSITIONING, OR RURAL DEVELOPED (U/T/R): ARTERIAL CLASS: FREE FLOW SPEED (mph): | 2<br>2<br>U<br>1 (1, 2, or 3)<br>40 (45, 40, or 35)  |
| For Arterial Type and Clas  | s:  | Use Free flow speed of:  |
| Rural<br>Transitioning, Class 1<br>Urban, Class 1<br>Urban or Transitioning, Cl | ass 2   | 55, 50, 45, 40 or 35<br>55, 50, 45, 40 or 35<br>45, 40 or 35<br>40, 35, 30 or 25<br>35, 30 or 25 |
| Urban, Class 3  |   |  |
| SIGNALIZATION CHARACTERIS   | STICS   |  |
|   | ARRIVAL TYPE PEAK DIRECTION: OFF-PEAK DIRECTION: TYPE SIGNAL SYSTEM:  | 4 2 3 (1=ACTUATED 2=PRETIMED 3=SEMIACTUATED)   |
|   | SYSTEM CYCLE LENGTH:<br>WEIGHTED THRU MOVEMENT g/C:   | 150<br>0.37  |

|  | PEAK DIRECTION'S SPE<br>2TH STREET<br>Signal Number & Locatio  | COUNT   | PEAK<br>HOUR  | % TURNS<br>FROM<br>EXCLUS.<br>LANES               | LANES           | CYCLE<br>LENGTH<br>SIGNALS<br>2-20 | EFFECTIVE<br>g/C<br>SIGNALS<br>2-20        | LENGTH<br>(FT)                   | ARRIVAI<br>TYPE |
|--|--|---|---|---|-----------------|------------------------------------|--|----------------------------------|-----------------|
| 1-2  | NW 8600 block (5115)   | 358   | 1,218   | 0   | 2               | 130                                | 0.77                                       | 500                              |                 |
| 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                            | •               |
| 4-5  | Milam Dairy Road (4489)  | 358   | 1,218   | 12.54   | 3               | 134                                | 0.24                                       | 1,595                            |                 |
| 5-6  | NW 72nd Avenue (3085)  | 358   | 1,218   | 28.17   | 2               | 135                                | 0.41                                       | 1,720                            |                 |
| 6-7  | SIGNAL # 7   | 358   |   |   |                 |                                    |  |                                  |                 |
| 7-8  | SIGNAL # 8   | 358   |   |   |                 |                                    |  |                                  |                 |
| 8-9  | SIGNAL # 9   | 358   |   |   |                 |                                    |  |                                  |                 |
|  | SIGNAL # 10  | 358   |   |   |                 |                                    |  |                                  |                 |
|  | SIGNAL # 11  | 358   |   |   |                 |                                    |  |                                  |                 |
|  | SIGNAL # 12  | 358   |   |   |                 |                                    |  |                                  |                 |
|  | SIGNAL # 13  | 358   |   |   |                 |                                    |  |                                  |                 |
|  | SIGNAL # 14  | 358   |   |   |                 |                                    |  |                                  |                 |
|  | SIGNAL # 15  | 358   |   |   |                 |                                    |  |                                  |                 |
|  | SIGNAL # 16  | 358   |   |   |                 |                                    |  |                                  |                 |
|  | SIGNAL # 17  | 358   |   |   |                 |                                    |  |                                  |                 |
|  | SIGNAL # 18  | 358   |   |   |                 |                                    |  |                                  |                 |
|  |  |   |   |   |                 |                                    |  |                                  |                 |
|  | SIGNAL # 19  | 358   |   |   |                 |                                    |  |                                  |                 |
| 19-20<br><br>WB  | SIGNAL # 19<br>SIGNAL # 20<br>====================================   | 358<br>=======  | NPUTS   | % TURNS   |                 | CYCLE                              | EFFECTIVE                                  | ======                           |                 |
| 19-20<br>:====<br><i>N</i> B<br>NW 1:  | SIGNAL # 20<br>====================================  | 358<br>SPECIFIC   | PEAK<br>HOUR  |   |                 |                                    |  | LENGTH<br>(FT)                   | ARRIVA<br>TYPE  |
| 19-20<br>WB<br>WW 1:   | SIGNAL # 20  | 358<br>SPECIFIC<br>COUNT<br>INSTATION   | PEAK<br>HOUR<br>VOLUME                                | % TURNS<br>FROM<br>EXCLUS.                        |                 | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS                | LENGTH                           | ARRIVA<br>TYPE  |
| 19-20<br>:====<br>WB<br>NW 1:<br>-INK<br>  | SIGNAL # 20  OFF-PEAK DIRECTION'S 2TH STREET  Signal Number & Locatio  | 358<br>S SPECIFIC<br>COUNT<br>nSTATION<br>358   | PEAK<br>HOUR<br>VOLUME                                | % TURNS<br>FROM<br>EXCLUS.                        |                 | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS                | LENGTH                           |                 |
| 19-20<br>=====<br>WB<br>NW 1:<br>-INK<br><br>20-19<br>19-18  | SIGNAL # 20  OFF-PEAK DIRECTION'S 2TH STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18   | 358<br>SPECIFIC<br>COUNT<br>INSTATION<br>358<br>358   | PEAK<br>HOUR<br>VOLUME                                | % TURNS<br>FROM<br>EXCLUS.                        |                 | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS                | LENGTH                           |                 |
| 19-20<br>:====<br>WB<br>NW 1:<br><br>20-19<br>19-18  | SIGNAL # 20  OFF-PEAK DIRECTION'S  2TH STREET  Signal Number & Location  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17   | 358 COUNT INSTATION 358 358 358   | PEAK<br>HOUR<br>VOLUME                                | % TURNS<br>FROM<br>EXCLUS.                        |                 | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS                | LENGTH                           |                 |
| I9-20<br>I====<br>NB<br>NW 1I<br>INK<br>INK<br>INK<br>INK<br>INK<br>INK<br>INK<br>INK<br>INK<br>IN                                   | SIGNAL # 20  OFF-PEAK DIRECTION'S 2TH STREET  Signal Number & Location SIGNAL # 19 SIGNAL # 18   | 358<br>SPECIFIC<br>COUNT<br>INSTATION<br>358<br>358   | PEAK<br>HOUR<br>VOLUME<br>0<br>0                      | % TURNS<br>FROM<br>EXCLUS.                        |                 | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS                | LENGTH                           |                 |
| I9-20<br><br>NB<br>NW 1:<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15  | SIGNAL # 20  OFF-PEAK DIRECTION'S  2TH STREET  Signal Number & Location  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17  SIGNAL # 16  | 358 COUNT INSTATION 358 358 358 358   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0                 | % TURNS<br>FROM<br>EXCLUS.                        |                 | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS                | LENGTH                           |                 |
| I9-20<br>IINK<br>INK<br><br>20-19<br>I9-18<br>I8-17<br>I7-16<br>16-15  | SIGNAL # 20  OFF-PEAK DIRECTION'S  2TH STREET  Signal Number & Location  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15   | 358<br>COUNT<br>INSTATION<br>358<br>358<br>358<br>358<br>358<br>358                             | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0            | % TURNS<br>FROM<br>EXCLUS.                        |                 | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS                | LENGTH                           |                 |
| I9-20  NB NW 1: 20-19 19-18 18-17 17-16 16-15 15-14  | SIGNAL # 20  OFF-PEAK DIRECTION'S  2TH STREET  Signal Number & Location  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  | 358<br>COUNT<br>INSTATION<br>358<br>358<br>358<br>358<br>358<br>358<br>358                      | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0            | % TURNS<br>FROM<br>EXCLUS.                        |                 | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS                | LENGTH                           |                 |
| I9-20<br>ISSENT 1:<br>INK<br>  | SIGNAL # 20  OFF-PEAK DIRECTION'S 2TH STREET  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12  | 358<br>COUNT<br>INSTATION<br>358<br>358<br>358<br>358<br>358<br>358<br>358<br>358<br>358        | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0       | % TURNS<br>FROM<br>EXCLUS.                        |                 | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS                | LENGTH                           |                 |
| I9-20<br>  | SIGNAL # 20  OFF-PEAK DIRECTION'S 2TH STREET  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13  | 358<br>COUNT<br>INSTATION<br>358<br>358<br>358<br>358<br>358<br>358<br>358<br>358<br>358<br>358 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0       | % TURNS<br>FROM<br>EXCLUS.                        |                 | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS                | LENGTH                           |                 |
| 9-20<br>=====<br>VB<br>NWV 1:<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11           | SIGNAL # 20  OFF-PEAK DIRECTION'S 2TH STREET  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11  | 358<br>COUNT<br>INSTATION<br>358<br>358<br>358<br>358<br>358<br>358<br>358<br>358<br>358<br>358 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | % TURNS<br>FROM<br>EXCLUS.                        |                 | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS                | LENGTH                           |                 |
| 9-20<br><br>WB<br>NW 1:<br>20-19<br>19-18<br>8-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9             | SIGNAL # 20  OFF-PEAK DIRECTION'S 2TH STREET  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9   | 358<br>COUNT<br>INSTATION<br>358<br>358<br>358<br>358<br>358<br>358<br>358<br>358<br>358<br>358 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | % TURNS<br>FROM<br>EXCLUS.<br>LANES               |                 | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS                | LENGTH                           |                 |
| 19-20<br>  | SIGNAL # 20  OFF-PEAK DIRECTION'S 2TH STREET  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 9 SIGNAL # 8   | 358 COUNT INSTATION 358 358 358 358 358 358 358 358 358 358                                     | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | % TURNS<br>FROM<br>EXCLUS.<br>LANES               |                 | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS                | LENGTH                           |                 |
| 19-20<br><br>WB<br>NW 1:<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>11-10<br>10-9<br>9-8<br>8-7           | SIGNAL # 20  OFF-PEAK DIRECTION'S 2TH STREET  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7   | 358 COUNT INSTATION 358 358 358 358 358 358 358 358 358 358                                     | PEAK HOUR VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | % TURNS<br>FROM<br>EXCLUS.<br>LANES               |                 | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS                | LENGTH                           |                 |
| 19-20<br><br>WB<br>NW 1:<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6    | SIGNAL # 20  OFF-PEAK DIRECTION'S 2TH STREET  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 9 SIGNAL # 8   | 358 COUNT nSTATION 358 358 358 358 358 358 358 358 358 358                                      | PEAK HOUR VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | % TURNS<br>FROM<br>EXCLUS.<br>LANES               | LANES           | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS<br>19-1        | LENGTH<br>(FT)                   | TYPE            |
| 19-20<br>WB<br>NW 1:<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5 | SIGNAL # 20  OFF-PEAK DIRECTION'S 2TH STREET  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6  | 358 COUNT INSTATION 358 358 358 358 358 358 358 358 358 358                                     | PEAK HOUR VOLUME  0 0 0 0 0 0 0 0 1,124               | % TURNS<br>FROM<br>EXCLUS.<br>LANES               | LANES 2         | CYCLE<br>LENGTH<br>SIGNALS<br>19-1 | EFFECTIVE<br>g/C<br>SIGNALS<br>19-1        | LENGTH<br>(FT)                   | TYPE            |
| 19-20<br>  | SIGNAL # 20  CFF-PEAK DIRECTION'S  TH STREET  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 10 SIGNAL # 17 SIGNAL # 17 SIGNAL # 17 SIGNAL # 18 SIGNAL # 19 SIGNAL # 10 SIGNAL | 358 COUNT nSTATION 358 358 358 358 358 358 358 358 358 358                                      | PEAK HOUR VOLUME  0 0 0 0 0 0 0 0 1,124 1,124         | % TURNS<br>FROM<br>EXCLUS.<br>LANES               | LANES<br>2<br>2 | CYCLE<br>LENGTH<br>SIGNALS<br>19-1 | EFFECTIVE<br>g/C<br>SIGNALS<br>19-1        | LENGTH<br>(FT)<br>1,720<br>1,595 | TYPE            |
| 19-20<br>  | SIGNAL # 20  OFF-PEAK DIRECTION'S 2TH STREET  Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 Milam Dairy Road (4489)  | 358 COUNT nSTATION 358 358 358 358 358 358 358 358 358 358                                      | PEAK HOUR VOLUME  0 0 0 0 0 0 0 0 1,124               | % TURNS<br>FROM<br>EXCLUS.<br>LANES<br>40.22<br>0 | LANES 2         | CYCLE<br>LENGTH<br>SIGNALS<br>19-1 | EFFECTIVE g/C SIGNALS 19-1  0.24 0.53 0.70 | LENGTH<br>(FT)                   | TYPE            |

| NW 1  | PEAK DIRECTION RESUI<br>2TH STREET<br>Signal Number & Location | COUNT |              | V/C<br>RATIO |      | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
|-------|--|-------|--------------|--------------|------|-------------------------|----------------|-------------------------|
| 1-2   | NW 8600 block (5115)   | 358   | 1355         | 0.46         | 3.0  | Α                       | 23.1           | С                       |
| 2-3   | NW 82nd Avenue (4660)  | 358   | 971          | 0.35         | 3.4  | Α                       | 33.9           | В                       |
| 3-4   | NW 78th Avenue (4659)  | 358   | 1331         | 0.59         | 9.8  | В                       | 26.0           | С                       |
| 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 | С                       | 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            |              |      |                         |                |                         |
| FR    |  |       | Arterial Sne | od =         | 22.3 | mnh                     |                |                         |

EB Arterial Speed = 22.3 mph
LOS = C

| ===== |                          | ======= | <b>==</b> ===== | ====== | ====== | ======== | ====== | =======  |
|-------|--------------------------|---------|-----------------|--------|--------|----------|--------|----------|
| WB    | OFF-PEAK DIRECTION F     | RESULTS | THRU            |        |        | THRU     |        | ARTERIAL |
| NW 1: | 2TH STREET               | COUNT   | FLOW            | V/C    | THRU   | APPROACH | SPEED  | LINK     |
| LINK  | Signal Number & Location | STATION | RATE            | RATIO  | DELAY  | LOS      | (MPH)  | 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   | Ε        | 12.1   | F        |
| 5-4   | NW 78th Avenue (4659)    | 358     | 1,251           | 0.62   | 23.2   | С        | 17.9   | D        |
| 4-3   | NW 82nd Avenue (4660)    | 358     | 1,251           | 0.47   | 9.5    | В        | 26.2   | С        |
| 3-2   | NW 8600 block (5115)     | 358     | 1,251           | 0.43   | 5.3    | В        | 32.1   | В        |
| 2-1   | NW 87th Avenue (4338)    | 358     | 848             | 0.64   | 36.6   | D        | 5.8    | F        |
|       |                          |         |                 |        |        |          |        |          |
| WB    |                          | ,       | Arterial Spe    |        |        | mph      |        |          |
|       |                          |         |                 | LOS =  | D      |          |        |          |

| Florida Department of Transporta               | tion<br>Arterial Level of Service Estimate                  |  |
|--|---|--|
| E  | Based on the 1985 Highway Capacity Man                      | ual                                    |
|  | ART_PLAN Version 1.2  |  |
|  | E.Shenk, and G.Sokolow 12-14-91                             |  |
|  | Modified by: FDOT District Four 05-18-92                    |  |
| DESCRIPT <b>ION</b>                            | ROAD NAME: N  |  |
| <b>BE44</b>                                    | Station No. & Location:                                     | 400                                    |
| PEAK >>>>>>                                    | PEAK DIRECTION: E<br>OFF-PEAK DIRECTION: W                  |  |
|  |   | M PEAK                                 |
| Traffic Count Date: JU                         |   | ANUARY 14, 1995                        |
|  | R 826 WEST TO MILAM DAIRY ROAD                              |  |
| RAFFIC CHARACTERISTICS                         |   |  |
|  | AWDT:   | 46,694                                 |
|  | K FACTOR:   | 0.070                                  |
|  | D FACTOR:   | 0.510                                  |
|  | PHF:  | 0.920                                  |
| c  | ADJ. SATURATION FLOW RATE:<br>% TURNS FROM EXCLUSIVE LANES: | 1,900<br>15                            |
|  |   | :===================================== |
| ROADWAY CHARACTERISTICS                        |   |  |
|  | NUMBER OF THRU LANES  |  |
|  | PEAK DIRECTION:   | 2                                      |
|  | OFF-PEAK DIRECTION:   | 2                                      |
|  | URBAN, TRANSITIONING, OR                                    |  |
|  | RURAL DEVELOPED (U/T/R):<br>ARTERIAL CLASS:                 | U<br>1 (1 2 or 3)                      |
|  | FREE FLOW SPEED (mph):                                      | 1 (1, 2, or 3)<br>40 (45, 40, or 35)   |
|  | TREET LOW STEED (III).                                      | 40 (43, 40, 01 00)                     |
| For Arterial Type and Class:                   |   | Use Free flow speed of:                |
| Rurai  |   | 55, 50, 45, 40 or 35                   |
| Transitioning, Class 1                         |   | 55, 50, 45, 40 or 35                   |
| Urban, Class 1<br>Urban or Transitioning, Clas | s 2   | 45, 40 or 35<br>40, 35, 30 or 25       |
| Urban, Class 3                                 | 3 Z   | 35, 30 or 25                           |
| •  |   | ,                                      |
| BIGNALIZATION CHARACTERIST                     | : <b>====</b> ================================              | :===================================== |
|  | ARRIVAL TYPE  |  |
|  | PEAK DIRECTION:   | 4                                      |
|  | OFF-PEAK DIRECTION:   | 2                                      |
|  | TYPE SIGNAL SYSTEM:   | 3 (1=ACTUATED                          |
|  |   | 2=PRETIMED                             |
|  | SYSTEM CYCLE LENGTH   | 3=SEMIACTUATED)                        |

SYSTEM CYCLE LENGTH: WEIGHTED THRU MOVEMENT g/C:

| EB<br>NW 25  | PEAK DIRECTION'S SPE  | ECIFIC INP   | PEAK<br>HOUR                              | % TURNS<br>FROM<br>EXCLUS. |             | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS | LENGTH              | ARRIVAI          |
|--|---|--|---|----------------------------|-------------|----------------------------|-----------------------------|---------------------|------------------|
| LINK   | Signal Number & Locatio   |  |   | LANES                      |             | 2-20                       | 2-20                        | (FT)                | TYPE             |
| 1-2<br>2-3   | SR 826 East (4918)<br>NW 75th Avenue (5200)   | 400<br>400   | 1,667<br>1,667                            | 33.48<br>16.91             | 2           | 139.<br>140                |                             | 500<br>600          | 4<br>4           |
| 3-4  | Milam Dairy Road (2897)   |  | 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  |   |                            |             |                            |                             |                     |                  |
|  | SIGNAL # 10   | 400  |   |                            |             |                            |                             |                     |                  |
|  | SIGNAL # 11<br>SIGNAL # 12  | 400<br>400   |   |                            |             |                            |                             |                     |                  |
|  | SIGNAL # 13   | 400  |   |                            |             |                            |                             |                     |                  |
|  | SIGNAL # 14   | 400  |   |                            |             |                            |                             |                     |                  |
|  | SIGNAL # 15   | 400  |   |                            |             |                            |                             |                     |                  |
| 15-16  | SIGNAL # 16   | 400  |   |                            |             |                            |                             |                     |                  |
| 16-17  | SIGNAL # 17   | 400  |   |                            |             |                            |                             |                     |                  |
|  | SIGNAL # 18   | 400  |   |                            |             |                            |                             |                     |                  |
|  | SIGNAL # 19   | 400  |   |                            |             |                            |                             |                     |                  |
|  | SIGNAL # 20   | 400  |   |                            |             |                            |                             |                     |                  |
| WB   | OFF-PEAK DIRECTION'S  | S SPECIFIC   | NPUTS                                     |                            |             |                            |                             |                     |                  |
| NW 2   | 5TH STREET  |  |   | % TURNS                    |             | CYCLE                      | <b>EFFECTIVE</b>            |                     |                  |
|  |   |  | PEAK                                      | FROM                       |             | LENGTH                     | g/C                         |                     |                  |
| LINIZ  | Signal Number & Location  | COUNT  | HOUR                                      | EXCLUS.                    |             | SIGNALS                    | SIGNALS                     |                     | ARRIVAL          |
| LINK   | Signal Number & Localic   |  |   | LANES                      | LANES       | 19-1<br>                   | 19-1<br>                    | (FT)<br>            | TYPE             |
|  | SIGNAL # 19   | 400  | 0   |                            |             |                            |                             |                     |                  |
|  | SIGNAL # 18   | 400  | 0   |                            |             |                            |                             |                     |                  |
|  | SIGNAL #17  | 400  | 0   |                            |             |                            |                             |                     |                  |
|  | SIGNAL # 16<br>SIGNAL # 15  | 400<br>400   | 0   |                            |             |                            |                             |                     |                  |
|  | SIGNAL # 15   |  |   |                            |             |                            |                             |                     |                  |
| 15_1/  |   |  |   |                            |             |                            |                             |                     |                  |
|  | SIGNAL # 14   | 400  | 0   |                            |             |                            |                             |                     |                  |
| 14-13  | SIGNAL # 14<br>SIGNAL # 13  | 400<br>400   | 0<br>0                                    |                            |             |                            |                             |                     |                  |
| 14-13<br>13-12   | SIGNAL # 14   | 400  | 0   |                            |             |                            |                             |                     |                  |
| 14-13<br>13-12<br>12-11  | SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12   | 400<br>400<br>400  | 0<br>0<br>0                               |                            |             |                            |                             |                     |                  |
| 14-13<br>13-12<br>12-11<br>11-10   | SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11  | 400<br>400<br>400<br>400   | 0<br>0<br>0                               |                            |             |                            |                             |                     |                  |
| 14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8                                    | SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8   | 400<br>400<br>400<br>400<br>400<br>400<br>400                      | 0<br>0<br>0<br>0                          |                            |             |                            |                             |                     |                  |
| 14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7                             | SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7   | 400<br>400<br>400<br>400<br>400<br>400<br>400                      | 0<br>0<br>0<br>0<br>0<br>0                |                            |             |                            |                             |                     |                  |
| 14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6                      | SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6                             | 400<br>400<br>400<br>400<br>400<br>400<br>400<br>400               | 0<br>0<br>0<br>0<br>0<br>0<br>0           |                            |             |                            |                             |                     |                  |
| 14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5               | SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5               | 400<br>400<br>400<br>400<br>400<br>400<br>400<br>400<br>400        | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      |                            |             |                            |                             |                     |                  |
| 14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5<br>SIGNAL # 4 | 400<br>400<br>400<br>400<br>400<br>400<br>400<br>400<br>400<br>400 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      |                            |             | 44-                        |                             | 4 55-               |                  |
| 14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4<br>4-3 | SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4 NW 75th Avenue (5200)         | 400<br>400<br>400<br>400<br>400<br>400<br>400<br>400<br>400<br>400 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 2.79                       | 2           | 140                        |                             | 1,885               | 2                |
| 14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5<br>SIGNAL # 4 | 400<br>400<br>400<br>400<br>400<br>400<br>400<br>400<br>400<br>400 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | 24.02                      | 2<br>4<br>2 | 140<br>139<br>139          | 0.54                        | 1,885<br>600<br>500 | 2<br>2<br>2<br>2 |

|       | PEAK DIRECTION RESUI<br>5TH STREET<br>Signal Number & Location | COUNT | THRU<br>FLOW<br>RATE | V/C<br>RATIO  | THRU<br>DELAY | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
|-------|--|-------|----------------------|---------------|---------------|-------------------------|----------------|-------------------------|
| 1-2   | SR 826 East (4918)   | 400   | 1205                 | 0.43          | 3.8           | Α                       | 21.5           | D                       |
| 2-3   | NW 75th Avenue (5200)  | 400   | 1505                 | 0.46          | 9.2           | В                       | 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    |  | A     | Arterial Spe         | ed =<br>LOS = | 18.2<br>D     | mph                     |                |                         |

| ===== |                   |                 |              | ====== | ====== | ======== |       | =======  |
|-------|-------------------|-----------------|--------------|--------|--------|----------|-------|----------|
| WB    | OFF-PEAK DIREC    | TION RESULTS    | THRU         |        |        | THRU     |       | ARTERIAL |
| NW 2  | 5TH STREET        | COUNT           | FLOW         | V/C    | THRU   | APPROACH | SPEED | LINK     |
| LINK  | Signal Number & 1 | LocationSTATION | 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   | С        | 20.0  | D        |
| 3-2   | SR 826 East (4918 | 3) 400          | 1,322        | 0.32   | 18.3   | С        | 11.1  | F        |
| 2-1   | SR 826 West (491  | •               | 1,004        | 0.38   | 8.8    | В        | 15.3  | E        |
|       |                   |                 |              |        | 40-    |          |       |          |
| WB    |                   | F               | Arterial Spe |        |        | mph      |       |          |
|       |                   |                 |              | LOS =  | Ε      |          |       |          |

| ***************************************                  |
|--|
| 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 DIRECTION: EB PEAK >>>>>>>

OFF-PEAK DIRECTION: WB

Study Time Period: PM PEAK

Traffic Count Date: JUNE 22, 1994 Analysis Date: JANUARY 14, 1995 NW 87TH AVENUE (GALLOWAY ROAD) TO SR 826 WEST User's Notes:

\_\_\_\_\_\_

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): 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: 55, 50, 45, 40 or 35 55, 50, 45, 40 or 35 Rural Transitioning, Class 1 45, 40 or 35 Urban, Class 1

40, 35, 30 or 25 Urban or Transitioning, Class 2 Urban, Class 3 35, 30 or 25

\_\_\_\_\_\_\_\_

SIGNALIZATION CHARACTERISTICS

ARRIVAL TYPE

PEAK DIRECTION: 4 OFF-PEAK DIRECTION:

TYPE SIGNAL SYSTEM:

3 (1=ACTUATED

2=PRETIMED 3=SEMIACTUATED)

SYSTEM CYCLE LENGTH: 150

WEIGHTED THRU MOVEMENT g/C: 0.37

| LINK Signal Number & LocationSTATION VOLUME LANES LANES 2-20 2-20 (FT) TYPE  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 4-5 SIGNAL # 7 402 6-6 SIGNAL # 7 402 8-9 SIGNAL # 9 402 9-10 SIGNAL # 10 402 10-11 SIGNAL # 11 402 11-12 SIGNAL # 12 402 12-13 SIGNAL # 14 402 14-15 SIGNAL # 16 402 16-17 SIGNAL # 18 402 16-18 SIGNAL # 18 402 16-19 SIGNAL # 19 402 19-20 SIGNAL # 19 402 19-20 SIGNAL # 19 402 19-20 SIGNAL # 18 402 16-17 SIGNAL # 19 402 19-20 SIGNAL # 10 402 16-17 SIGNAL # 11 402 16-17 SIGNAL # 15 402 16-18 SIGNAL # 16 402 16-17 SIGNAL # 16 402 16-17 SIGNAL # 17 402 16-17 SIGNAL # 19 402 17-18 SIGNAL # 19 402 10-11 SIGNAL # 10 402 10-11 SIGNAL # 16 402 10-12 SIGNAL # 17 402 10-13 SIGNAL # 16 402 10-14 SIGNAL # 16 402 10-15 SIGNAL # 16 402 10-16 SIGNAL # 16 402 10-17 SIGNAL # 17 402 10-18 SIGNAL # 16 402 10-19 SIGNAL # 10 402 10-10 SIGNAL # 10 402  | EB<br>NW 2                                    | ==== <b>====</b><br>PEAK DIRECTION'S SPE<br>5TH STREET   | ECIFIC INP                                    | JTS                                | % TURNS | === <b>==</b> == | CYCLE    | EFFECTIVE | ======  | ======: |
|--|---|--|---|------------------------------------|---------|------------------|----------|-----------|---------|---------|
| 1-2 NW 82nd Avenue (5113)  |   |  |   | HOUR                               | EXCLUS. |                  | SIGNALS  | SIGNALS   |         | ARRIVAL |
| 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 #8 402 9-10 SIGNAL #10 402 10-11 SIGNAL #11 402 11-12 SIGNAL #11 402 12-13 SIGNAL #13 402 13-14 SIGNAL #15 402 15-16 SIGNAL #16 402 15-16 SIGNAL #17 402 19-20 SIGNAL #19 402 19-20 SIGNAL #19 402 19-19 SIGNAL #19 402 19-19 SIGNAL #19 402 19-19 SIGNAL #19 402 19-19 SIGNAL #11 402 10-11 SIGNAL #11 402 10-11 SIGNAL #11 402 10-11 SIGNAL #11 402 10-11 SIGNAL #11 402 10-12 SIGNAL #13 402 11-13 SIGNAL #15 402 11-14 SIGNAL #16 402 11-15 SIGNAL #17 402 11-16 SIGNAL #17 402 11-17 SIGNAL #17 402 11-18 SIGNAL #18 402 11-19 SIGNAL #19 402 11-10 SIGNAL #19 402 11-10 SIGNAL #11 402 11-10 SIGNAL #17 402 11-10 SIGNAL #17 402 11-10 SIGNAL #17 402 11-10 SIGNAL #17 402 11-10 SIGNAL #16 402 11-10 SIGNAL #17 402 11-10 SIGNAL #17 402 11-10 SIGNAL #17 402 11-10 SIGNAL #17 402 11-10 SIGNAL #18 402 11-10 SIGNAL #18 402 11-10 SIGNAL #15 402 11-10 SIGNAL #16 402 11-10 SIGNAL #17 402 11-10 SIGNAL #17 402 11-10 SIGNAL #18 402 11-10 SIGNAL #19 402 11-10 SIGNAL #17 402 11-10 SIGNAL #18 402 11-10 SIGNAL #19 402 11-10 SIGNAL #10 402 11-10  | LINK  | Signal Number & Locatio  | nSTATION                                      | VOLUME                             | LANES   | LANES            | 2-20<br> | 2-20<br>  | (FT)    | TYPE    |
| 3-4 SR 826 West (4919)   | 1-2   | NW 82nd Avenue (5113)  | 402   | 3,240                              | 39.4    | 3                | 140      | 0.40      | 2,640   | 4       |
| 4-5 SIGNAL # 5 402 5-6 SIGNAL # 6 402 5-7 SIGNAL # 7 402 7-8 SIGNAL # 8 402 9-10 SIGNAL # 10 402 9-10 SIGNAL # 11 402 10-11 SIGNAL # 11 402 11-12 SIGNAL # 13 402 13-14 SIGNAL # 15 402 15-16 SIGNAL # 16 402 15-16 SIGNAL # 18 402 15-16 SIGNAL # 19 402 19-20 SIGNAL # 20 402 19-20 SIGNAL # 20 402 19-20 SIGNAL # 20 402 19-20 SIGNAL # 30 402 19-20 SIGNAL # 40 402 19-20 SIGNAL # 5 402 19-20 SIGNAL # 6 402 19-20 SIGNAL # 7 402 19-20 SIGNAL # 8 402 19-20 SIGNAL # 9 402 19-21 SIGNAL # 9 402 19-21 SIGNAL # 9 402 19-22 SIGNAL # 9 402 19-23 SIGNAL # 9 402 19-24 SIGNAL # 19 402 19-25 SIGNAL # 19 402 19-26 SIGNAL # 10 402 19-27 SIGNAL # 10 402 19-28 SIGNAL # 10 402 19-11 SIGNAL # 11 402 19-12 SIGNAL # 11 402 19-13 SIGNAL # 14 402 19-14 SIGNAL # 15 402 19-15 SIGNAL # 16 402 19-16 SIGNAL # 16 402 19-17 SIGNAL # 17 402 19-18 SIGNAL # 16 402 19-18 SIGNAL # 16 402 19-19 SIGNAL # 11 402 19-19 SIGNAL # 11 402 19-19 SIGNAL # 14 402 19-19 SIGNAL # 15 402 19-19 SIGNAL # 16 402 19-19 SIGNAL # 16 402 19-19 SIGNAL # 17 402 19-19 SIGNAL # 16 402 19-19 SIGNAL # 10 402 1 |   |  |   |                                    |         |                  |          |           |         | 4       |
| 5-6 SIGNAL # 6 402 6-7 SIGNAL # 7 402 7-8 SIGNAL # 8 402 8-9 SIGNAL # 9 402 10-11 SIGNAL # 11 402 11-12 SIGNAL # 11 402 11-13 SIGNAL # 13 402 15-16 SIGNAL # 14 402 15-16 SIGNAL # 16 402 16-17 SIGNAL # 18 402 18-19 SIGNAL # 19 402 18-19 SIGNAL # 10 5 7 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7  |   |  |   | 3,240                              | 41.64   | 4                | 139      | 0.40      | 1,000   | 4       |
| 6-7 SIGNAL # 7 402 7-8 SIGNAL # 8 402 8-9 SIGNAL # 9 402 9-10 SIGNAL # 10 402 11-12 SIGNAL # 11 402 11-12 SIGNAL # 12 402 11-13 SIGNAL # 13 402 11-15 SIGNAL # 15 402 16-17 SIGNAL # 16 402 16-17 SIGNAL # 17 402 16-18 SIGNAL # 18 402 19-20 SIGNAL # 19 402 19-20 SIGNAL # 20 402 19-20 SIGNAL # 20 402 19-20 SIGNAL # 30 402 19-20 SIGNAL # 40 402 19-20 SIGNAL # 18 402 19-20 SIGNAL # 18 402 19-20 SIGNAL # 19 402 19-20 SIGNAL # 20 402 19-20 SIGNAL # 30 402 19-20 SIGNAL # 402 402 10-9 SIGNAL # 18 402 402 18-17 SIGNAL # 18 402 402 18-17 SIGNAL # 16 402 402 18-17 SIGNAL # 15 402 402 18-18 SIGNAL # 16 402 40 18-19 SIGNAL # 15 402 402 18-19 SIGNAL # 16 402 40 18-19 SIGNAL # 11 402 40 18-19 SIGNAL # 11 402 40 18-19 SIGNAL # 10 402 40 18- |   |  |   |                                    |         |                  |          |           |         |         |
| 7-8 SIGNAL # 8 402 8-9 SIGNAL # 9 402 9-10 SIGNAL # 11 402 11-12 SIGNAL # 11 402 11-12 SIGNAL # 13 402 11-13 SIGNAL # 15 402 11-15 SIGNAL # 15 402 11-16 SIGNAL # 16 402 11-19 SIGNAL # 19 402 11-19 SIGNAL # 19 402 11-10 SIGNAL # 19 402 11-10 SIGNAL # 10 402 11-11 SIGNAL # 11 402 11-11 SIGNAL # 12 402 11-11 SIGNAL # 13 402 11-11 SIGNAL # 14 402 11-11 SIGNAL # 15 402 11-11 SIGNAL # 14 402 11-11 SIGNAL # 15 402 11-11 SIGNAL # 11 402 11-11 SIGNAL # 12 402 11-11 SIGNAL # 14 402 11-11 SIGNAL # 15 402 11-11 SIGNAL # 15 402 11-11 SIGNAL # 16 402 11-11 SIGNAL # 17 402 11-11 SIGNAL # 10 402 11-11 SIGNAL # 11 402 11-11 S |   |  |   |                                    |         |                  |          |           |         |         |
| 8-9 SIGNAL # 9 402 9-10 SIGNAL # 10 402 11-12 SIGNAL # 11 402 11-12 SIGNAL # 12 402 13-14 SIGNAL # 13 402 13-14 SIGNAL # 15 402 16-17 SIGNAL # 16 402 17-18 SIGNAL # 17 402 17-18 SIGNAL # 19 402 19-20 SIGNAL # 20 402  WB OFF-PEAK DIRECTION'S SPECIFIC INPUTS NW 25TH STREET  PEAK COUNT HOUR EXCLUS.  SIGNALS SIGNALS LENGTH ARRIVAL LINK Signal Number & LocationSTATION VOLUME  LINK Signal Number & LocationSTATION VOLUME  20-19 SIGNAL # 18 402 18-17 SIGNAL # 18 402 18-17 SIGNAL # 18 402 18-17 SIGNAL # 17 402 18-18 SIGNAL # 18 402 18-17 SIGNAL # 18 402 17-16 SIGNAL # 16 402 10-19-18 SIGNAL # 17 402 10-19-18 SIGNAL # 16 402 10-19-18 SIGNAL # 17 402 10-19-18 SIGNAL # 18 402 11-16 SIGNAL # 16 402 11-17 SIGNAL # 17 402 11-18 SIGNAL # 17 402 11-19 SIGNAL # 18 402 11-10 SIGNAL # 11 402 11-10 SIGNAL # 10 402 11-10 SIG |   |  |   |                                    |         |                  |          |           |         |         |
| 9-10 SIGNAL # 10   |   |  |   |                                    |         |                  |          |           |         |         |
| 11-12 SIGNAL #12 402 12-13 SIGNAL #13 402 13-14 SIGNAL #14 402 15-16 SIGNAL #15 402 15-16 SIGNAL #16 402 17-18 SIGNAL #17 402 17-18 SIGNAL #18 402 19-20 SIGNAL #20 402  | 9-10  |  | 402   |                                    |         |                  |          |           |         |         |
| 12-13 SIGNAL #13   | 10-11   | SIGNAL # 11  | 402   |                                    |         |                  |          |           |         |         |
| 13-14 SIGNAL # 14  |   |  |   |                                    |         |                  |          |           |         |         |
| 14-15 SIGNAL # 15  |   |  |   |                                    |         |                  |          |           |         |         |
| 15-16 SIGNAL # 16  |   |  |   |                                    |         |                  |          |           |         |         |
| 16-17 SIGNAL # 17 17-18 SIGNAL # 18 18-19 SIGNAL # 19 19-20 SIGNAL # 20  WB OFF-PEAK DIRECTION'S SPECIFIC INPUTS NW 25TH STREET  COUNT HOUR EXCLUS.  LINK Signal Number & LocationSTATION VOLUME  20-19 SIGNAL # 19 19-18 SIGNAL # 18 402 19-18 SIGNAL # 18 402 0 19-18 SIGNAL # 18 402 0 17-16 SIGNAL # 16 402 0 16-15 SIGNAL # 15 402 0 16-15 SIGNAL # 14 402 0 11-10 SIGNAL # 13 402 0 13-12 SIGNAL # 11 402 0 12-11 SIGNAL # 11 402 0 12-11 SIGNAL # 11 402 0 11-10 SIGNAL # 10 402 0 10-9 SIGNAL # 10 402 0 10-9 SIGNAL # 10 402 0 10-9 SIGNAL # 3 402 0 6-5 SIGNAL # 6 402 0 6-5 SIGNAL # 5 402 0 6-5 SIGNAL # 5 402 0 6-5 SIGNAL # 6 402 0 6-5 SIGNAL # 5 402 0 6-5 SIGNAL # 6 402 0 6-5 SIGNAL # 6 402 0 6-5 SIGNAL # 6 402 0 6-6 SIGNAL # 6 402 0 6-7 SIGNAL # 6 402 0 6-8 SIGNAL # 6 402 0 6-9 SIGNAL # 6 402 0 6-10 SIGNAL # 6 402 0 6-2 SIGNAL # 6 402 0 6-3 NW 79th Avenue (5111) 402 1,596 22.14 2 140 0.40 1,320 2  |   |  |   |                                    |         |                  |          |           |         |         |
| 17-18 SIGNAL # 18  |   |  |   |                                    |         |                  |          |           |         |         |
| 18-19 SIGNAL # 19  |   |  |   |                                    |         |                  |          |           |         |         |
| ### 19-20 SIGNAL # 20 ### 20 # |   |  |   |                                    |         |                  |          |           |         |         |
| NW 25TH STREET  COUNT HOUR LINK Signal Number & LocationSTATION VOLUME  20-19 SIGNAL # 19 19-18 SIGNAL # 17 402 0 18-17 SIGNAL # 16 402 0 15-14 SIGNAL # 15 402 0 15-14 SIGNAL # 14 402 0 13-12 SIGNAL # 14 402 0 11-10 SIGNAL # 14 402 0 12-11 SIGNAL # 11 402 0 12-11 SIGNAL # 11 402 0 0 11-10 SIGNAL # 10 402 0 0 9-8 SIGNAL # 10 402 0 0 9-8 SIGNAL # 8 402 0 0 9-8 SIGNAL # 8 402 0 0 5-4 SIGNAL # 6 402 0 0 5-4 SIGNAL # 4 402 0 0 4-3 NW 79th Avenue (5111) 402 1,596 22.14 2 140 0.40 1,320 2  |   |  |   |                                    |         |                  |          |           |         |         |
| NW 25TH STREET  COUNT HOUR LINK Signal Number & LocationSTATION VOLUME  20-19 SIGNAL # 19 19-18 SIGNAL # 17 402 0 18-17 SIGNAL # 16 402 0 15-14 SIGNAL # 15 402 0 15-14 SIGNAL # 14 402 0 13-12 SIGNAL # 14 402 0 11-10 SIGNAL # 14 402 0 12-11 SIGNAL # 11 402 0 12-11 SIGNAL # 11 402 0 0 11-10 SIGNAL # 10 402 0 0 9-8 SIGNAL # 10 402 0 0 9-8 SIGNAL # 8 402 0 0 9-8 SIGNAL # 8 402 0 0 5-4 SIGNAL # 6 402 0 0 5-4 SIGNAL # 4 402 0 0 4-3 NW 79th Avenue (5111) 402 1,596 22.14 2 140 0.40 1,320 2  | =====   |  |   | =======                            | ======  | ======           |          | =======   | ======= | ======: |
| COUNT   HOUR   EXCLUS.   SIGNALS     |   |  | SSPECIFIC                                     | INPUIS                             | % THDMS |                  | CVCLE    | EEECTIVE  |         |         |
| LINK Signal Number & LocationSTATION VOLUME LANES LANES 19-1 19-1 (FT) TYPE  20-19 SIGNAL # 19 402 0 19-18 SIGNAL # 18 402 0 18-17 SIGNAL # 16 402 0 16-15 SIGNAL # 15 402 0 15-14 SIGNAL # 14 402 0 114-13 SIGNAL # 12 402 0 113-12 SIGNAL # 11 402 0 113-12 SIGNAL # 11 402 0 11-10 SIGNAL # 10 402 0 11-10 SIGNAL # 10 402 0 11-10 SIGNAL # 10 402 0 11-09 SIGNAL # 10 402 0 9-8 SIGNAL # 8 402 0 9-8 SIGNAL # 8 402 0 5-4 SIGNAL # 5 402 0 5-5 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 2 3-2 NW 82nd Avenue (5113) 402 1,596 22.14 2 140 0.40 1,320 2  | INVV Z  | JIN JIKEET   |   | PFAK                               |         |                  |          |           |         |         |
| 20-19 SIGNAL # 19  |   |  | COUNT   |                                    |         |                  |          |           | LENGTH  | ARRIVAL |
| 19-18 SIGNAL # 18  | LINK  | Signal Number & Location   | nSTATION                                      |                                    |         | LANES            |          |           |         |         |
| 19-18 SIGNAL # 18  | 20.10   |  | 400   |                                    |         |                  |          |           |         |         |
| 18-17 SIGNAL # 17  |   |  |   |                                    |         |                  |          |           |         |         |
| 17-16 SIGNAL # 16  |   |  |   |                                    |         |                  |          |           |         |         |
| 16-15 SIGNAL # 15  |   |  |   |                                    |         |                  |          |           |         |         |
| 14-13 SIGNAL # 13  |   |  |   |                                    |         |                  |          |           |         |         |
| 13-12 SIGNAL # 12  | 15-14   | SIGNAL # 14  | 402   | 0                                  |         |                  |          |           |         |         |
| 12-11 SIGNAL # 11  |   |  |   |                                    |         |                  |          |           |         |         |
| 11-10 SIGNAL # 10  |   |  |   |                                    |         |                  |          |           |         |         |
| 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  |   |  |   |                                    |         |                  |          |           |         |         |
| 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  |   | 5 SIGNAL # 10  |   |                                    |         |                  |          |           |         |         |
| 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   |   | CICNIAL # O  | 400   |                                    |         |                  |          |           |         |         |
| 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  |   |  |   |                                    |         |                  |          |           |         |         |
| 6-5 SIGNAL # 5 402 0<br>5-4 SIGNAL # 4 402 0<br>4-3 NW 79th Avenue (5111) 402 1,596 11.6 2 141 0.70 1,000 2<br>3-2 NW 82nd Avenue (5113) 402 1,596 22.14 2 140 0.40 1,320 2  | 9-8   | SIGNAL #8  | 402   | 0                                  |         |                  |          |           |         |         |
| 5-4 SIGNAL # 4 402 0<br>4-3 NW 79th Avenue (5111) 402 1,596 11.6 2 141 0.70 1,000 2<br>3-2 NW 82nd Avenue (5113) 402 1,596 22.14 2 140 0.40 1,320 2  | 9-8<br>8-7                                    | SIGNAL # 8<br>SIGNAL # 7   | 402<br>402                                    | 0<br>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   | 9-8<br>8-7<br>7-6                             | SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6   | 402<br>402<br>402                             | 0<br>0<br>0                        |         |                  |          |           |         |         |
| 3-2 NW 82nd Avenue (5113) 402 1,596 22.14 2 140 0.40 1,320 2   | 9-8<br>8-7<br>7-6<br>6-5                      | SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5   | 402<br>402<br>402<br>402                      | 0<br>0<br>0                        |         |                  |          |           |         |         |
|  | 9-8<br>8-7<br>7-6<br>6-5<br>5-4               | SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5<br>SIGNAL # 4   | 402<br>402<br>402<br>402<br>402               | 0<br>0<br>0<br>0                   | 11.6    | 2                | 141      | 0.70      | 1,000   | 2       |
| 2-1 NW 87th Avenue (4333) 402 1,596 45.46 2 160 0.27 2,640 2   | 9-8<br>8-7<br>7-6<br>6-5<br>5-4<br>4-3<br>3-2 | SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5<br>SIGNAL # 4<br>NW 79th Avenue (5111)<br>NW 82nd Avenue (5113) | 402<br>402<br>402<br>402<br>402<br>402<br>402 | 0<br>0<br>0<br>0<br>1,596<br>1,596 | 22.14   |                  | 140      | 0.40      | 1,320   | 2<br>2  |

| NW 2  | PEAK DIRECTION RESU<br>5TH STREET<br>Signal Number & Location | COUNT | THRU<br>FLOW<br>RATE | V/C<br>RATIO  | THRU<br>DELAY     | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>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               | В                       | 22.6           | С                       |
| 3-4   | SR 826 West (4919)  | 402   | 1990                 | 0.65          | 19.5              | С                       | 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    |   | A     | Arterial Spe         | ed =<br>LOS = | 19. <b>7</b><br>D | mph                     |                |                         |

| ===== | :========          | ====================================== | =======       | ====== | ====== | ========= | : <b>==</b> ==== | === <b>=</b> ====: |
|-------|--------------------|--|---------------|--------|--------|-----------|------------------|--------------------|
| WB    | OFF-PEAK DIRECT    | ION RESULTS                            | THRU          |        |        | THRU      |                  | ARTERIAL           |
| NW 2  | 5TH STREET         |  |               | V/C    | THRU   | APPROACH  | SPEED            | LINK               |
| LINK  | Signal Number & Lo | ocationSTATION                         | RATE          | RATIO  | DELAY  | Los       | (MPH)            | LOS                |
|       |                    |  |               |        |        |           |                  |                    |
|       | SIGNAL # 19        | 402                                    | 0             |        |        |           |                  |                    |
|       | SIGNAL # 18        | 402                                    | 0             |        |        |           |                  |                    |
|       | SIGNAL # 17        | 402                                    | 0             |        |        |           |                  |                    |
| 17-16 | SIGNAL # 16        | 402                                    | 0             |        |        |           |                  |                    |
|       | 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 (5  | 111) 402                               | 1,485         | 0.56   | 11.0   | В         | 18.9             | ) D                |
| 3-2   | NW 82nd Avenue (5  |  | 1,308         | 0.86   |        |           | 11.4             |                    |
| 2-1   | NW 87th Avenue (4  |  | 916           | 0.89   |        |           | 14.5             |                    |
|       |                    | ,                                      | •             |        |        | _         |                  | <del>-</del>       |
| WB    |                    | A                                      | Arterial Spec | ed =   | 14.1   | mph       |                  |                    |
|       |                    | ·                                      |               | LOS =  | Ε      |           |                  |                    |

| =======================================   |   |
|---|---|
| Florida Department of Transport   | ation Arterial Level of Service Estimate Based on the 1985 Highway Capacity Manual ART_PLAN Version 1.2 E. E.Shenk, and G.Sokolow 12-14-91  |
| Developed by, w.ivicshane   | Modified by: FDOT District Four 05-18-92  |
| DESCRIPTION   | ROAD NAME: NW 25TH STREET   |
| PEAK >>>>>>>  | Station No. & Location: 404 PEAK DIRECTION: EB OFF-PEAK DIRECTION: WB Study Time Period: PM PEAK  |
| User's Notes:   | NO COUNTS Analysis Date: JANUARY 14, 1995<br>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<br>Rural<br>Transitioning, Class 1<br>Urban, Class 1<br>Urban or Transitioning, Cla<br>Urban, Class 3 | 55, 50, 45, 40 or 35<br>55, 50, 45, 40 or 35<br>45, 40 or 35<br>88 2<br>40, 35, 30 or 25<br>35, 30 or 25  |
| ============================<br>SIGNALIZATION CHARACTERIS   | :=====================================  |
|   | ARRIVAL TYPE  PEAK DIRECTION:  OFF-PEAK DIRECTION:  TYPE SIGNAL SYSTEM:  2 (1=ACTUATED 2=PRETIMED 3=SEMIACTUATED)   |
|   | SYSTEM CYCLE LENGTH: 150  |

SYSTEM CYCLE LENGTH:

WEIGHTED THRU MOVEMENT g/C:

\_\_\_\_\_\_

150

| EB<br>NW 25  | PEAK DIRECTION'S SP<br>5TH STREET   |  | PEAK  | % TURNS                             |                 | LENGTH                    | EFFECTIVE g/C          |                | 4000/4         |
|--|---|--|---|-------------------------------------|-----------------|---------------------------|------------------------|----------------|----------------|
| LINK   | Signal Number & Location  | COUNT<br>onSTATION   | HOUR<br>VOLUME  | EXCLUS.<br>LANES                    |                 | 2-20                      | SIGNALS<br>2-20        | LENGTH<br>(FT) | TYPE           |
| 1-2  | NW 9100 block (4991)  | 404  | 1,431   | 12.11                               | 2               |                           | 0.86                   | 3,000          |                |
| 2-3  | NW 89th Place (5188)  | 404  | 1,431   | 11.99                               | 2               |                           | 0.79                   | 380            |                |
| 3-4  | NW 87th Avenue (4333)   |  | 1,431   | 36.5                                | 2               | 160                       | 0.27                   | 1,900          |                |
|  | SIGNAL # 5  | 404  |   |                                     |                 |                           |                        |                |                |
|  | SIGNAL # 6  | 404  |   |                                     |                 |                           |                        |                |                |
|  | SIGNAL # 7  | 404  |   |                                     |                 |                           |                        |                |                |
| 7-8  | SIGNAL # 8  | 404  |   |                                     |                 |                           |                        |                |                |
| 8-9  | SIGNAL # 9  | 404  |   |                                     |                 |                           |                        |                |                |
|  | SIGNAL # 10   | 404  |   |                                     |                 |                           |                        |                |                |
|  | SIGNAL # 11   | 404  |   |                                     |                 |                           |                        |                |                |
|  | SIGNAL # 12   | 404  |   |                                     |                 |                           |                        |                |                |
| 12-13  | SIGNAL # 13   | 404  |   |                                     |                 |                           |                        |                |                |
|  | SIGNAL # 14   | 404  |   |                                     |                 |                           |                        |                |                |
| 14-15  | SIGNAL # 15   | 404  |   |                                     |                 |                           |                        |                |                |
|  | SIGNAL # 16   | 404  |   |                                     |                 |                           |                        |                |                |
|  | SIGNAL # 17   | 404  |   |                                     |                 |                           |                        |                |                |
| 17-18  | SIGNAL # 18   | 404  |   |                                     |                 |                           |                        |                |                |
|  |   |  |   |                                     |                 |                           |                        |                |                |
|  | SIGNAL # 19   | 404  |   |                                     |                 |                           |                        |                |                |
| 19-20<br>====  | SIGNAL # 20<br>====================================   | 404<br>  |   | <b>==</b> =====                     | ======          | 2522222                   | =========              | ========       | ======         |
| 19-20<br>=====<br>WB   | SIGNAL # 20   | 404<br>  | NPUTS   | % TURNS                             | === <b>==</b> = |                           | EFFECTIVE              |                | =====:         |
| 19-20<br>=====<br>WB   | SIGNAL # 20<br>=========<br>OFF-PEAK DIRECTION  | 404<br>===================================   | PEAK  | % TURNS<br>FROM                     |                 | LENGTH                    | g/C                    |                | =====;         |
| 19-20<br>=====<br>WB<br>NW 25  | SIGNAL # 20<br>==========<br>OFF-PEAK DIRECTION<br>5TH STREET   | 404<br>S SPECIFIC  | PEAK<br>HOUR  | % TURNS<br>FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>WB<br>NW 25  | SIGNAL # 20<br>=========<br>OFF-PEAK DIRECTION  | 404<br>S SPECIFIC  | PEAK<br>HOUR  | % TURNS<br>FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS         | g/C                    |                |                |
| 19-20<br>=====<br>WB<br>NW 25<br>LINK  | SIGNAL # 20<br>==========<br>OFF-PEAK DIRECTION<br>5TH STREET   | 404<br>S SPECIFIC  | PEAK<br>HOUR  | % TURNS<br>FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>WB<br>NW 25<br>LINK<br>  | SIGNAL # 20 ====================================  | 404  'S SPECIFIC  COUNT onSTATION  | PEAK<br>HOUR<br>VOLUME  | % TURNS<br>FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>WB<br>NW 25<br>LINK<br><br>20-19<br>19-18   | SIGNAL # 20  SIGNAL # 20  OFF-PEAK DIRECTION  TH STREET  Signal Number & Locati  SIGNAL # 19  | 404 'S SPECIFIC COUNT onSTATION 404  | PEAK<br>HOUR<br>VOLUME<br>0<br>0                                    | % TURNS<br>FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>WB<br>NW 25<br>LINK<br><br>20-19<br>19-18<br>18-17   | SIGNAL # 20  SIGNAL # 20  OFF-PEAK DIRECTION  TH STREET  Signal Number & Locati  SIGNAL # 19  SIGNAL # 18   | 404 'S SPECIFIC  COUNT ONSTATION  404 404  | PEAK<br>HOUR<br>VOLUME  | % TURNS<br>FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>WB<br>NW 25<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16  | SIGNAL # 20  SIGNAL # 20  OFF-PEAK DIRECTION  TH STREET  Signal Number & Locati  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17  | 404  'S SPECIFIC  COUNT  ONSTATION  404 404 404  | PEAK<br>HOUR<br>VOLUME<br>0<br>0                                    | % TURNS<br>FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br><br>WB<br>NW 25<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15  | SIGNAL # 20  SIGNAL # 20  OFF-PEAK DIRECTION  TH STREET  Signal Number & Locati  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17  SIGNAL # 16   | 404 COUNT ONSTATION 404 404 404 404  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0                               | % TURNS<br>FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>WB<br>NW 25<br>LINK<br>  | SIGNAL # 20  SIGNAL # 20  OFF-PEAK DIRECTION  TH STREET  Signal Number & Locati  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  | 404 COUNT ONSTATION 404 404 404 404 404  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0                          | % TURNS<br>FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>WB<br>NW 25<br>LINK<br>  | SIGNAL # 20  SIGNAL # 20  OFF-PEAK DIRECTION  TH STREET  Signal Number & Locati  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14   | 404 COUNT ONSTATION 404 404 404 404 404 404 404  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0                          | % TURNS<br>FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>WB<br>NW 25<br>LINK<br>  | SIGNAL # 20  SIGNAL # 20  OFF-PEAK DIRECTION  TH STREET  Signal Number & Locati  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 14  | 404<br>COUNT<br>COUNT<br>COUNT<br>ONSTATION<br>404<br>404<br>404<br>404<br>404<br>404<br>404<br>40 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                     | % TURNS<br>FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>WB<br>NW 25<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11                       | SIGNAL # 20  SIGNAL # 20  OFF-PEAK DIRECTION  TH STREET  Signal Number & Locati  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 13  SIGNAL # 13  SIGNAL # 12  | 404<br>COUNT<br>COUNT<br>COUNT<br>ONSTATION<br>404<br>404<br>404<br>404<br>404<br>404<br>404<br>40 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                     | % TURNS<br>FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>WB<br>NW 25<br>LINK<br>  | SIGNAL # 20  SIGNAL # 20  OFF-PEAK DIRECTION  TH STREET  Signal Number & Locati  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 13  SIGNAL # 12  SIGNAL # 11  | 404  'S SPECIFIC  COUNT ONSTATION  404 404 404 404 404 404 404 404 404 4                           | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                | % TURNS<br>FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>WB<br>NW 25<br>LINK<br>  | SIGNAL # 20  SIGNAL # 20  OFF-PEAK DIRECTION  TH STREET  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 13  SIGNAL # 12  SIGNAL # 11  SIGNAL # 10  SIGNAL # 10  SIGNAL # 9  | 404  COUNT ONSTATION  404 404 404 404 404 404 404 404 404 4  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                | % TURNS<br>FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>WB<br>NW 25<br>LINK<br>  | SIGNAL # 20  SIGNAL # 20  OFF-PEAK DIRECTION  TH STREET  SIGNAL # 19  SIGNAL # 18  SIGNAL # 16  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 13  SIGNAL # 12  SIGNAL # 11  SIGNAL # 10  SIGNAL # 10  SIGNAL # 10  SIGNAL # 9  SIGNAL # 8  SIGNAL # 7   | 404  'S SPECIFIC  COUNT ONSTATION  404 404 404 404 404 404 404 404 404 4                           | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0           | % TURNS<br>FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>WB<br>NW 25<br>LINK<br>  | SIGNAL # 20  SIGNAL # 20  OFF-PEAK DIRECTION  TH STREET  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 13  SIGNAL # 12  SIGNAL # 11  SIGNAL # 11  SIGNAL # 10  SIGNAL # 9  SIGNAL # 8  | 404 COUNT ONSTATION  404 404 404 404 404 404 404 404 404 4   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | % TURNS<br>FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>WB<br>NW 25<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7 | SIGNAL # 20  SIGNAL # 20  OFF-PEAK DIRECTION  TH STREET  SIGNAL # 19  SIGNAL # 18  SIGNAL # 16  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 13  SIGNAL # 12  SIGNAL # 11  SIGNAL # 10  SIGNAL # 10  SIGNAL # 10  SIGNAL # 9  SIGNAL # 8  SIGNAL # 7   | 404 COUNT ONSTATION  404 404 404 404 404 404 404 404 404 4   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | % TURNS<br>FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>WB<br>NW 25<br>LINK<br>  | SIGNAL # 20  SIGNAL # 20  OFF-PEAK DIRECTION  TH STREET  SIGNAL # 19  SIGNAL # 18  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 14  SIGNAL # 13  SIGNAL # 12  SIGNAL # 11  SIGNAL # 10  SIGNAL # 10  SIGNAL # 9  SIGNAL # 8  SIGNAL # 7  SIGNAL # 6  | 404 COUNT ONSTATION  404 404 404 404 404 404 404 404 404 4   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | % TURNS<br>FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS         | g/C<br>SIGNALS         | LENGTH         | ARRIVA<br>TYPE |
| 19-20<br>=====<br>WB<br>NW 25<br>LINK<br>  | SIGNAL # 20  SIGNAL # 20  OFF-PEAK DIRECTION  TH STREET  Signal Number & Locati  SIGNAL # 19  SIGNAL # 18  SIGNAL # 16  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 13  SIGNAL # 12  SIGNAL # 11  SIGNAL # 11  SIGNAL # 10  SIGNAL # 10  SIGNAL # 9  SIGNAL # 9  SIGNAL # 8  SIGNAL # 7  SIGNAL # 6  SIGNAL # 5                         | 404 COUNT ONSTATION  404 404 404 404 404 404 404 404 404 4   | PEAK HOUR VOLUME  0 0 0 0 0 0 0 0 0 1,321                           | % TURNS<br>FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS<br>19-1 | g/C<br>SIGNALS<br>19-1 | LENGTH         |                |
| 19-20<br>=====<br>WB<br>NW 25<br>LINK<br>  | SIGNAL # 20  SIGNAL # 20  OFF-PEAK DIRECTION  TH STREET  Signal Number & Locati  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 13  SIGNAL # 12  SIGNAL # 11  SIGNAL # 11  SIGNAL # 10  SIGNAL # 10  SIGNAL # 9  SIGNAL # 9  SIGNAL # 8  SIGNAL # 7  SIGNAL # 6  SIGNAL # 5  SIGNAL # 5  SIGNAL # 4 | 404  'S SPECIFIC  COUNT ONSTATION  404 404 404 404 404 404 404 404 404 4                           | PEAK HOUR VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0               | % TURNS<br>FROM<br>EXCLUS.<br>LANES | LANES           | LENGTH<br>SIGNALS<br>19-1 | g/C<br>SIGNALS<br>19-1 | LENGTH<br>(FT) |                |

|       | PEAK DIRECTION RESU<br>5TH STREET<br>Signal Number & Locatio | COUNT | THRU<br>FLOW<br>RATE | V/C<br>RATIO  | THRU<br>DELAY | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
|-------|--|-------|----------------------|---------------|---------------|-------------------------|----------------|-------------------------|
| 1-2   | NW 9100 block (4991)   | 404   | 1324                 | 0.41          | 1.0           | Α                       | 37.9           | Α                       |
| 2-3   | NW 89th Place (5188)   | 404   | 1326                 | 0.44          | 1.9           | Α                       | 24.1           | С                       |
| 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                    |               |               |                         |                |                         |
| ЕВ    |  | A     | arterial Spe         | ed =<br>LOS = | 22.3<br>C     | mph                     |                |                         |

| =====  | ==========         | =========       | ===== <b>=</b> = | ====== | ====== | ===== <b>=</b> := | ====== | ======== |
|--------|--------------------|-----------------|------------------|--------|--------|-------------------|--------|----------|
| WB     | OFF-PEAK DIREC     | CTION RESULTS   | THRU             |        |        | THRU              |        | ARTERIAL |
| NW 2   | 5TH STREET         | COUNT           | FLOW             | V/C    | THRU . | APPROACH          | SPEED  | LINK     |
| LINK   | Signal Number &    | LocationSTATION | RATE             | RATIO  | DELAY  | LOS               | (MPH)  | LOS      |
|        |                    | 40.4            |                  |        |        |                   |        |          |
|        | SIGNAL # 19        | 404             | 0                |        |        |                   |        |          |
|        | SIGNAL # 18        | 404             | 0                |        |        |                   |        |          |
|        | SIGNAL # 17        | 404             | 0                |        |        |                   |        |          |
|        | SIGNAL # 16        | 404             | 0                |        |        |                   |        |          |
|        | 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 (5   |                 | 1,224            | 0.41   | 3.4    | Α                 | 32.5   | Б В      |
| 3-2    | NW 9100 block (4   | ,               | 1,223            | 0.37   |        | A                 | 24.5   |          |
| 2-1    | NW 97th Avenue     |                 | 1,323            | 0.54   |        | В                 | 33.5   |          |
| ۱ ــــ | 1444 57417 1461146 | (0112) 404      | 1,020            | 0.54   | 0.5    | 5                 | 00.0   | , ,      |
| WB     |                    |                 | Arterial Spe     | ed =   | 32.3   | mph               |        |          |
|        |                    | ,               |                  | LOS =  | B      |                   |        |          |

| Florida Department of Transportati   |   | =======================================   |
|--|---|---|
| А  | ased on the 1985 Highway Capacity Mar<br>RT_PLAN Version 1.2  | nual  |
|  | E.Shenk, and G.Sokolow 12-14-91<br>fodified by: FDOT District Four 05-18-92   | 2   |
| DESCRIPTION  | ROAD NAME: N Station No. & Location:  | NW 25TH STREET 406  |
| PEAK >>>>>>  | PEAK DIRECTION: V<br>OFF-PEAK DIRECTION: E<br>Study Time Period: F  | VB<br>EB  |
| User's Notes: NV   | CEMBER 20, 1994 ÉAnalysis Date: J<br>/ 97TH AVENUE TO NW 107TH AVENU  | IANUARY 14, 1995  |
| TRAFFIC CHARACTERISTICS  | :======================================   |   |
| %  | AWDT: K FACTOR: D FACTOR: PHF: ADJ. SATURATION FLOW RATE: TURNS FROM EXCLUSIVE LANES:   | 21,682<br>0.140<br>0.640<br>0.950<br>1,900  |
| ROADWAY CHARACTERISTICS  | :===== <b>==</b>  | ======================================  |
|  | NUMBER OF THRU LANES PEAK DIRECTION: OFF-PEAK DIRECTION: URBAN, TRANSITIONING, OR RURAL DEVELOPED (U/T/R): ARTERIAL CLASS: FREE FLOW SPEED (mph): | 2<br>2<br>U<br>1 (1, 2, or 3)<br>40 (45, 40, or 35)   |
| For Arterial Type and Class:<br>Rural<br>Transitioning, Class 1<br>Urban, Class 1<br>Urban or Transitioning, Class<br>Urban, Class 3 | 2   | Use Free flow speed of:<br>55, 50, 45, 40 or 35<br>55, 50, 45, 40 or 35<br>45, 40 or 35<br>40, 35, 30 or 25<br>35, 30 or 25 |
| SIGNALIZATION CHARACTERISTIC   |   | ::::::::::::::::::::::::::::::::::::::  |
|  | ARRIVAL TYPE PEAK DIRECTION: OFF-PEAK DIRECTION: TYPE SIGNAL SYSTEM:  | 3 3 1 (1=ACTUATED 2=PRETIMED 3=SEMIACTUATED)  |
| ,  | SYSTEM CYCLE LENGTH:  | 150   |

WEIGHTED THRU MOVEMENT g/C:

|  | PEAK DIRECTION'S S<br>TH STREET  | PECIFIC INP   |   | % TURNS                    |               |                   | EFFECTIVE       |                  |  |
|--|--|---|---|----------------------------|---------------|-------------------|-----------------|------------------|--|
|  |  | OOLINIT   | PEAK  | FROM                       |               | LENGTH            | g/C             | LENGTH           | 4 D D II /                             |
| LINK   | Signal Number & Local  | COUNT<br>tionSTATION  | HOUR<br>VOLUME  | EXCLUS.<br>LANES           |               | 2-20              | SIGNALS<br>2-20 | LENGTH<br>(FT)   | TYPE                                   |
|  | NW 107th Avenue (469   |   | 1,943   | 69.47                      | 1             | 110               | 0.29            | 5,280            |  |
|  | SIGNAL # 3   | 406   |   |                            |               |                   |                 |                  |  |
|  | SIGNAL # 4   | 406   |   |                            |               |                   |                 |                  |  |
|  | SIGNAL # 5   | 406   |   |                            |               |                   |                 |                  |  |
|  | SIGNAL # 6   | 406   |   |                            |               |                   |                 |                  |  |
|  | SIGNAL # 7   | 406   |   |                            |               |                   |                 |                  |  |
|  | SIGNAL #8  | 406   |   |                            |               |                   |                 |                  |  |
|  | SIGNAL # 9   | 406   |   |                            |               |                   |                 |                  |  |
| 9-10   | SIGNAL # 10  | 406   |   |                            |               |                   |                 |                  |  |
|  | SIGNAL # 11  | 406   |   |                            |               |                   |                 |                  |  |
|  | SIGNAL # 12  | 406   |   |                            |               |                   |                 |                  |  |
|  | SIGNAL # 13  | 406   |   |                            |               |                   |                 |                  |  |
|  | SIGNAL # 14  | 406   |   |                            |               |                   |                 |                  |  |
|  | SIGNAL # 15  | 406   |   |                            |               |                   |                 |                  |  |
|  | SIGNAL # 16  | 406   |   |                            |               |                   |                 |                  |  |
|  | SIGNAL # 17  | 406   |   |                            |               |                   |                 |                  |  |
| 17-18  | SIGNAL # 18  | 406   |   |                            |               |                   |                 |                  |  |
| 40 40  | SIGNAL # 19  | 406   |   |                            |               |                   |                 |                  |  |
|  |  |   |   |                            |               |                   |                 |                  |  |
| 19-20<br>=====   | SIGNAL # 20<br>=== <b>====</b>   | 406   | =======<br>C INPUTS   | ========                   | ======        |                   | =========       | =======          | <b>====</b> =                          |
| 19-20<br>=====<br>EB   | SIGNAL # 20  | 406   | NPUTS   | % TURNS                    | <b>====</b> = |                   | EFFECTIVE       | <b>===</b> ===== | <b>===</b> ==                          |
| 19-20<br>=====<br>EB   | SIGNAL # 20<br>====================================  | 406<br>=======:<br>N'S SPECIFIC   | PEAK  | % TURNS<br>FROM            |               | LENGTH            | g/C             |                  | ###################################### |
| 19-20<br>=====<br>EB<br>NW 25  | SIGNAL # 20<br>====================================  | 406<br>SEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEE  | PEAK<br>HOUR  | % TURNS                    |               | LENGTH<br>SIGNALS | g/C             | LENGTH<br>(FT)   |  |
| 19-20<br>====<br>EB<br>NW 25<br>LINK<br>   | SIGNAL # 20 ====================================   | 406<br>SEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEE  | PEAK<br>HOUR  | % TURNS<br>FROM<br>EXCLUS. |               | LENGTH<br>SIGNALS | g/C<br>SIGNALS  | LENGTH           |  |
| 19-20<br>EB<br>NW 25<br>LINK<br><br>20-19<br>19-18   | SIGNAL # 20 ====================================   | 406 N'S SPECIFIC  COUNT tionSTATION   | PEAK<br>HOUR<br>VOLUME  | % TURNS<br>FROM<br>EXCLUS. |               | LENGTH<br>SIGNALS | g/C<br>SIGNALS  | LENGTH           |  |
| 19-20<br>EB<br>NW 25<br>LINK<br><br>20-19<br>19-18   | SIGNAL # 20 ====================================   | 406 N'S SPECIFIC COUNT tionSTATION 406  | PEAK<br>HOUR<br>VOLUME  | % TURNS<br>FROM<br>EXCLUS. |               | LENGTH<br>SIGNALS | g/C<br>SIGNALS  | LENGTH           |  |
| 19-20<br>EB<br>NW 25<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16   | SIGNAL # 20 ====================================   | 406 COUNT tionSTATION 406 406   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0   | % TURNS<br>FROM<br>EXCLUS. |               | LENGTH<br>SIGNALS | g/C<br>SIGNALS  | LENGTH           |  |
| 19-20<br>=====<br>EB<br>NW 25<br>LINK<br>  | SIGNAL # 20  ===================================   | 406 COUNT tionSTATION 406 406 406   | PEAK<br>HOUR<br>VOLUME  | % TURNS<br>FROM<br>EXCLUS. |               | LENGTH<br>SIGNALS | g/C<br>SIGNALS  | LENGTH           |  |
| 19-20<br>=====<br>EB<br>NW 25<br>LINK<br>  | SIGNAL # 20 ====================================   | 406 COUNT tionSTATION 406 406 406 406   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0   | % TURNS<br>FROM<br>EXCLUS. |               | LENGTH<br>SIGNALS | g/C<br>SIGNALS  | LENGTH           |  |
| 19-20<br>=====<br>EB<br>NW 25<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13                     | SIGNAL # 20 ====================================   | 406<br>COUNT<br>tionSTATION<br>406<br>406<br>406<br>406<br>406<br>406               | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0                                    | % TURNS<br>FROM<br>EXCLUS. |               | LENGTH<br>SIGNALS | g/C<br>SIGNALS  | LENGTH           |  |
| 19-20<br>=====<br>EB<br>NW 25<br>LINK<br>  | SIGNAL # 20  ===================================   | 406<br>COUNT<br>tionSTATION<br>406<br>406<br>406<br>406<br>406<br>406<br>406        | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0                                    | % TURNS<br>FROM<br>EXCLUS. |               | LENGTH<br>SIGNALS | g/C<br>SIGNALS  | LENGTH           |  |
| 19-20<br>=====<br>EB<br>NW 25<br>LINK<br>  | SIGNAL # 20  ===================================   | 406<br>COUNT<br>tionSTATION<br>406<br>406<br>406<br>406<br>406<br>406<br>406<br>406 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                               | % TURNS<br>FROM<br>EXCLUS. |               | LENGTH<br>SIGNALS | g/C<br>SIGNALS  | LENGTH           |  |
| 19-20<br>=====<br>EB<br>NW 25<br>LINK<br><br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10   | SIGNAL # 20  ===================================   | 406 COUNT tionSTATION 406 406 406 406 406 406 406 406 406 406                       | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                          | % TURNS<br>FROM<br>EXCLUS. |               | LENGTH<br>SIGNALS | g/C<br>SIGNALS  | LENGTH           |  |
| 19-20<br>=====<br>EB<br>NW 25<br>LINK<br>  | SIGNAL # 20  ===================================   | 406  COUNT tionSTATION  406 406 406 406 406 406 406 406 406 40                      | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                          | % TURNS<br>FROM<br>EXCLUS. |               | LENGTH<br>SIGNALS | g/C<br>SIGNALS  | LENGTH           |  |
| 19-20<br>=====<br>EB<br>NW 25<br>LINK<br>  | SIGNAL # 20 ====================================   | 406 COUNT tionSTATION 406 406 406 406 406 406 406 406 406 406                       | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                          | % TURNS<br>FROM<br>EXCLUS. |               | LENGTH<br>SIGNALS | g/C<br>SIGNALS  | LENGTH           |  |
| 19-20<br>=====<br>EB<br>NW 25<br>LINK<br>  | SIGNAL # 20  ===================================   | 406 COUNT tionSTATION 406 406 406 406 406 406 406 406 406 406                       | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | % TURNS<br>FROM<br>EXCLUS. |               | LENGTH<br>SIGNALS | g/C<br>SIGNALS  | LENGTH           |  |
| 19-20<br>EB<br>NW 25<br>LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8 | SIGNAL # 20  ===================================   | 406 COUNT tionSTATION 406 406 406 406 406 406 406 406 406 406                       | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0                     | % TURNS<br>FROM<br>EXCLUS. |               | LENGTH<br>SIGNALS | g/C<br>SIGNALS  | LENGTH           |  |
| 19-20<br>=====<br>EB<br>NW 25<br>LINK<br>  | SIGNAL # 20  OFF-PEAK DIRECTION OTH STREET  Signal Number & Loca SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 | 406 COUNT tionSTATION 406 406 406 406 406 406 406 406 406 406                       | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | % TURNS<br>FROM<br>EXCLUS. |               | LENGTH<br>SIGNALS | g/C<br>SIGNALS  | LENGTH           |  |
| 19-20<br>=====<br>EB<br>NW 25<br>LINK<br>  | SIGNAL # 20  ===================================   | 406 COUNT tionSTATION 406 406 406 406 406 406 406 406 406 406                       | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | % TURNS<br>FROM<br>EXCLUS. |               | LENGTH<br>SIGNALS | g/C<br>SIGNALS  | LENGTH           |  |
| 19-20<br>=====<br>EB<br>NW 25<br>LINK<br>  | SIGNAL # 20  OFF-PEAK DIRECTION OTH STREET  Signal Number & Loca SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5  | 406 COUNT tionSTATION 406 406 406 406 406 406 406 406 406 406                       | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0           | % TURNS<br>FROM<br>EXCLUS. |               | LENGTH<br>SIGNALS | g/C<br>SIGNALS  | LENGTH           |  |
| 19-20<br>=====<br>EB<br>NW 25<br>LINK<br>  | SIGNAL # 20 ====================================   | 406 COUNT tionSTATION 406 406 406 406 406 406 406 406 406 406                       | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | % TURNS<br>FROM<br>EXCLUS. |               | LENGTH<br>SIGNALS | g/C<br>SIGNALS  | LENGTH           | ARRIVA<br>TYPE                         |

|                               | ======         | ======       | ======= | =====   | =======      | :====== | =======          | ;                |
|-------------------------------|----------------|--------------|---------|---------|--------------|---------|------------------|------------------|
| WB PEAK DIRECTION RESUI       |                | THRU         |         |         | THRU         |         | ARTERIAL         |                  |
| NW 25TH STREET                | COUNT          | FLOW         | V/C     |         | 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                | ·<br>*Warning:In |
| 2-3 SIGNAL # 3 ` ´            | 406            | 0            |         |         |              |         |                  | 5                |
| 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 Spe | ed =    | ***     | mph          |         |                  |                  |
| ***                           | ,              | artoriai Ope | LOS =   | F       | mpn          |         |                  |                  |
|                               |                |              |         | •       | Capacity Exc | eeded   |                  |                  |
|                               | <b>====</b> == |              | ======= | ======= | =========    | <b></b> | ==== <b>==</b> = | :                |
| EB OFF-PEAK DIRECTION R       | RESULTS        | THRU         |         |         | THRU         |         | ARTERIAL         |                  |
| NW 25TH STREET                | COUNT          | FLOW         | V/C     | THRU    | APPROACH     | SPEED   | LINK             |                  |
| LINK Signal Number & Location |                | RATE         | RATIO   | DELAY   |              | (MPH)   | LOS              |                  |

|       | · <b></b>                                       | . <b></b>  |                      |              |        | <del></del>             |                |                         |
|-------|---|------------|----------------------|--------------|--------|-------------------------|----------------|-------------------------|
|       | OFF-PEAK DIREC<br>5TH STREET<br>Signal Number & | COUNT      | THRU<br>FLOW<br>RATE | V/C<br>RATIO | THRU A | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
| 00.40 |   | 400        |                      |              |        |                         |                |                         |
|       | SIGNAL # 19                                     | 406        | 0                    |              |        |                         |                |                         |
|       | SIGNAL # 18                                     | 406        | 0                    |              |        |                         |                |                         |
|       | SIGNAL # 17                                     | 406        | 0                    |              |        |                         |                |                         |
|       | SIGNAL # 16                                     | 406        | 0                    |              |        |                         |                |                         |
|       | SIGNAL # 15                                     | 406        | 0                    |              |        |                         |                |                         |
|       | 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        | Ō                    |              |        |                         |                |                         |
| 5-4   | SIGNAL # 4                                      | 406        | Ō                    |              |        |                         |                |                         |
| 4-3   | SIGNAL # 3                                      | 406        | Ö                    |              |        |                         |                |                         |
| 3-2   | SIGNAL # 2                                      | 406        | Ô                    |              |        |                         |                |                         |
| 2-1   | NW 97th Avenue                                  |            | 1,149                | 0.47         | 3.8    | Α                       | 37.9           | ) A                     |
| 4-1   | 1444 21 (1) VACINGE                             | (3112) 400 | 1,143                | 0.47         | 3.0    | ^                       | 57.5           | ^                       |
| EB    |   | A          | Arterial Spe         |              | 37.9   | mph                     |                |                         |
|       |   |            |                      | LOS =        | Α      |                         |                |                         |

| Eleride Department of Transpo               |   | =======================================      |
|---|---|--|
| Florida Department of Transpo               | Arterial Level of Service Estimate  | nual .                                       |
|   | Based on the 1985 Highway Capacity Mar<br>ART_PLAN Version 1.2                  | iuai ·                                       |
| Developed by: W.McShar                      | ne, E.Shenk, and G.Sokolow 12-14-91<br>Modified by: FDOT District Four 05-18-92 | 2  |
| DESCRIPTION                                 | ROAD NAME: N  |  |
| PEAK >>>>>>                                 | Station No. & Location: PEAK DIRECTION: E                                       | 432<br>B                                     |
|   | OFF-PEAK DIRECTION: V<br>Study Time Period: P                                   | VB<br>M PEAK                                 |
| Traffic Count Date:<br>User's Notes:        |   | ANUARY 14, 1995                              |
| TRAFFIC CHARACTERISTICS                     | =======================================   | =======================================      |
|   | AWDT:   | 59,919                                       |
|   | K FACTOR:<br>D FACTOR:  | 0.090<br>0.560                               |
|   | PHF:<br>ADJ. SATURATION FLOW RATE:  | 0.834<br>1,900                               |
|   | % TURNS FROM EXCLUSIVE LANES:   | 15   |
| ROADWAY CHARACTERISTICS                     | ======================================  | =======================================      |
|   | NUMBER OF THRU LANES  |  |
|   | PEAK DIRECTION:<br>OFF-PEAK DIRECTION:  | 2<br>2                                       |
|   | URBAN, TRANSITIONING, OR  | U  |
|   | RURAL DEVELOPED (U/T/R):<br>. ARTERIAL CLASS:                                   | 1 (1, 2, or 3)                               |
|   | FREE FLOW SPEED (mph):  | 40 (45, 40, or 35)                           |
| For Arterial Type and Clas                  | s:  | Use Free flow speed of:                      |
| Rural<br>Transitioning, Class 1             |   | 55, 50, 45, 40 or 35<br>55, 50, 45, 40 or 35 |
| Urban, Class 1                              | long 2  | 45, 40 or 35                                 |
| Urban or Transitioning, C<br>Urban, Class 3 | d55 Z   | 40, 35, 30 or 25<br>35, 30 or 25             |
| SIGNALIZATION CHARACTERI                    | <del></del><br>STICS  | =======================================      |
|   | ARRIVAL TYPE  |  |
|   | PEAK DIRECTION:   | 4  |
|   | OFF-PEAK DIRECTION:<br>TYPE SIGNAL SYSTEM:                                      | 2<br>3 (1=ACTUATED                           |
|   | 2 5151012 51512111.   | 2=PRETIMED<br>3=SEMIACTUATED)                |
|   | SYSTEM CYCLE LENGTH:<br>WEIGHTED THRU MOVEMENT g/C:                             | 150<br>0.37                                  |

WEIGHTED THRU MOVEMENT g/C: **\*\*\*\*\*** 

| EB<br>NW 30   | PEAK DIRECTION'S SPE<br>6TH STREET   |  |   | % TURNS                  |        | CYCLE                     | EFFECTIVE              | <b></b>          |                 |
|---|--|--|---|--------------------------|--------|---------------------------|------------------------|------------------|-----------------|
| LINK  | Signal Number & Location   | COUNT<br>nSTATION  | PEAK<br>HOUR<br>VOLUME  | FROM<br>EXCLUS.<br>LANES |        | LENGTH<br>SIGNALS<br>2-20 | g/C<br>SIGNALS<br>2-20 | LENGTH<br>(FT)   | ARRIVAL<br>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                      | 2.3    | 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  | - 1   |                          | _      |                           |                        | .,               |                 |
| 5-6   | SIGNAL#6   | 432  |   |                          |        |                           |                        |                  |                 |
| 6-7   | SIGNAL # 7   | 432  |   |                          |        |                           |                        |                  |                 |
| 7-8   | SIGNAL # 8   | 432  |   |                          |        |                           |                        |                  |                 |
| 8-9   | SIGNAL # 9   | 432  |   |                          |        |                           |                        |                  |                 |
|   | SIGNAL # 10  | 432  |   |                          |        |                           |                        |                  |                 |
|   | SIGNAL # 11  | 432  |   |                          |        |                           |                        |                  |                 |
|   | SIGNAL # 12  | 432  |   |                          |        |                           |                        |                  |                 |
|   | SIGNAL # 13  | 432  |   |                          |        |                           |                        |                  |                 |
|   | SIGNAL # 14  | 432  |   |                          |        |                           |                        |                  |                 |
|   | SIGNAL # 15  | 432  |   |                          |        |                           |                        |                  |                 |
|   | SIGNAL # 16  | 432  |   |                          |        |                           |                        |                  |                 |
|   | SIGNAL # 17  | 432  |   |                          |        |                           |                        |                  |                 |
|   | SIGNAL # 18<br>SIGNAL # 19   | 432<br>432   |   |                          |        |                           |                        |                  |                 |
|   | SIGNAL # 20  | 432  |   |                          |        |                           |                        |                  |                 |
|   |  |  | <b>:==</b> =====  | == <b>==</b> ===         | ====== | =======                   | =======                | = <b>==</b> ==== | ======:         |
| WB  | OFF-PEAK DIRECTION'S   | SPECIFIC   | INPUTS  |                          |        |                           |                        |                  |                 |
| NW 3  | 6TH STREET   |  |   | % TURNS                  | ;      | CYCLE                     | <b>EFFECTIVE</b>       |                  |                 |
|   |  |  | PEAK  | FROM                     |        | LENGTH                    | g/C                    |                  |                 |
|   |  | COUNT  | HOUR  | EXCLUS.                  |        | SIGNALS                   | SIGNALS                |                  | ARRIVAL         |
| LINK  | Signal Number & Locatio  | NSTATION   | VOLUME  | LANES                    | LANES  | 19-1                      | 19-1                   |                  |                 |
|   |  |  |   |                          |        |                           |                        | (FT)             | TYPE            |
| 20-19   |  | 432  | 0   |                          |        |                           |                        | (F1)             | 1 Y P E         |
|   | <br>SIGNAL # 19<br>SIGNAL # 18   | 432<br>432   | 0<br>0  |                          |        |                           |                        | (F1)             |                 |
| 19-18   | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17  |  |   |                          |        |                           |                        | (F1)<br>         | 1               |
| 19-18<br>18-17  | SIGNAL # 18  | 432  | 0   |                          |        |                           |                        | (FT)<br>         | 1 Y P E         |
| 19-18<br>18-17<br>17-16   | SIGNAL # 18<br>SIGNAL # 17   | 432<br>432   | 0<br>0<br>0   |                          |        |                           |                        | (FT)<br>         |                 |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14   | SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14  | 432<br>432<br>432<br>432<br>432                                    | 0<br>0<br>0<br>0  |                          |        |                           |                        | (FT)<br>         |                 |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13  | SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13   | 432<br>432<br>432<br>432<br>432<br>432                             | 0<br>0<br>0<br>0<br>0   |                          |        |                           |                        | (F1)<br>         |                 |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12   | SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12  | 432<br>432<br>432<br>432<br>432<br>432<br>432                      | 0<br>0<br>0<br>0<br>0   | ·                        |        |                           |                        | (FT)<br>         |                 |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12   | SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11   | 432<br>432<br>432<br>432<br>432<br>432<br>432<br>432               | 0<br>0<br>0<br>0<br>0<br>0  | ·                        |        |                           |                        | (F1)<br>         |                 |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10   | SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 11  | 432<br>432<br>432<br>432<br>432<br>432<br>432<br>432<br>432        | 0<br>0<br>0<br>0<br>0<br>0<br>0   |                          |        |                           |                        | (F1)<br>         |                 |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9   | SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9  | 432<br>432<br>432<br>432<br>432<br>432<br>432<br>432<br>432        | 0<br>0<br>0<br>0<br>0<br>0<br>0   |                          |        |                           |                        | (FT)<br>         |                 |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8                                    | SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8  | 432<br>432<br>432<br>432<br>432<br>432<br>432<br>432<br>432<br>432 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  |                          |        |                           |                        | (FT)<br>         |                 |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7                             | SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7                                  | 432<br>432<br>432<br>432<br>432<br>432<br>432<br>432<br>432<br>432 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  |                          |        |                           |                        | (FT)             |                 |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6                      | SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6  | 432<br>432<br>432<br>432<br>432<br>432<br>432<br>432<br>432<br>432 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   |                          |        |                           |                        | (FT)             |                 |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5               | SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5   | 432<br>432<br>432<br>432<br>432<br>432<br>432<br>432<br>432<br>432 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   |                          |        |                           |                        | (FT)             |                 |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4                                  | 432<br>432<br>432<br>432<br>432<br>432<br>432<br>432<br>432<br>432 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | 11.00                    |        |                           |                        |                  |                 |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4<br>4-3 | SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4 NW 82nd Avenue (4569) | 432<br>432<br>432<br>432<br>432<br>432<br>432<br>432<br>432<br>432 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 11.99                    | 2      | 151                       | 0.85                   | 1,584            | 2               |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4                                  | 432<br>432<br>432<br>432<br>432<br>432<br>432<br>432<br>432<br>432 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | 11.99<br>1.5<br>35.43    |        |                           | 0.85                   |                  |                 |

| 1-2 NW 8400 block (4571) 432<br>2-3 NW 82nd Avenue (4569) 432   | 3616                   |                      |                        |                         |                    | LOS                     |                            |
|---|------------------------|----------------------|------------------------|-------------------------|--------------------|-------------------------|----------------------------|
| 3-4 NW 79th Avenue (3954) 432<br>4-5 SIGNAL # 5 432<br>5-6 SIGNAL # 6 432   | 3623<br>3512<br>0<br>0 | 0.80<br>1.16<br>2.31 | 1.8<br>108.2<br>2463.5 | A<br>F<br>F             | 28.7<br>6.1<br>0.3 | B<br>F<br>F             | *Warning:In<br>*Warning:In |
| 6-7 SIGNAL # 7 432<br>7-8 SIGNAL # 8 432<br>8-9 SIGNAL # 9 432<br>9-10 SIGNAL # 10 432<br>10-11 SIGNAL # 11 432           | 0<br>0<br>0<br>0       |                      |                        |                         |                    |                         |                            |
| 11-12 SIGNAL # 12 432<br>12-13 SIGNAL # 13 432<br>13-14 SIGNAL # 14 432<br>14-15 SIGNAL # 15 432                          | 0<br>0<br>0            |                      |                        |                         |                    |                         |                            |
| 15-16 SIGNAL # 16 432<br>16-17 SIGNAL # 17 432<br>17-18 SIGNAL # 18 432<br>18-19 SIGNAL # 19 432<br>19-20 SIGNAL # 20 432 | 0<br>0<br>0<br>0       |                      |                        |                         |                    |                         |                            |
|   |                        | LOS =<br>NOTE: Int   |                        | mph<br>Capacity Exc     |                    |                         |                            |
| WB OFF-PEAK DIRECTION RESULTS NW 36TH STREET COUNT LINK Signal Number & LocationSTATION                                   | THRU<br>FLOW<br>RATE   | V/C<br>RATIO         |                        | THRU<br>APPROACH<br>LOS |                    | ARTERIAL<br>LINK<br>LOS |                            |
| 20-19 SIGNAL # 19 432<br>19-18 SIGNAL # 18 432<br>18-17 SIGNAL # 17 432<br>17-16 SIGNAL # 16 432                          | 0<br>0<br>0<br>0       |                      |                        |                         |                    |                         | •                          |
| 16-15 SIGNAL # 15 432<br>15-14 SIGNAL # 14 432<br>14-13 SIGNAL # 13 432<br>13-12 SIGNAL # 12 432                          | 0<br>0<br>0            |                      |                        |                         |                    |                         |                            |
| 12-11 SIGNAL # 11 432<br>11-10 SIGNAL # 10 432<br>10-9 SIGNAL # 9 432<br>9-8 SIGNAL # 8 432<br>8-7 SIGNAL # 7 432         | 0<br>0<br>0<br>0       |                      |                        |                         |                    |                         |                            |
| 7-6 SIGNAL # 6 432<br>6-5 SIGNAL # 5 432<br>5-4 SIGNAL # 4 432<br>4-3 NW 82nd Avenue (4569) 432                           | 0<br>0<br>0<br>2,505   | 0.78                 | 5.8                    |                         | 28.4               | В                       |                            |
| 3-2 NW 8400 block (4571) 432<br>2-1 NW 87th Avenue (4477) 432   | 2,804<br>1,838         | 0.78<br>1.51         | 2.6<br>546.9           |                         | 31.4<br>1.0        | B<br>F                  | *Warning: In               |

NOTE: Intersection Capacity Exceeded

| Florida Department of Transp              |   |  |
|---|---|--|
| ,   | Arterial Level of Service Estimate                            | mual   |
|   | Based on the 1985 Highway Capacity Ma<br>ART_PLAN Version 1.2 | nuai   |
| Developed by: W.McSha                     | ane, E.Shenk, and G.Sokolow 12-14-91                          |  |
|   | Modified by: FDOT District Four 05-18-9                       | 2  |
| DESCRIPTION                               |   | NW 41ST STREET                                 |
| PEAK >>>>>                                | Station No. & Location:<br>>> PEAK DIRECTION: E               | 434<br>=B                                      |
| PEAR //////                               | OFF-PEAK DIRECTION: V   |  |
|   |   | PM PEAK  |
| Traffic Count Date:<br>User's Notes:      | NO COUNTS Analysis Date: J<br>NW 97TH AVENUE TO NW 87TH AVENU | JANUARY 14, 1995<br>E                          |
| RAFFIC CHARACTERISTICS                    |   |  |
|   | AWDT:   | 25,641   |
|   | K FACTOR:   | 0.145  |
|   | D FACTOR:<br>PHF:   | 0.801<br>0,938                                 |
|   | ADJ. SATURATION FLOW RATE:                                    | 1,900  |
|   | % TURNS FROM EXCLUSIVE LANES:                                 | 15   |
| ======================================    | ======================================                        | =======================================        |
|   | NUMBER OF THRU LANES  |  |
|   | PEAK DIRECTION:   | 3  |
|   | OFF-PEAK DIRECTION:   | 3  |
|   | URBAN, TRANSITIONING, OR<br>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 Cla                 | ass:  | Use Free flow speed of:                        |
| Rural                                     |   | 55, 50, 45, 40 or 35                           |
| Transitioning, Class 1                    |   | 55, 50, 45, 40 or 35                           |
| Urban, Class 1<br>Urban or Transitioning, | Class 2   | 45, 40 or 35<br>40, 35, 30 or 25               |
| Urban, Class 3                            |   | 35, 30 or 25                                   |
| SIGNALIZATION CHARACTEF                   | ======================================                        | :======================================        |
|   | ARRIVAL TYPE  |  |
|   | PEAK DIRECTION:   | 4  |
|   | OFF-PEAK DIRECTION:   | 2<br>3 (1~ACTUATED                             |
|   | TYPE SIGNAL SYSTEM:   | 3 (1=ACTUATED<br>2=PRETIMED<br>3=SEMIACTUATED) |
|   | SYSTEM CYCLE LENGTH:<br>WEIGHTED THRU MOVEMENT g/C:           | 150<br>0.37                                    |

| EB<br>NW 41   | PEAK DIRECTION'S<br>IST STREET  |  | PUTS<br>PEAK   | % TURNS<br>FROM                        |         | CYCLE<br>LENGTH            | g/C   |                          |                 |
|---|---|--|--|--|---------|----------------------------|---|--------------------------|-----------------|
| LINK  | Signal Number & Lo  | COUNT<br>ocationSTATION  | HOUR<br>VOLUME   | EXCLUS.<br>LANES                       |         | SIGNALS<br>2-20            | SIGNALS<br>2-20                               | LENGTH<br>(FT)           | ARRIVAL<br>TYPE |
|   | NW 94th Avenue (5   |  | 2,978  |  | 3       | 164                        |   | 1,000                    | 4               |
|   | NW 87th Avenue (4:  |  | 2,978  | 47.6                                   | 2       | 151                        | 0.32  | 4,300                    | 4               |
|   | SIGNAL # 4  | 434  |  |  |         |                            |   |                          |                 |
|   | SIGNAL #5   | 434  |  |  |         |                            |   |                          |                 |
| 5-6   | SIGNAL # 6  | 434  |  |  |         |                            |   |                          |                 |
|   | SIGNAL #7   | 434  |  |  |         |                            |   |                          |                 |
|   | SIGNAL #8   | 434  |  |  |         |                            |   |                          |                 |
|   | SIGNAL # 9  | 434  |  |  |         |                            |   |                          |                 |
|   | SIGNAL # 10   | 434  |  |  |         |                            |   |                          |                 |
|   | SIGNAL # 11   | 434  |  |  |         |                            |   |                          |                 |
|   | SIGNAL # 12   | 434  |  |  |         |                            |   |                          |                 |
|   | SIGNAL # 13   | 434  |  |  |         |                            |   |                          |                 |
|   | SIGNAL # 14   | 434  |  |  |         |                            |   |                          |                 |
|   | SIGNAL # 15   | 434  |  |  |         |                            |   |                          |                 |
|   | SIGNAL # 16   | 434  |  |  |         |                            |   |                          |                 |
|   | SIGNAL # 17   | 434  |  |  |         |                            |   |                          |                 |
|   | SIGNAL # 18   | 434  |  |  |         |                            |   |                          |                 |
|   |   |  |  |  |         |                            |   |                          |                 |
| 9-20  | SIGNAL # 19<br>SIGNAL # 20  | 434<br>434<br>   |  | <b></b> _                              | <b></b> |                            |   |                          |                 |
| 19-20<br>   | SIGNAL # 20<br>==========   | 434<br><b></b>   | ======================================                           | ==== <b>==</b>                         | =====   | =======                    | : <b>:::::::</b> :::::::::::::::::::::::::::: | =======                  | <b>=</b> =====  |
| 19-20<br>=====<br>WB  | SIGNAL # 20   | 434<br><b></b>   |  | ====================================== |         |                            | EFFECTIVE                                     | ==== <b>==</b> =         | <b>:</b> ;===== |
| 19-20<br>=====<br>WB  | SIGNAL # 20<br>====================================   | 434<br><b></b>   |  |  |         |                            |   | =======                  | <b>=</b> ====   |
| 19-20<br>=====<br>WB<br>NW 4  | SIGNAL # 20<br>============<br>OFF-PEAK DIRECT<br>1ST STREET  | 434<br>========<br>FION'S SPECIF<br>COUNT                              | C INPUTS PEAK HOUR   | % TURNS                                |         | CYCLE                      | EFFECTIVE<br>g/C                              | === <b>===</b><br>LENGTH | ARRIVAI         |
| 19-20<br>=====<br>WB<br>NW 4  | SIGNAL # 20<br>====================================   | 434<br>========<br>FION'S SPECIF<br>COUNT                              | C INPUTS PEAK HOUR   | % TURNS<br>FROM                        |         | CYCLE<br>LENGTH            | EFFECTIVE<br>g/C                              |                          | ARRIVAI         |
| 19-20<br>WB<br>NW 41  | SIGNAL # 20<br>============<br>OFF-PEAK DIRECT<br>1ST STREET  | 434<br>========<br>FION'S SPECIF<br>COUNT                              | C INPUTS  PEAK HOUR VOLUME                                       | % TURNS<br>FROM<br>EXCLUS.<br>LANES    |         | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS                   | LENGTH                   |                 |
| 19-20<br>=====<br>WB<br>NW 4 <sup>-</sup><br>LINK<br>                   | SIGNAL # 20   | 434 FION'S SPECIF COUNT ocationSTATIO                                  | C INPUTS  PEAK HOUR VOLUME 0                                     | % TURNS<br>FROM<br>EXCLUS.<br>LANES    |         | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS                   | LENGTH                   |                 |
| 19-20<br>=====<br>WB<br>NW 4 <sup>-</sup><br>_INK<br><br>20-19<br>19-18 | SIGNAL # 20   | 434  FION'S SPECIF  COUNT ocationSTATIOI  434 434 434                  | C INPUTS  PEAK HOUR VOLUME 0                                     | % TURNS<br>FROM<br>EXCLUS.<br>LANES    |         | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS                   | LENGTH                   |                 |
| 19-20<br><br>WB<br>NW 4 <sup>-</sup><br><br>20-19<br>19-18<br>18-17     | SIGNAL # 20  OFF-PEAK DIRECT  IST STREET  Signal Number & Lo  SIGNAL # 19  SIGNAL # 18              | 434  COUNT COUNT ocationSTATIO  434 434 434 434                        | C INPUTS  PEAK HOUR VOLUME 0 0 0                                 | % TURNS<br>FROM<br>EXCLUS.<br>LANES    |         | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS                   | LENGTH                   |                 |
| 19-20<br>=====<br>WB<br>NW 4'<br>INK<br><br>20-19<br>19-18<br>18-17     | SIGNAL # 20  OFF-PEAK DIRECT  IST STREET  Signal Number & Lo  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17 | 434  FION'S SPECIF  COUNT ocationSTATIOI  434 434 434                  | C INPUTS  PEAK HOUR VOLUME 0 0 0                                 | % TURNS<br>FROM<br>EXCLUS.<br>LANES    |         | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS                   | LENGTH                   |                 |
| 19-20<br>   | SIGNAL # 20   | 434  COUNT COUNT ocationSTATIO  434 434 434 434 434 434 434            | C INPUTS  PEAK HOUR VOLUME 0 0 0 0 0                             | % TURNS<br>FROM<br>EXCLUS.<br>LANES    |         | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS                   | LENGTH                   |                 |
| 19-20<br>   | SIGNAL # 20   | 434  COUNT COUNT OcationSTATIO  434 434 434 434 434 434 434 434 434    | C INPUTS  PEAK HOUR VOLUME 0 0 0 0 0                             | % TURNS<br>FROM<br>EXCLUS.<br>LANES    |         | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS                   | LENGTH                   |                 |
| 19-20<br>   | SIGNAL # 20   | 434  COUNT COUNT OcationSTATIO  434 434 434 434 434 434 434 434 434 4  | C INPUTS  PEAK HOUR VOLUME 0 0 0 0 0                             | % TURNS<br>FROM<br>EXCLUS.<br>LANES    |         | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS                   | LENGTH                   |                 |
| 19-20<br>   | SIGNAL # 20   | 434  COUNT COUNT OcationSTATIO  434 434 434 434 434 434 434 434 434 4  | C INPUTS  PEAK HOUR VOLUME 0 0 0 0 0 0                           | % TURNS<br>FROM<br>EXCLUS.<br>LANES    |         | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS                   | LENGTH                   |                 |
| 19-20<br>   | SIGNAL # 20   | 434  COUNT COUNT OcationSTATIO  434 434 434 434 434 434 434 434 434 4  | C INPUTS  PEAK HOUR VOLUME 0 0 0 0 0 0 0 0                       | % TURNS<br>FROM<br>EXCLUS.<br>LANES    |         | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS                   | LENGTH                   |                 |
| 19-20<br>   | SIGNAL # 20   | 434  COUNT COUNT OcationSTATIO  434 434 434 434 434 434 434 434 434 4  | C INPUTS  PEAK HOUR VOLUME 0 0 0 0 0 0 0 0 0 0 0                 | % TURNS<br>FROM<br>EXCLUS.<br>LANES    |         | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS                   | LENGTH                   |                 |
| 19-20<br>   | SIGNAL # 20   | 434  COUNT COUNT OcationSTATIOI  434 434 434 434 434 434 434 434 434 4 | PEAK HOUR VOLUME 0 0 0 0 0 0 0 0 0 0 0                           | % TURNS<br>FROM<br>EXCLUS.<br>LANES    |         | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS                   | LENGTH                   |                 |
| 19-20<br>   | SIGNAL # 20   | 434  COUNT COUNT OcationSTATIO  434 434 434 434 434 434 434 434 434 4  | C INPUTS  PEAK HOUR VOLUME 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | % TURNS<br>FROM<br>EXCLUS.<br>LANES    |         | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS                   | LENGTH                   |                 |
| 19-20<br>   | SIGNAL # 20   | 434  COUNT COUNT OcationSTATIO  434 434 434 434 434 434 434 434 434 4  | C INPUTS  PEAK HOUR VOLUME 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | % TURNS<br>FROM<br>EXCLUS.<br>LANES    |         | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS                   | LENGTH                   |                 |
| 19-20<br>   | SIGNAL # 20   | 434  COUNT COUNT OcationSTATIO  434 434 434 434 434 434 434 434 434 4  | PEAK HOUR VOLUME 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0           | % TURNS<br>FROM<br>EXCLUS.<br>LANES    |         | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS                   | LENGTH                   |                 |
| 19-20<br>   | SIGNAL # 20   | 434  COUNT COUNT OcationSTATIO  434 434 434 434 434 434 434 434 434 4  | PEAK HOUR VOLUME 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0           | % TURNS<br>FROM<br>EXCLUS.<br>LANES    |         | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS                   | LENGTH                   |                 |
| 19-20<br>   | SIGNAL # 20   | 434  COUNT COUNT OcationSTATIO  434 434 434 434 434 434 434 434 434 4  | C INPUTS  PEAK HOUR VOLUME 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | % TURNS<br>FROM<br>EXCLUS.<br>LANES    |         | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS                   | LENGTH                   |                 |
| 19-20<br>=====<br>WB<br>NW 4'<br>LINK<br>                               | SIGNAL # 20   | 434  COUNT COUNT OcationSTATIO  434 434 434 434 434 434 434 434 434 4  | C INPUTS  PEAK HOUR VOLUME 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | % TURNS<br>FROM<br>EXCLUS.<br>LANES    |         | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS<br>19-1           | LENGTH                   |                 |

|       | PEAK DIRECTION RESU<br>1ST STREET<br>Signal Number & Locatio | COUNT |              | V/C<br>RATIO | THRU<br>DELAY | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS | <b>,</b>     |
|-------|--|-------|--------------|--------------|---------------|-------------------------|----------------|-------------------------|--------------|
| 1-2   | NW 94th Avenue (5382)  | 434   | 3045         | 0.61         | 1.5           | Α                       | 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            |              |               |                         |                |                         |              |
|       | SIGNAL # 18  | 434   | 0            |              |               |                         |                |                         |              |
| 18-19 | SIGNAL # 19  | 434   | 0            |              |               |                         |                |                         |              |
| 19-20 | SIGNAL # 20  | 434   | 0            |              |               |                         |                |                         |              |
| EB    |  | ,     | Arterial Spe | ed =         | ***           | mph                     |                |                         |              |

Arterial Speed = \*\*\* mph LOS = F

NOTE: Intersection Capacity Exceeded

| WB OFF-PEAK DIRECTION RESULTS        | =======<br>THRU | ====== | ======= | THRU     | ======= | ADTEDIAL |
|--------------------------------------|-----------------|--------|---------|----------|---------|----------|
|                                      |                 | \//C   | TUDU /  |          | CDCCD   | ARTERIAL |
| NW 41ST STREET COUNT                 |                 | V/C    |         | APPROACH |         | LINK     |
| LINK Signal Number & LocationSTATION | KAIE            | 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     | Α        | 42.2    | Α        |
| 2-1 NW 97th Avenue (4885) 434        | 700             | 0.22   | 9.6     | В        | 20.6    |          |
| (,                                   |                 |        |         |          |         |          |
| WB                                   | Arterial Spe    | ed =   | 35.2    | mph      |         |          |
|                                      | •               | LOS =  | Α       | •        |         |          |

| Florida Department of Trans               | sportation  |  |
|---|---|--|
| •   | Arterial Level of Service Estimate                            | I  |
|   | Based on the 1985 Highway Capacity Ma                         | nual                                       |
| Developed by: W McS                       | ART_PLAN Version 1.2<br>nane, E.Shenk, and G.Sokolow 12-14-91 |  |
| Dovoloped by, TT.Mee                      | Modified by: FDOT District Four 05-18-9                       | 2  |
| DECODIDEION                               |   |  |
| DESCRIPTION                               | ROAD NAME:<br>Station No. & Location:                         | NW 41ST STREET<br>440                      |
| PEAK >>>>>                                |   |  |
|   |   | EB   |
|   | •   | PM PEAK                                    |
| Traffic Count Date:<br>User's Notes:      | JUNE 1, 1994 Analysis Date:  NW 97TH AVENUE TO NW 107TH AVEN  | JANUARY 25, 1995                           |
| Users notes.                              | NVV 9/ IN AVENUE TO NVV 10/ IN AVEN                           | UE<br>==================================== |
| RAFFIC CHARACTERISTIC                     | 3   |  |
|   | AWDT:   | 13,950                                     |
|   | K FACTOR:   | 0.170                                      |
|   | D FACTOR:<br>PHF:   | 0.970<br>0.919                             |
|   | ADJ. SATURATION FLOW RATE:                                    | 1.900                                      |
|   | % TURNS FROM EXCLUSIVE LANES:                                 | 15   |
| ======================================    |   |  |
| COADIVAT CHARACTERISTI                    | 03  |  |
|   | NUMBER OF THRU LANES  | _  |
|   | PEAK DIRECTION: OFF-PEAK DIRECTION:                           | 3<br>3                                     |
|   | URBAN, TRANSITIONING, OR                                      | 3  |
|   | 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 C                   | lass:   | Use Free flow speed of:                    |
| Rural                                     |   | 55, 50, 45, 40 or 35                       |
| Transitioning, Class 1                    |   | 55, 50, 45, 40 or 35                       |
| Urban, Class 1<br>Urban or Transitioning, | Class 2   | 45, 40 or 35<br>40, 35, 30 or 25           |
| Urban, Class 3                            | C1000 L   | 35, 30 or 25                               |
| 2.22., 2.22.                              |   | , - <b></b> . <b></b>                      |
| SIGNALIZATION CHARACTE                    | :== ==================================                        | =======================================    |
|   |   |  |
|   | ARRIVAL TYPE PEAK DIRECTION                                   | 4  |
|   | OFF-PEAK DIRECTION:   | 2  |
|   | TYPE SIGNAL SYSTEM:   | 3 (1=ACTUATED                              |
|   |   | 2=PRETIMED                                 |
|   | OVOTEM OVOLE LENGTH   | 3=SEMIACTUATED)                            |
|   | SYSTEM CYCLE LENGTH:<br>WEIGHTED THRU MOVEMENT g/C:           | 150<br>0.37                                |
|   | TALIGITIED THILD WIDVEWENT 9/C.                               | 0.31                                       |

|  | PEAK DIRECTION'S SPECTION STREET  Signal Number & Location   | COUNT  | PEAK<br>HOUR                              | % TURNS<br>FROM<br>EXCLUS.<br>LANES | LANES  | CYCLE<br>LENGTH<br>SIGNALS<br>2-20 | EFFECTIVE<br>g/C<br>SIGNALS<br>2-20 | LENGTH<br>(FT)                         | ARRIVAL<br>TYPE |
|--|--|--|---|-------------------------------------|--------|------------------------------------|-------------------------------------|--|-----------------|
|  |  |  |   |                                     |        |                                    |                                     |  |                 |
| 1-2  | NW 102nd Avenue (5381)   | 440  | 2,300                                     | 7.58                                | 3<br>2 | 87                                 | 0.54                                | 2,600                                  | 4               |
| 2-3<br>3-4   | NW 107th Avenue (4887)<br>SIGNAL # 4   | 440<br>440   | 2,300                                     | 25.75                               | 2      | 120                                | 0.61                                | 2,600                                  | 4               |
| 4-5  | SIGNAL # 5   | 440  |   |                                     |        |                                    |                                     |  |                 |
| <del>1-</del> 5<br>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  |   |                                     |        |                                    |                                     |  |                 |
|  | SIGNAL # 15  | 440  |   |                                     |        |                                    |                                     |  |                 |
|  | SIGNAL # 16  | 440  |   |                                     |        |                                    |                                     |  |                 |
|  | SIGNAL # 17  | 440  |   |                                     |        |                                    |                                     |  |                 |
|  | SIGNAL # 18  | 440  |   |                                     |        |                                    |                                     |  |                 |
|  | SIGNAL # 19  | 440  |   |                                     |        |                                    |                                     |  |                 |
|  | SIGNAL # 20<br>  | 440  |   |                                     |        | =======                            |                                     |  |                 |
| EB   | OFF-PEAK DIRECTION'S   | SPECIFIC   | INPUTS                                    |                                     |        |                                    |                                     |  |                 |
| <b>NW 4</b>  | 1ST STREET   |  |   | % TURNS                             |        | CYCLE                              | <b>EFFECTIVE</b>                    |  |                 |
|  |  |  | 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  |  |   |                                     |        |                                    |                                     |  |                 |
|  |  | 440  | 0   |                                     |        |                                    |                                     |  |                 |
| 19-18  |  | 440<br>440   | 0   |                                     |        |                                    |                                     |  |                 |
|  | SIGNAL # 18  | 440  | 0<br>0<br>0                               |                                     |        |                                    |                                     | ************************************** |                 |
| 18-17  | SIGNAL # 18<br>SIGNAL # 17   |  | 0   |                                     |        |                                    |                                     |  |                 |
| 18-17<br>17-16   | SIGNAL # 18  | 440<br>440   | 0<br>0                                    |                                     |        |                                    |                                     |  |                 |
| 18-17<br>17-16<br>16-15  | SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16  | 440<br>440<br>440  | 0<br>0<br>0                               |                                     |        |                                    |                                     |  |                 |
| 18-17<br>17-16<br>16-15<br>15-14   | SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15   | 440<br>440<br>440<br>440   | 0<br>0<br>0                               |                                     |        |                                    |                                     |  |                 |
| 18-17<br>17-16<br>16-15<br>15-14<br>14-13  | SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14  | 440<br>440<br>440<br>440<br>440                                    | 0<br>0<br>0<br>0                          |                                     |        |                                    |                                     |  |                 |
| 18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12   | SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13   | 440<br>440<br>440<br>440<br>440<br>440                             | 0<br>0<br>0<br>0<br>0                     |                                     |        |                                    |                                     |  |                 |
| 18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11  | SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12  | 440<br>440<br>440<br>440<br>440<br>440                             | 0<br>0<br>0<br>0<br>0<br>0                |                                     |        |                                    |                                     |  |                 |
| 18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9   | SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9  | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440        | 0<br>0<br>0<br>0<br>0<br>0<br>0           |                                     |        |                                    |                                     |  |                 |
| 18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8                                    | SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8                          | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440        | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      |                                     |        |                                    |                                     |  |                 |
| 18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7                             | SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7            | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      |                                     |        |                                    |                                     |  |                 |
| 18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6                      | SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6                                  | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      |                                     |        |                                    |                                     |  |                 |
| 18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5               | SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5                       | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 |                                     |        |                                    |                                     |  |                 |
| 18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4            | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 |                                     |        |                                    |                                     |  |                 |
| 18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4<br>4-3 | SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4 SIGNAL # 3 | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 24.00                               |        | 0.7                                | 0.54                                |  |                 |
| 18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4            | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 31.86<br>4.05                       | 3<br>3 | 87<br>85                           | 0,54<br>0,56                        | 2,600<br>2,600                         | 2 2 2           |

| WB PEAK DIRECTION RESULT NW 41ST STREET LINK Signal Number & Locations  | COUNT  | THRU<br>FLOW<br>RATE                                  | V/C<br>RATIO | THRU DELAY | THRU<br>APPROAC<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
|---|--|---|--------------|------------|------------------------|----------------|-------------------------|
| 1-2 NW 102nd Avenue (5381)  | 440  | 2314  | 0.75         | 10.0       | В                      | 30.1           | В                       |
| 2-3 NW 107th Avenue (4887)  | 440  | 1859  | 0.80         | 12.4       | В                      | 28.6           | В                       |
| 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   |              |            |                        |                |                         |
| AAID  | ,  |   |              | 20.2       |                        |                |                         |
| WB  | ,  | Arterial Spee   |              | 29.3       | mpn                    |                |                         |
|   |  |   | LOS =        | В          |                        |                |                         |
| =======================================   |  | =======   |              | ======     | =======                | =======        | =======                 |
| EB OFF-PEAK DIRECTION RE<br>NW 41ST STREET  | COUNT  | THRU<br>FLOW<br>RATE                                  | V/C<br>RATIO |            | THRU APPROAC LOS       | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
| EB OFF-PEAK DIRECTION RE NW 41ST STREET LINK Signal Number & Location: 20-19 SIGNAL # 19  | COUNT  | THRU<br>FLOW  | V/C          | THRU       | THRU<br>APPROAC        | SPEED          |                         |
| EB OFF-PEAK DIRECTION RE NW 41ST STREET LINK Signal Number & Location:  | COUNT<br>STATION   | THRU<br>FLOW<br>RATE                                  | V/C          | THRU       | THRU<br>APPROAC        | SPEED          | LINK                    |
| EB OFF-PEAK DIRECTION RE NW 41ST STREET LINK Signal Number & Location: 20-19 SIGNAL # 19 19-18 SIGNAL # 18  | COUNT<br>STATION<br>440  | THRU<br>FLOW<br>RATE                                  | V/C          | THRU       | THRU<br>APPROAC        | SPEED          | LINK                    |
| EB OFF-PEAK DIRECTION RE NW 41ST STREET LINK Signal Number & Location: 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17  | COUNT<br>STATION<br>440<br>440                                     | THRU<br>FLOW<br>RATE<br>0<br>0                        | V/C          | THRU       | THRU<br>APPROAC        | SPEED          | LINK                    |
| EB OFF-PEAK DIRECTION RE NW 41ST STREET LINK Signal Number & Location: 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16  | COUNT<br>STATION<br>440<br>440<br>440                              | THRU<br>FLOW<br>RATE<br>0<br>0<br>0                   | V/C          | THRU       | THRU<br>APPROAC        | SPEED          | LINK                    |
| EB OFF-PEAK DIRECTION RE NW 41ST STREET LINK Signal Number & Location: 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15  | COUNT<br>STATION<br>440<br>440<br>440<br>440                       | THRU<br>FLOW<br>RATE<br>0<br>0<br>0<br>0              | V/C          | THRU       | THRU<br>APPROAC        | SPEED          | LINK                    |
| EB OFF-PEAK DIRECTION RE NW 41ST STREET LINK Signal Number & Location: 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 14  | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440        | THRU<br>FLOW<br>RATE<br>0<br>0<br>0<br>0              | V/C          | THRU       | THRU<br>APPROAC        | SPEED          | LINK                    |
| EB OFF-PEAK DIRECTION RE NW 41ST STREET LINK Signal Number & Location: 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 14  | COUNT<br>STATION<br>440<br>440<br>440<br>440<br>440<br>440         | THRU<br>FLOW<br>RATE<br>0<br>0<br>0<br>0<br>0         | V/C          | THRU       | THRU<br>APPROAC        | SPEED          | LINK                    |
| EB OFF-PEAK DIRECTION RE NW 41ST STREET LINK Signal Number & Locations 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 13 13-12 SIGNAL # 12 12-11 SIGNAL # 11  | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440        | THRU FLOW RATE  0 0 0 0 0 0 0 0 0                     | V/C          | THRU       | THRU<br>APPROAC        | SPEED          | LINK                    |
| EB OFF-PEAK DIRECTION RE NW 41ST STREET LINK Signal Number & Locations 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 13 13-12 SIGNAL # 12 12-11 SIGNAL # 11  | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440 | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0                   | V/C          | THRU       | THRU<br>APPROAC        | SPEED          | LINK                    |
| EB OFF-PEAK DIRECTION RE NW 41ST STREET LINK Signal Number & Locations 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 14 14-13 SIGNAL # 12 12-11 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 9  | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440 | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0               | V/C          | THRU       | THRU<br>APPROAC        | SPEED          | LINK                    |
| EB OFF-PEAK DIRECTION RE NW 41ST STREET LINK Signal Number & Locations 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 14 14-13 SIGNAL # 13 13-12 SIGNAL # 12 12-11 SIGNAL # 11 11-10 SIGNAL # 10  | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440 | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0             | V/C          | THRU       | THRU<br>APPROAC        | SPEED          | LINK                    |
| EB OFF-PEAK DIRECTION RE NW 41ST STREET LINK Signal Number & Locations 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 14 14-13 SIGNAL # 12 12-11 SIGNAL # 11 11-10 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 9 9-8 SIGNAL # 8 8-7 SIGNAL # 7  | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440 | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | V/C          | THRU       | THRU<br>APPROAC        | SPEED          | LINK                    |
| EB OFF-PEAK DIRECTION RE NW 41ST STREET LINK Signal Number & Locations 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 14 14-13 SIGNAL # 12 12-11 SIGNAL # 11 11-10 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 9 9-8 SIGNAL # 8 8-7 SIGNAL # 7 7-6 SIGNAL # 6   | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440 | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | V/C          | THRU       | THRU<br>APPROAC        | SPEED          | LINK                    |
| EB OFF-PEAK DIRECTION RE NW 41ST STREET LINK Signal Number & Locations 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 14 14-13 SIGNAL # 14 14-13 SIGNAL # 11 11-10 SIGNAL # 11 11-10 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 9 9-8 SIGNAL # 8 8-7 SIGNAL # 7  | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440 | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | V/C          | THRU       | THRU<br>APPROAC        | SPEED          | LINK                    |
| EB OFF-PEAK DIRECTION RE NW 41ST STREET LINK Signal Number & Locations 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 14 14-13 SIGNAL # 12 12-11 SIGNAL # 11 11-10 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 9 9-8 SIGNAL # 8 8-7 SIGNAL # 7 7-6 SIGNAL # 6   | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440 | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | V/C          | THRU       | THRU<br>APPROAC        | SPEED          | LINK                    |
| EB OFF-PEAK DIRECTION RE NW 41ST STREET LINK Signal Number & Locations 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 14 14-13 SIGNAL # 12 12-11 SIGNAL # 11 11-10 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 10 10-9 SIGNAL # 9 9-8 SIGNAL # 8 8-7 SIGNAL # 7 7-6 SIGNAL # 6 6-5 SIGNAL # 5                               | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440 | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | V/C          | THRU       | THRU<br>APPROAC        | SPEED          | LINK                    |
| EB OFF-PEAK DIRECTION RE NW 41ST STREET LINK Signal Number & Locations 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 13 13-12 SIGNAL # 12 12-11 SIGNAL # 11 11-10 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 10 10-9 SIGNAL # 9 9-8 SIGNAL # 8 8-7 SIGNAL # 8 8-7 SIGNAL # 7 7-6 SIGNAL # 6 6-5 SIGNAL # 5 5-4 SIGNAL # 4 | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440 | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | V/C          | THRU       | THRU<br>APPROAC        | SPEED          | LINK                    |
| EB OFF-PEAK DIRECTION RE NW 41ST STREET LINK Signal Number & Locations 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 13 13-12 SIGNAL # 12 12-11 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 10 10-9 SIGNAL # 9 9-8 SIGNAL # 8 8-7 SIGNAL # 8 8-7 SIGNAL # 7 7-6 SIGNAL # 6 6-5 SIGNAL # 5 5-4 SIGNAL # 4 4-3 SIGNAL # 3    | 440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440<br>440 | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | V/C<br>RATIO | THRU DELAY | THRU<br>APPROAC<br>LOS | SPEED<br>(MPH) | LINK<br>LOS             |

| Based  | erial Level of Service Estimate d on the 1985 Highway Capacity Mar  | nual   |
|--|---|--|
| Developed by: W.McShane, E.Sh  | _PLAN Version 1.2<br>enk, and G.Sokolow 12-14-91<br>fied by: FDOT District Four  05-18-92   | 2  |
| DESCRIPTION  | ROAD NAME: N Station No. & Location:  |  |
| PEAK >>>>>>  | PEAK DIRECTION: W<br>OFF-PEAK DIRECTION: E  | VB   |
| Traffic Count Date: JUNE / User's Notes: NW 10   | 1, 1994 Analysis Date: J.<br>7TH AVENUE TO SR 821 (H.E.F.T.)  | ANUARY 27, 1995  |
| TRAFFIC CHARACTERISTICS  |   |  |
|  | AWDT:<br>K FACTOR:<br>D FACTOR:<br>PHF:<br>ADJ. SATURATION FLOW RATE:<br>RNS FROM EXCLUSIVE LANES:  | 17,796<br>0.260<br>0.950<br>0.927<br>1,900<br>15   |
| ROADWAY CHARACTERISTICS  |   | ========   |
|  | NUMBER OF THRU LANES PEAK DIRECTION: OFF-PEAK DIRECTION: URBAN, TRANSITIONING, OR RURAL DEVELOPED (U/T/R): ARTERIAL CLASS: FREE FLOW SPEED (mph): | 3<br>3<br>U<br>1 (1, 2, or 3)<br>40 (45, 40, or 35)  |
| For Arterial Type and Class:<br>Rural<br>Transitioning, Class 1<br>Urban, Class 1<br>Urban or Transitioning, Class 2<br>Urban, Class 3 |   | Use Free flow speed of: 55, 50, 45, 40 or 35 55, 50, 45, 40 or 35 45, 40 or 35 40, 35, 30 or 25 35, 30 or 25 |
| SIGNALIZATION CHARACTERISTICS  | =======================================   | =======================================  |
|  | ARRIVAL TYPE PEAK DIRECTION: OFF-PEAK DIRECTION: TYPE SIGNAL SYSTEM:  | 4<br>2<br>3 (1=ACTUATED<br>2=PRETIMED<br>3=SEMIACTUATED)   |
|  | SYSTEM CYCLE LENGTH:  | 150  |

SYSTEM CYCLE LENGTH: WEIGHTED THRU MOVEMENT g/C:

\_\_\_\_\_\_

| WB<br>NW 4  | PEAK DIRECTION'S<br>1ST STREET  | S SPECIFIC INP   | JTS<br>PEAK                                    | % TURNS          |        | CYCLE<br>LENGTH | EFFECTIVE<br>g/C |                | ======          |
|---|---|--|--|------------------|--------|-----------------|------------------|----------------|-----------------|
| LINK  | Signal Number & Lo  | COUNT<br>ocationSTATION  | HOUR   | EXCLUS.<br>LANES |        | SIGNALS<br>2-20 | SIGNALS<br>2-20  | LENGTH<br>(FT) | ARRIVAL<br>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  |  |                  |        |                 |                  |                |                 |
|   | SIGNAL # 10   | 442  |  |                  |        |                 |                  |                |                 |
|   | SIGNAL # 11   | 442  |  |                  |        |                 |                  |                |                 |
|   | SIGNAL # 12   | 442  |  |                  |        |                 |                  |                |                 |
|   | SIGNAL # 13<br>SIGNAL # 14  | 442<br>442   |  |                  |        |                 |                  |                |                 |
|   | SIGNAL # 14<br>SIGNAL # 15  | 442  |  |                  |        |                 |                  |                |                 |
|   | SIGNAL # 16   | 442  |  |                  |        |                 |                  |                |                 |
|   | SIGNAL # 17   | 442  |  |                  |        |                 |                  |                |                 |
|   | SIGNAL # 18   | 442  |  |                  |        |                 |                  |                |                 |
|   | SIGNAL # 19   | 442  |  |                  |        |                 |                  |                |                 |
|   | SIGNAL # 20   | 442  |  |                  |        |                 |                  |                |                 |
| =====   | =======================================   | =======================================                            |  | ======           | ====== | ======          | ========         | ======         | ======:         |
| EB  | OFF-PEAK DIRECT   | ION'S SPECIFIC   | INPUTS   | or TUDNO         |        | 0)/01/5         | EEEEOTN/E        |                |                 |
| NW 4  | 1ST STREET  |  | DEAL   | % TURNS          | i      | CYCLE           |                  |                |                 |
|   |   | COLINIT  | PEAK   | FROM             |        | LENGTH          | g/C              | LENGTU         | A D D IV A I    |
| LINK  | Signal Number & Lo  | COUNT  | HOUR   | EXCLUS.<br>LANES |        | SIGNALS<br>19-1 | SIGNALS<br>19-1  | LENGTH<br>(FT) | ARRIVAL TYPE    |
|   |   |  | VOLOIVIL                                       |                  |        |                 |                  | (' ' <i>)</i>  |                 |
| 20-19   | SIGNAL # 19   | 442  | 0  |                  |        |                 |                  |                |                 |
|   | SIGNAL # 18   |  | •  |                  |        |                 |                  |                |                 |
| 404-  |   | 442  | Ö  |                  |        |                 |                  |                |                 |
| 18-17   | SIGNAL # 17   | 442<br>442   |  |                  |        |                 |                  |                |                 |
|   |   |  | 0  |                  |        |                 |                  |                |                 |
| 17-16   | SIGNAL # 17   | 442  | 0<br>0   |                  |        |                 |                  |                |                 |
| 17-16<br>16-15<br>15-14   | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14  | 442<br>442<br>442<br>442   | 0<br>0<br>0                                    |                  |        |                 |                  |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13  | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13   | 442<br>442<br>442<br>442<br>442                                    | 0<br>0<br>0<br>0<br>0                          |                  |        |                 |                  |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12   | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12  | 442<br>442<br>442<br>442<br>442<br>442                             | 0<br>0<br>0<br>0<br>0<br>0                     |                  |        |                 |                  |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12   | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11   | 442<br>442<br>442<br>442<br>442<br>442<br>442                      | 0<br>0<br>0<br>0<br>0<br>0                     |                  |        |                 |                  |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10   | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10  | 442<br>442<br>442<br>442<br>442<br>442<br>442                      | 0<br>0<br>0<br>0<br>0<br>0<br>0                |                  |        |                 |                  |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9   | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9  | 442<br>442<br>442<br>442<br>442<br>442<br>442<br>442               | 0<br>0<br>0<br>0<br>0<br>0<br>0                |                  |        |                 |                  |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8                                    | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8  | 442<br>442<br>442<br>442<br>442<br>442<br>442<br>442<br>442        | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0           |                  |        |                 |                  |                | ·               |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7                             | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7  | 442<br>442<br>442<br>442<br>442<br>442<br>442<br>442<br>442<br>442 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0           |                  |        |                 |                  |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6                      | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6  | 442<br>442<br>442<br>442<br>442<br>442<br>442<br>442<br>442<br>442 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      |                  |        |                 |                  |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5               | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5   | 442<br>442<br>442<br>442<br>442<br>442<br>442<br>442<br>442<br>442 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      |                  |        |                 |                  |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5<br>SIGNAL # 4               | 442<br>442<br>442<br>442<br>442<br>442<br>442<br>442<br>442<br>442 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 |                  |        |                 |                  |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4<br>4-3 | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5<br>SIGNAL # 4<br>SIGNAL # 4<br>SIGNAL # 3 | 442<br>442<br>442<br>442<br>442<br>442<br>442<br>442<br>442<br>442 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0                | 3      | •0              | 0.64             | 500            |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5<br>SIGNAL # 4               | 442<br>442<br>442<br>442<br>442<br>442<br>442<br>442<br>442<br>442 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0                | 3 2    | 89<br>120       |                  | 500<br>5,280   | 2 2             |

|       | PEAK DIRECTION R<br>1ST STREET<br>Signal Number & Loc | COUNT | THRU<br>FLOW<br>RATE | V/C<br>RATIO | THRU<br>DELAY | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS | •            |
|-------|---|-------|----------------------|--------------|---------------|-------------------------|----------------|-------------------------|--------------|
| 1-2   | SR 821 East (5154)                                    | 442   | 2256                 | 0.75         | 10.4          | <del></del> В           | 34.8           | В                       | •            |
| 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    |   | į.    | Arterial Spe         | ed =         | ***           | mph                     |                |                         |              |

Arterial Speed = \*\*\* mph LOS = F

NOTE: Intersection Capacity Exceeded

| =======   | ========       |                 | =======      | - <b></b> | ====== | =======  |       | =======  |
|-----------|----------------|-----------------|--------------|-----------|--------|----------|-------|----------|
| EB OFF    | -PEAK DIREC    | TION RESULTS    | THRU         |           |        | THRU     |       | ARTERIAL |
| NW 41ST 8 |                |                 | FLOW         | V/C       | THRU   | APPROACH | SPEED | LINK     |
| LINK Sign | al Number & I  | LocationSTATION | RATE         | RATIO     | DELAY  | LOS      | (MPH) | LOS      |
|           |                |                 |              |           |        |          |       |          |
| 20-19 SIG | NAL # 19       | 442             | 0            |           |        |          |       |          |
| 19-18 SIG | NAL # 18       | 442             | 0            |           |        |          |       |          |
| 18-17 SIG | NAL # 17       | 442             | 0            |           |        |          |       |          |
| 17-16 SIG | NAL # 16       | 442             | 0            |           |        |          |       |          |
| 16-15 SIG | NAL # 15       | 442             | 0            |           |        |          |       |          |
| 15-14 SIG | NAL # 14       | 442             | 0            |           |        |          |       |          |
| 14-13 SIG | NAL # 13       | 442             | 0            |           |        |          |       |          |
| 13-12 SIG | NAL # 12       | 442             | 0            |           |        |          |       |          |
| 12-11 SIG | NAL # 11       | 442             | 0            |           |        |          |       |          |
| 11-10 SIG | NAL # 10       | 442             | 0            |           |        |          |       |          |
| 10-9 SIG  | NAL # 9        | 442             | 0            |           |        |          |       |          |
| 9-8 SIG   | NAL#8          | 442             | 0            |           |        |          |       |          |
| 8-7 SIG   | NAL # 7        | 442             | 0            |           |        |          |       |          |
| 7-6 SIG   | NAL # 6        | 442             | 0            |           |        |          |       |          |
| 6-5 SIG   | NAL#5          | 442             | 0            |           |        |          |       |          |
| 5-4 SIG   | NAL # 4        | 442             | 0            |           |        |          |       |          |
| 4-3 SIG   | NAL#3          | 442             | 0            |           |        |          |       |          |
| 3-2 SR    | 821 East (5154 | 442             | 250          | 0.07      | 6.2    | В        | 18.0  | ) D      |
| 2-1 NW    | 107th Avenue   | (4887) 442      | 250          | 0.16      | 23.7   | С        | 29.8  | 3 B      |
| EB        |                | ,               | Arterial Spe | ad =      | 28.2   | mph      |       |          |
|           |                | ,               | aterial oper | LOS =     | B      | шрп      |       |          |

| ======================================   |  |
|--|--|
|  | Arterial Level of Service Estimate<br>Based on the 1985 Highway Capacity Manual    |
| Developed by: W.McShar                   | ART_PLAN Version 1.2<br>ne, E.Shenk, and G.Sokolow 12-14-91                        |
|  | Modified by: FDOT District Four 05-18-92   |
| DESCRIPTION                              | ROAD NAME: NW 58TH STREET  |
| PEAK >>>>>>                              | Station No. & Location: 452 PEAK DIRECTION: EB                                     |
| , =                                      | OFF-PEAK DIRECTION: WB   |
| Treffic Count Date:                      | Study Time Period: PM PEAK   |
| Traffic Count Date:<br>User's Notes:     | DECEMBER 30, 1994 Analysis Date: JANUARY 14, 1995<br>NW 87TH AVENUE TO SR 826 EAST |
| FRAFFIC CHARACTERISTICS                  | ######################################   |
|  | AWDT: 38,835   |
|  | K FACTOR: 0.080  |
|  | D FACTOR: 0.600<br>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 Clas               | S: Use Free flow speed of:   |
| Rural                                    | 55, 50, 45, 40 or 35   |
| Transitioning, Class 1<br>Urban, Class 1 | 55, 50, 45, 40 or 35<br>45, 40 or 35   |
| Urban or Transitioning, C                |  |
| Urban, Class 3                           | 35, 30 or 25   |
| SIGNALIZATION CHARACTERI                 | ======================================   |
|  | ARRIVAL TYPE   |
|  | PEAK DIRECTION: 4  |
|  | OFF-PEAK DIRECTION: 2  |
|  | TYPE SIGNAL SYSTEM: 3 (1=ACTUATED 2=PRETIMED 2=SEMIACTUATED)                       |
|  | 3=SEMIACTUATED) SYSTEM CYCLE LENGTH: 150   |

WEIGHTED THRU MOVEMENT g/C:

\_\_\_\_\_\_

| EB<br>NW 5   | PEAK DIRECTION'S SPE   | COUNT   | JTS PEAK HOUR  | % TURNS<br>FROM<br>EXCLUS.                 |                 | CYCLE<br>LENGTH<br>SIGNALS                      | EFFECTIVE<br>g/C<br>SIGNALS                    | LENGTH                         | ARRIVAI   |
|--|--|---|--|--|-----------------|---|--|--------------------------------|-----------|
| LINK   | Signal Number & Locatio  |   |  |  | LANES           | 2-20  | 2-20   | (FT)                           | TYPE      |
| 1-2  | NW 84th Avenue (5048)  | 452   | 1,864  | 26.33                                      | 2               | 111   |  | 1,100                          | 4         |
| 2-3  | NW 79th Avenue (4176)  | 452   | 1,864  | 2.12                                       | 2               | 174   |  | 2,840                          | 4         |
| 3-4  | SR 826 West (4502)   | 452   | 1,864  | 20.54                                      | 2               | 175   |  | 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<br>SIGNAL # 10  | 452<br>452  |  |  |                 |   |  |                                |           |
|  | SIGNAL # 11  | 452<br>452  |  |  |                 |   |  |                                |           |
|  | SIGNAL # 12  | 452   |  |  |                 |   |  |                                |           |
|  | SIGNAL # 13  | 452   |  |  |                 |   |  |                                |           |
|  | SIGNAL # 14  | 452   |  |  |                 |   |  |                                |           |
|  | SIGNAL # 15  | 452   |  |  |                 |   |  |                                |           |
|  | SIGNAL # 16  | 452   |  |  |                 |   |  |                                |           |
|  | SIGNAL # 17  | 452   |  |  |                 |   |  |                                |           |
|  | SIGNAL # 18  | 452   |  |  |                 |   |  |                                |           |
|  | SIGNAL # 19  | 452   |  |  |                 |   |  |                                |           |
| 19-20  | SIGNAL # 20  | 452   |  |  |                 |   |  |                                |           |
| WB   |  |   |  |  |                 |   |  |                                |           |
| NW 5   | OFF-PEAK DIRECTION'S<br>8TH STREET<br>Signal Number & Locatio  | COUNT   | PEAK<br>HOUR   | % TURNS<br>FROM<br>EXCLUS.<br>LANES        |                 | CYCLE<br>LENGTH<br>SIGNALS<br>19-1              | EFFECTIVE<br>g/C<br>SIGNALS<br>19-1            |                                | ARRIVAL , |
| LINK   | Signal Number & Locatio  | COUNT<br>INSTATION  | PEAK<br>HOUR<br>VOLUME   | FROM<br>EXCLUS.                            |                 | LENGTH<br>SIGNALS                               | g/C<br>SIGNALS                                 | LENGTH                         |           |
| LINK   | Signal Number & Locatio SIGNAL # 19  | COUNT<br>nSTATION<br>452  | PEAK<br>HOUR<br>VOLUME   | FROM<br>EXCLUS.                            |                 | LENGTH<br>SIGNALS                               | g/C<br>SIGNALS                                 | LENGTH                         |           |
| LINK<br><br>20-19<br>19-18   | Signal Number & Locatio SigNAL # 19 SIGNAL # 18  | COUNT<br>nSTATION<br>452<br>452   | PEAK<br>HOUR<br>VOLUME   | FROM<br>EXCLUS.                            |                 | LENGTH<br>SIGNALS                               | g/C<br>SIGNALS                                 | LENGTH                         |           |
| LINK<br><br>20-19<br>19-18<br>18-17  | Signal Number & Locatio SigNAL # 19 SIGNAL # 18 SIGNAL # 17  | COUNT<br>nSTATION<br>452<br>452<br>452  | PEAK<br>HOUR<br>VOLUME<br>0<br>0   | FROM<br>EXCLUS.                            |                 | LENGTH<br>SIGNALS                               | g/C<br>SIGNALS                                 | LENGTH                         |           |
| LINK<br><br>20-19<br>19-18<br>18-17<br>17-16   | Signal Number & Locatio SigNAL # 19 SIGNAL # 18  | COUNT<br>nSTATION<br>452<br>452   | PEAK<br>HOUR<br>VOLUME   | FROM<br>EXCLUS.                            |                 | LENGTH<br>SIGNALS                               | g/C<br>SIGNALS                                 | LENGTH                         |           |
| LINK 20-19 19-18 18-17 17-16 16-15   | Signal Number & Locatio SigNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16  | COUNT<br>nSTATION<br>452<br>452<br>452<br>452<br>452                                    | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0  | FROM<br>EXCLUS.                            |                 | LENGTH<br>SIGNALS                               | g/C<br>SIGNALS                                 | LENGTH                         |           |
| LINK<br>   | Signal Number & Locatio SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15  | COUNT<br>nSTATION<br>452<br>452<br>452<br>452<br>452<br>452                             | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.                            |                 | LENGTH<br>SIGNALS                               | g/C<br>SIGNALS                                 | LENGTH                         |           |
| LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13  | Signal Number & Locatio SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14  | COUNT<br>nSTATION<br>452<br>452<br>452<br>452<br>452<br>452<br>452                      | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.                            |                 | LENGTH<br>SIGNALS                               | g/C<br>SIGNALS                                 | LENGTH                         |           |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12   | Signal Number & Locatio  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13   | COUNT<br>nSTATION<br>452<br>452<br>452<br>452<br>452<br>452<br>452                      | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.                            |                 | LENGTH<br>SIGNALS                               | g/C<br>SIGNALS                                 | LENGTH                         |           |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11  | Signal Number & Locatio  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12   | COUNT<br>nSTATION<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452               | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.                            |                 | LENGTH<br>SIGNALS                               | g/C<br>SIGNALS                                 | LENGTH                         |           |
| NW 56<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9                            | Signal Number & Locatio  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9  | COUNT<br>nSTATION<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.                            |                 | LENGTH<br>SIGNALS                               | g/C<br>SIGNALS                                 | LENGTH                         |           |
| NW 56<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8                     | Signal Number & Locatio  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8   | COUNT<br>nSTATION<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.                            |                 | LENGTH<br>SIGNALS                               | g/C<br>SIGNALS                                 | LENGTH                         |           |
| NW 56<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7              | Signal Number & Locatio  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7  | COUNT<br>nSTATION<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.                            |                 | LENGTH<br>SIGNALS                               | g/C<br>SIGNALS                                 | LENGTH                         |           |
| NW 56<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6       | Signal Number & Locatio  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6   | COUNT<br>nSTATION<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                                       | FROM<br>EXCLUS.                            |                 | LENGTH<br>SIGNALS                               | g/C<br>SIGNALS                                 | LENGTH                         |           |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5 | Signal Number & Locatio  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5  | COUNT<br>nSTATION<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                                  | FROM<br>EXCLUS.<br>LANES                   | LANES           | LENGTH<br>SIGNALS<br>19-1                       | g/C<br>SIGNALS<br>19-1                         | LENGTH<br>(FT)                 | TYPE      |
| LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7 7-6 6-5 5-4  | Signal Number & Locatio  Signal Number & Locatio  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SR 826 West (4502)                       | COUNT<br>nSTATION<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                   | FROM<br>EXCLUS.<br>LANES                   | LANES 2         | LENGTH<br>SIGNALS<br>19-1                       | g/C<br>SIGNALS<br>19-1                         | LENGTH<br>(FT)                 | TYPE      |
| LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7 7-6 6-5 5-4 4-3                                      | Signal Number & Locatio  Signal Number & Locatio  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SR 826 West (4502) NW 79th Avenue (4176) | COUNT<br>nSTATION<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>1,243<br>1,243 | FROM<br>EXCLUS.<br>LANES<br>19.01<br>30.88 | LANES<br>2<br>2 | LENGTH<br>SIGNALS<br>19-1<br>19-1<br>175<br>175 | g/C<br>SIGNALS<br>19-1<br>0.87<br>0.45         | LENGTH<br>(FT)<br>1,100<br>700 | TYPE      |
| LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7 7-6 6-5 5-4  | Signal Number & Locatio  Signal Number & Locatio  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SR 826 West (4502)                       | COUNT<br>nSTATION<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452<br>452 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                   | FROM<br>EXCLUS.<br>LANES                   | LANES 2         | LENGTH<br>SIGNALS<br>19-1                       | g/C<br>SIGNALS<br>19-1<br>0.87<br>0.45<br>0.41 | LENGTH<br>(FT)                 | TYPE      |

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

EB Arterial Speed = \*\*\* mph

LOS = F

NOTE: Intersection Capacity Exceeded

|       | OFF-PEAK DIRECTI<br>8TH STREET<br>Signal Number & Lo | COUNT   | FLOW         | V/C<br>RATIO  | THRU /    | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>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       | Α                       | 28.2           | В                       |
| 4-3   | NW 79th Avenue (41                                   | 76) 452 | 904          | 0.53          | 35.8      | D                       | 7.7            | F                       |
| 3-2   | NW 84th Avenue (50                                   | 48) 452 | 1,218        | 0.78          | 28.9      | D                       | 22.1           | С                       |
| 2-1   | NW 87th Avenue (45                                   | 96) 452 | 747          | 0.29          | 5.1       | В                       | 24.6           | С                       |
| WB    |  | F       | Arterial Spe | ed =<br>LOS = | 19.0<br>D | mph                     |                |                         |

| Based<br>ART_I<br>Developed by: W.McShane, E.She   | ial Level of Service Estimate<br>on the 1985 Highway Capacity Mar<br>PLAN Version 1.2<br>nk, and G.Sokolow 12-14-91<br>ed by: FDOT District Four 05-18-92         |   |
|--|---|---|
|  | ROAD NAME: N<br>Station No. & Location:<br>PEAK DIRECTION: W<br>OFF-PEAK DIRECTION: E<br>Study Time Period: P<br>Analysis Date: J.<br>'H AVENUE TO NW 97TH AVENUE | 454<br>VB<br>B M PEAK<br>ANUARY 14, 1995  |
| TRAFFIC CHARACTERISTICS  | =======================================   |   |
|  | AWDT: K FACTOR; D FACTOR: PHF: DJ. SATURATION FLOW RATE: RNS FROM EXCLUSIVE LANES:  | 15,271<br>0.150<br>0.990<br>0.770<br>1,900<br>15  |
| ROADWAY CHARACTERISTICS  |   |   |
|  | NUMBER OF THRU LANES PEAK DIRECTION: OFF-PEAK DIRECTION: URBAN, TRANSITIONING, OR RURAL DEVELOPED (U/T/R): ARTERIAL CLASS: FREE FLOW SPEED (mph):                 | 2<br>2<br>U<br>1 (1, 2, or 3)<br>40 (45, 40, or 35)   |
| For Arterial Type and Class:<br>Rural<br>Transitioning, Class 1<br>Urban, Class 1<br>Urban or Transitioning, Class 2<br>Urban, Class 3 |   | Use Free flow speed of:<br>55, 50, 45, 40 or 35<br>55, 50, 45, 40 or 35<br>45, 40 or 35<br>40, 35, 30 or 25<br>35, 30 or 25 |
| SIGNALIZATION CHARACTERISTICS  | **************************************  | =======================================   |
|  | ARRIVAL TYPE PEAK DIRECTION: OFF-PEAK DIRECTION:  | 4 2   |

TYPE SIGNAL SYSTEM:

3 (1=ACTUATED 2=PRETIMED

150

3=SEMIACTUATED)

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

\_\_\_\_\_

| WB PEAK DIREC<br>NW 58TH STREET   | TION'S SPECIFIC INF  | PUTS                                 | % TURNS                  |        | CYCLE                     |                        |                  | *******         |
|---|--|--------------------------------------|--------------------------|--------|---------------------------|------------------------|------------------|-----------------|
| LINK Signal Numbe   | COUNT<br>er & LocationSTATION                                      | PEAK<br>HOUR<br>VOLUME               | FROM<br>EXCLUS.<br>LANES |        | LENGTH<br>SIGNALS<br>2-20 | g/C<br>SIGNALS<br>2-20 | LENGTH<br>(FT)   | ARRIVAL<br>TYPE |
| 1-2 NW 97th Ave   | nue (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 # 10   | 454  |                                      |                          |        |                           |                        |                  |                 |
| 9-10 SIGNAL # 10<br>10-11 SIGNAL # 11   | 454<br>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 D   | IRECTION'S SPECIFI   | =======<br>C INPUTS                  | ======                   | ====== | =======                   | ========               | <b>:==</b> ===== | ======          |
| NW 58TH STREET  |  | 0 1111 010                           | % TURNS                  | ı      | CYCLE                     | EFFECTIVE              |                  |                 |
| ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,   |  | PEAK                                 | FROM                     |        | LENGTH                    | g/C                    |                  |                 |
|   | COUNT  | HOUR                                 | EXCLUS.                  |        | SIGNALS                   | -                      | LENGTH           | ARRIVAL         |
| LINK Signal Number  | er & LocationSTATION   | 1 VOLUME                             | LANES                    | LANES  | 19-1                      | 19-1                   | (FT)             | TYPE            |
| 20-19 SIGNAL # 19   | 454  | 0                                    |                          |        |                           |                        |                  |                 |
| 19-18 SIGNAL # 18   |  | 0                                    |                          |        |                           |                        |                  |                 |
| 18-17 SIGNAL # 17   |  | 0                                    |                          |        |                           |                        |                  |                 |
| 17-16 SIGNAL # 16   |  | Ō                                    |                          |        |                           |                        |                  |                 |
| 16-15 SIGNAL # 15   |  | 0                                    |                          |        |                           |                        |                  |                 |
|   |  |                                      |                          |        |                           |                        |                  |                 |
| 15-14 SIGNAL # 14   | 454  | 0                                    |                          |        |                           |                        |                  |                 |
| 15-14 SIGNAL # 14<br>14-13 SIGNAL # 13  |  | 0<br>0                               |                          |        |                           |                        |                  |                 |
|   | 454  |                                      |                          |        |                           |                        |                  |                 |
| 14-13 SIGNAL # 13   | 454  | 0                                    |                          |        |                           |                        |                  |                 |
| 14-13 SIGNAL # 13<br>13-12 SIGNAL # 12<br>12-11 SIGNAL # 11<br>11-10 SIGNAL # 10  | 454<br>454<br>454  | 0<br>0                               |                          |        |                           |                        |                  |                 |
| 14-13 SIGNAL # 13<br>13-12 SIGNAL # 12<br>12-11 SIGNAL # 11<br>11-10 SIGNAL # 10<br>10-9 SIGNAL # 9   | 454<br>454<br>454<br>454<br>454                                    | 0<br>0<br>0<br>0                     |                          |        |                           |                        |                  |                 |
| 14-13 SIGNAL # 13<br>13-12 SIGNAL # 12<br>12-11 SIGNAL # 11<br>11-10 SIGNAL # 10<br>10-9 SIGNAL # 9<br>9-8 SIGNAL # 8   | 454<br>454<br>454<br>454<br>454<br>454                             | 0<br>0<br>0<br>0<br>0                |                          |        |                           |                        |                  |                 |
| 14-13 SIGNAL # 13<br>13-12 SIGNAL # 12<br>12-11 SIGNAL # 11<br>11-10 SIGNAL # 10<br>10-9 SIGNAL # 9<br>9-8 SIGNAL # 8<br>8-7 SIGNAL # 7   | 454<br>454<br>454<br>454<br>454<br>454<br>454                      | 0<br>0<br>0<br>0<br>0<br>0           |                          |        |                           |                        |                  |                 |
| 14-13 SIGNAL # 13<br>13-12 SIGNAL # 12<br>12-11 SIGNAL # 11<br>11-10 SIGNAL # 10<br>10-9 SIGNAL # 9<br>9-8 SIGNAL # 8<br>8-7 SIGNAL # 7<br>7-6 SIGNAL # 6                         | 454<br>454<br>454<br>454<br>454<br>454<br>454<br>454               | 0<br>0<br>0<br>0<br>0<br>0           |                          |        |                           |                        |                  |                 |
| 14-13 SIGNAL # 13<br>13-12 SIGNAL # 12<br>12-11 SIGNAL # 11<br>11-10 SIGNAL # 10<br>10-9 SIGNAL # 9<br>9-8 SIGNAL # 8<br>8-7 SIGNAL # 7<br>7-6 SIGNAL # 6<br>6-5 SIGNAL # 5       | 454<br>454<br>454<br>454<br>454<br>454<br>454<br>454<br>454        | 0<br>0<br>0<br>0<br>0<br>0<br>0      |                          |        |                           |                        |                  |                 |
| 14-13 SIGNAL # 13 13-12 SIGNAL # 12 12-11 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 9 9-8 SIGNAL # 8 8-7 SIGNAL # 7 7-6 SIGNAL # 6 6-5 SIGNAL # 5 5-4 SIGNAL # 4                | 454<br>454<br>454<br>454<br>454<br>454<br>454<br>454<br>454        | 0<br>0<br>0<br>0<br>0<br>0           |                          |        |                           |                        |                  |                 |
| 14-13 SIGNAL # 13 13-12 SIGNAL # 12 12-11 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 9 9-8 SIGNAL # 8 8-7 SIGNAL # 7 7-6 SIGNAL # 6 6-5 SIGNAL # 5 5-4 SIGNAL # 4 4-3 SIGNAL # 3 | 454<br>454<br>454<br>454<br>454<br>454<br>454<br>454<br>454<br>454 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 |                          |        |                           |                        |                  |                 |
| 14-13 SIGNAL # 13 13-12 SIGNAL # 12 12-11 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 9 9-8 SIGNAL # 8 8-7 SIGNAL # 7 7-6 SIGNAL # 6 6-5 SIGNAL # 5 5-4 SIGNAL # 4                | 454<br>454<br>454<br>454<br>454<br>454<br>454<br>454<br>454<br>454 | 0<br>0<br>0<br>0<br>0<br>0<br>0      | 0                        | 2      | 78                        | 0.41                   | 5,362            | 2               |

| NW 5  | PEAK DIRECTION R<br>8TH STREET<br>Signal Number & Loc | COUNT       | FLOW         | V/C<br>RATIO  | THRU<br>DELAY | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS | ·            |
|-------|---|-------------|--------------|---------------|---------------|-------------------------|----------------|-------------------------|--------------|
| 1-2   | NW 97th Avenue (466                                   | <br>38) 454 | 2946         | 1.03          | 26.9          | D                       | 28.9           | В                       | *Warning: In |
| 2-3   | SIGNAL#3  | 454         | 0            |               |               |                         |                |                         | 3            |
| 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 Spe | ed =<br>LOS = | 28.9<br>B     | mph                     |                |                         |              |

| ===== | :== <b>====</b> ===== | <b></b>       |              | ====== | <b>====</b> === |          | . <b>===</b> ==== | ======:  |
|-------|-----------------------|---------------|--------------|--------|-----------------|----------|-------------------|----------|
| EB    | OFF-PEAK DIRE         | CTION RESULTS | THRU         |        |                 | THRU     |                   | ARTERIAL |
| NW 5  | 8TH STREET            | COUNT         | FLOW         | V/C    | THRU A          | APPROACH | SPEED             | LINK     |
|       |                       |               | RATE         | RATIO  | DELAY           | LOS      | (MPH)             | 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            | В        | 33.3              | В        |
| EB    |                       | ,             | Artorial Spa | od =   | 32.2            | mnh      |                   |          |
| LD    |                       | ,             | Arterial Spe | LOS =  | 33.3<br>B       | шрп      |                   |          |
|       |                       |               |              | LO2 -  | D               |          |                   |          |

| =======================================  |  |   |
|--|--|---|
| Florida Department of Transportati       | ion  | <del>, , , , , , , , , , , , , , , , , , , </del> |
|  | Arterial Level of Service Estimate<br>ased on the 1985 Highway Capacity Ma | nual  |
| A  | ART_PLAN Version 1.2   |   |
|  | E.Shenk, and G.Sokolow 12-14-91<br>Modified by: FDOT District Four 05-18-9 | 2   |
|  |  | <u></u>   |
| DESCRIPTION                              | ROAD NAME: 1<br>Station No. & Location:                                    | NW 74TH STREET<br>481                             |
| PEAK >>>>>>                              | PEAK DIRECTION:  |   |
|  | OFF-PEAK DIRECTION: \  |   |
| Traffic Count Date: NO                   |  | PM PEAK<br>FEBRUARY 2, 1995                       |
| User's Notes: SR                         | 826 WEST TO SR 826 EAST  | 2, 1000   |
| TRAFFIC CHARACTERISTICS                  |  | :======================================           |
|  | AWDT:  | 14,048  |
|  | K FACTOR:  | 0.100   |
|  | D FACTOR:  | 0.500   |
|  | PHF:<br>ADJ. SATURATION FLOW RATE:   | 0.947<br>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<br>Urban, Class 1 |  | 55, 50, 45, 40 or 35<br>45, 40 or 35              |
| Urban or Transitioning, Class            | 2  | 40, 35, 30 or 25                                  |
| Urban, Class 3                           |  | 35, 30 or 25                                      |
|  | ***************  |   |
| SIGNALIZATION CHARACTERISTIC             | cs   |   |
|  | ARRIVAL TYPE   |   |
|  | PEAK DIRECTION:  | 4   |
|  | OFF-PEAK DIRECTION:<br>TYPE SIGNAL SYSTEM;                                 | 2<br>3 (1=ACTUATED                                |
|  |  | 2=PRETIMED  |
|  | CYCLEM CYCLE LENGTH  | 3=SEMIACTUATED)                                   |

SYSTEM CYCLE LENGTH: WEIGHTED THRU MOVEMENT g/C:

150 0.37

| EB<br>NW 7  | PEAK DIRECTION'<br>4TH STREET  |  |   | % TURNS<br>FROM<br>EXCLUS. |        | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS | LENGTH |                   |
|---|--|--|---|----------------------------|--------|----------------------------|-----------------------------|--------|-------------------|
| LINK  | Signal Number & L  | ocationSTATION.  | 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 # 10  | 481  |   |                            |        |                            |                             |        |                   |
|   | SIGNAL # 10<br>SIGNAL # 11   | 481  |   |                            |        |                            |                             |        |                   |
|   | SIGNAL # 11<br>SIGNAL # 12   | 481<br>481   |   |                            |        |                            |                             |        |                   |
|   | SIGNAL # 12<br>SIGNAL # 13   | 481  |   |                            |        |                            |                             |        |                   |
|   | SIGNAL # 14  | 481  |   |                            |        |                            |                             |        |                   |
|   | SIGNAL # 15  | 481  |   |                            |        |                            |                             |        |                   |
|   | SIGNAL # 16  | 481  |   |                            |        |                            |                             |        |                   |
|   | SIGNAL # 17  | 481  |   |                            |        |                            |                             |        |                   |
|   | SIGNAL # 18  | 481  |   |                            |        |                            |                             |        |                   |
| 18-19   | SIGNAL # 19  | 481  |   |                            |        |                            |                             |        |                   |
| 19-20   | SIGNAL # 20  | 481  |   |                            |        |                            |                             |        |                   |
| =====   |  |  |   | =======                    | ====== | =======                    | =======                     | ====== | ======:           |
| WB  | OFF-PEAK DIRECT  | HON'S SPECIFIC   | SINDOLS   |                            |        |                            |                             |        |                   |
| 1/1/1/1   |  |  |   |                            |        | CVCLE                      |                             |        |                   |
|   | 4TH STREET   |  | DEAK  | % TURNS                    |        | CYCLE                      |                             |        |                   |
|   | 41H SIKEEI   | COLINT   | PEAK  | FROM                       |        | LENGTH                     | g/C                         |        | ADDIVAI           |
|   |  | COUNT  | HOUR  | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              | LENGTH | ARRIVAL ,         |
|   | Signal Number & L  |  | HOUR  | FROM<br>EXCLUS.            |        | LENGTH                     | g/C                         |        | ARRIVAL ,<br>TYPE |
| LINK  |  |  | HOUR  | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              | LENGTH |                   |
| LINK<br>20-19   | Signal Number & L  | ocationSTATION   | HOUR<br>VOLUME  | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              | LENGTH |                   |
| LINK<br><br>20-19<br>19-18<br>18-17   | Signal Number & L<br>SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17   | ocationSTATION<br>481  | HOUR<br>VOLUME<br>0<br>0<br>0   | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              | LENGTH |                   |
| LINK<br><br>20-19<br>19-18<br>18-17<br>17-16  | Signal Number & L<br>SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16  | ocationSTATION<br>481<br>481                                     | HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              | LENGTH |                   |
| LINK<br><br>20-19<br>19-18<br>18-17<br>17-16  | Signal Number & L<br>SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15   |  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              | LENGTH |                   |
| LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15   | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15  | _ocationSTATION<br>481<br>481<br>481<br>481<br>481<br>481<br>481 | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              | LENGTH |                   |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13   | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14  | _ocationSTATION  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                                    | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              | LENGTH |                   |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13   | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 13  |  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0                               | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              | LENGTH |                   |
| LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11             | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11  |  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0                               | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              | LENGTH |                   |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11                         | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11  |  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                          | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              | LENGTH |                   |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10                | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9   |  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                     | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              | LENGTH |                   |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8 | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8  |  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                     | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              | LENGTH |                   |
| LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7                         | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7   |  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              | LENGTH |                   |
| LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7 7-6                     | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6                                  |  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              | LENGTH |                   |
| LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7 7-6 6-5                 | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 12 SIGNAL # 10 SIGNAL # 10 SIGNAL # 10 SIGNAL # 7 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5                                  |  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0           | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              | LENGTH |                   |
| LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7 7-6 6-5 5-4             | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 10 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4                                  |  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0           | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              | LENGTH |                   |
| LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7 7-6 6-5 5-4 4-3         | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 7 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4 SIGNAL # 3 |  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              | LENGTH |                   |
| LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7 7-6 6-5 5-4             | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 10 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4                                  |  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0           | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS<br>19-1      | LENGTH |                   |

|       | PEAK DIRECTION F<br>4TH STREET<br>Signal Number & Lo | COUNT | THRU<br>FLOW<br>RATE |       | THRU / | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
|-------|--|-------|----------------------|-------|--------|-------------------------|----------------|-------------------------|
| 1-2   | SR 826 East (4533)                                   | 481   | 431                  | 0.13  | 0.7    | Α                       | 31.0           | В                       |
| 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    |  | P     | rterial Spe          | ed =  | 31.0   | mph                     |                |                         |
|       |  |       |                      | Los = | В      |                         |                |                         |

|       | .==========     | <b></b>         |              |       | ====== |         | ====== |          |
|-------|-----------------|-----------------|--------------|-------|--------|---------|--------|----------|
| WB    | OFF-PEAK DIRE   | CTION RESULTS   | THRU         |       |        | THRU    |        | ARTERIAL |
|       | 4TH STREET      |                 |              | V/C   | THRU A | PPROACH |        | LINK     |
| LINK  | Signal Number & | LocationSTATION |              |       |        |         |        |          |
|       |                 |                 |              |       |        |         |        |          |
| 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 (45 | 34) 481         | 294          | 0.11  | 7.3    | В       | 19.2   | 2 D      |
|       |                 |                 |              |       |        |         |        |          |
| WB    |                 | A               | Arterial Spe |       | 19.2 1 | nph     |        |          |
|       |                 |                 |              | LOS = | D      |         |        |          |

| Florida Department of Transpor           | ======================================   | =======================================      |
|--|--|--|
| , londa population or Hallspor           | Arterial Level of Service Estimate  Based on the 1985 Highway Capacity Man     | ual  |
| Davidan ad hin W.MaChan                  | ART_PLAN Version 1.2   | uai  |
| Developed by: vv.McSnan                  | e, E.Shenk, and G.Sokolow 12-14-91<br>Modified by: FDOT District Four 05-18-92 | !  |
| DESCRIPTION                              |  | NW 79TH AVENUE                               |
| PEAK >>>>>>                              | . —  | <del></del>                                  |
|  |  | NB<br>PM PEAK                                |
| Traffic Count Date:<br>User's Notes:     | MAY 24, 1994 Analysis Date: J<br>NW 58TH STREET TO NW 36TH STREET              | JANUARY 14, 1995<br>Г                        |
| TRAFFIC CHARACTERISTICS                  |  |  |
|  | AWDT:  | 20,198                                       |
|  | K FACTOR:<br>D FACTOR:   | 0.090<br>0.550                               |
|  | PHF:<br>ADJ. SATURATION FLOW RATE:   | 0.950<br>1,900                               |
|  | % TURNS FROM EXCLUSIVE LANES:  | , 15<br>                                     |
| ROADWAY CHARACTERISTICS                  |  |  |
|  | NUMBER OF THRU LANES   |  |
|  | PEAK DIRECTION:<br>OFF-PEAK DIRECTION:   | 1<br>1                                       |
|  | URBAN, TRANSITIONING, OR<br>RURAL DEVELOPED (U/T/R):                           | U  |
|  | ARTERIAL CLASS<br>FREE FLOW SPEED (mph):                                       | 1 (1, 2, or 3)<br>35 (45, 40, or 35)         |
|  |  |  |
| For Arterial Type and Class<br>Rural     | :  | Use Free flow speed of: 55, 50, 45, 40 or 35 |
| Transitioning, Class 1<br>Urban, Class 1 |  | 55, 50, 45, 40 or 35<br>45, 40 or 35         |
| Urban or Transitioning, Cla              | ass 2  | 40, 35, 30 or 25                             |
| Urban, Class 3                           |  | 35, 30 or 25                                 |
| SIGNALIZATION CHARACTERIS                | ======================================   | 22022222 2222222 2222222<br>22222222         |
|  | ARRIVAL TYPE   |  |
|  | PEAK DIRECTION:<br>OFF-PEAK DIRECTION:   | 4<br>2                                       |
|  | TYPE SIGNAL SYSTEM:  | 3 (1=ACTUATED<br>2=PRETIMED                  |
|  | SYSTEM CYCLE LENGTH:<br>WEIGHTED THRU MOVEMENT g/C:                            | 3=SEMIACTUATED)<br>150<br>0.37               |
| =======================================  | =======================================  | =======================================      |

| SB<br>NW 7   | PEAK DIRECTION'S SPI<br>9TH AVENUE  | ECIFIC INP   | JTS<br>PEAK<br>HOUR   | % TURNS<br>FROM<br>EXCLUS. | ======     | CYCLE<br>LENGTH<br>SIGNALS            | EFFECTIVE<br>g/C<br>SIGNALS            | LENGTH                   | ARRIVAL         |
|--|---|--|---|----------------------------|------------|---------------------------------------|--|--------------------------|-----------------|
| LINK   | Signal Number & Locatio   |  | VOLUME  |                            | LANES      | 2-20                                  | 2-20                                   | (FT)                     | TYPE            |
| 1-2<br>2-3   | NW 53rd Street (4734)<br>NW 48th Street (4856)  | 482<br>482   | 1,000<br>1,000  | 18.03<br>1.31              | 1          | 71<br>91                              | 0.52<br>0.58                           | 1,100<br>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<br>8-9   | SIGNAL#8<br>SIGNAL#9  | 482<br>482   |   |                            |            |                                       |  |                          |                 |
|  | SIGNAL # 10   | 482  |   |                            |            |                                       |  |                          |                 |
|  | SIGNAL # 11   | 482  |   |                            |            |                                       |  |                          |                 |
|  | SIGNAL # 12   | 482  |   |                            |            |                                       |  |                          |                 |
|  | SIGNAL # 13   | 482  |   |                            |            |                                       |  |                          |                 |
|  | SIGNAL # 14   | 482  |   |                            |            |                                       |  |                          |                 |
|  | SIGNAL#15<br>SIGNAL#16  | 482<br>482   |   |                            |            |                                       |  |                          |                 |
|  | SIGNAL # 17   | 482  |   |                            |            |                                       |  |                          |                 |
|  | SIGNAL # 18   | 482  |   |                            |            |                                       |  |                          |                 |
|  | SIGNAL # 19   | 482  |   |                            |            |                                       |  |                          |                 |
| 19-20  | SIGNAL#20   | 482  |   |                            |            |                                       |  |                          |                 |
| NB   | OFF-PEAK DIRECTION'S  |  |   |                            |            |                                       |  |                          |                 |
|  |   | 2 2LECILIC   | INPUIS  |                            |            |                                       |  |                          |                 |
|  | 9TH AVENUE  | S SPECIFIC   | INPUIS  | % TURNS                    |            | CYCLE                                 | EFFECTIVE                              |                          |                 |
|  |   |  | PEAK  | FROM                       |            | LENGTH                                | g/C                                    | LENGTH                   | 4.D.D.N.(4.1    |
| NW 7   | 9TH AVENUE  | COUNT  | PEAK<br>HOUR  | FROM<br>EXCLUS.            |            | LENGTH<br>SIGNALS                     | g/C<br>SIGNALS                         | LENGTH<br>(FT)           | ARRIVAL<br>TYPE |
| NW 7   | Signal Number & Locatio   | COUNT<br>on STATIO   | PEAK<br>HOUR<br>VOLUME  | FROM                       | LANES      | LENGTH                                | g/C                                    | LENGTH<br>(FT)           | ARRIVAL<br>TYPE |
| LINK<br>20-19  | Signal Number & Locatio   | COUNT<br>on STATIO<br>482  | PEAK<br>HOUR<br>VOLUME  | FROM<br>EXCLUS.            |            | LENGTH<br>SIGNALS                     | g/C<br>SIGNALS                         |                          |                 |
| LINK<br><br>20-19<br>19-18   | Signal Number & Locatio   | COUNT<br>on STATIO<br>482<br>482   | PEAK<br>HOUR<br>VOLUME<br>0<br>0  | FROM<br>EXCLUS.            |            | LENGTH<br>SIGNALS                     | g/C<br>SIGNALS                         |                          |                 |
| LINK<br><br>20-19<br>19-18<br>18-17  | Signal Number & Location Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17   | COUNT<br>on STATIO<br>   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0   | FROM<br>EXCLUS.            |            | LENGTH<br>SIGNALS                     | g/C<br>SIGNALS                         |                          |                 |
| LINK<br><br>20-19<br>19-18<br>18-17<br>17-16   | Signal Number & Locatio   | COUNT<br>on STATIO<br>482<br>482   | PEAK<br>HOUR<br>VOLUME<br>0<br>0  | FROM<br>EXCLUS.            |            | LENGTH<br>SIGNALS                     | g/C<br>SIGNALS                         |                          |                 |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15  | Signal Number & Location Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15   | COUNT<br>on STATIO<br>482<br>482<br>482<br>482<br>482<br>482<br>482                      | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.            |            | LENGTH<br>SIGNALS                     | g/C<br>SIGNALS                         |                          |                 |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13                                | Signal Number & Location Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14   | COUNT<br>on STATIO<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482               | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.            |            | LENGTH<br>SIGNALS                     | g/C<br>SIGNALS                         |                          |                 |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12                       | Signal Number & Location Signal Number & Location SignAL # 19 SigNAL # 17 SigNAL # 16 SigNAL # 15 SigNAL # 15 SigNAL # 14 SigNAL # 13 SigNAL # 12   | COUNT<br>on STATIO<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482        | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.            |            | LENGTH<br>SIGNALS                     | g/C<br>SIGNALS                         |                          |                 |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11              | Signal Number & Location Signal Number & Location SignAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11   | COUNT<br>on STATIO<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.            |            | LENGTH<br>SIGNALS                     | g/C<br>SIGNALS                         |                          |                 |
| NW 7 LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10                              | Signal Number & Location Signal Number & Location SignAL # 19 SigNAL # 17 SigNAL # 16 SigNAL # 15 SigNAL # 15 SigNAL # 14 SigNAL # 13 SigNAL # 12 SigNAL # 11 SigNAL # 11   | COUNT<br>on STATIO<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.            |            | LENGTH<br>SIGNALS                     | g/C<br>SIGNALS                         |                          |                 |
| NW 7 LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8                     | Signal Number & Location Signal Number & Location SignAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11   | COUNT<br>on STATIO<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.            |            | LENGTH<br>SIGNALS                     | g/C<br>SIGNALS                         |                          |                 |
| NW 7 LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7                 | Signal Number & Location Signal Number & Location SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7  | COUNT<br>on STATIO<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.            |            | LENGTH<br>SIGNALS                     | g/C<br>SIGNALS                         |                          |                 |
| NW 7 LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7 7-6             | Signal Number & Location Signal Number & Location SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6   | COUNT<br>on STATIO<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.            |            | LENGTH<br>SIGNALS                     | g/C<br>SIGNALS                         |                          |                 |
| NW 7 LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7 7-6 6-5         | Signal Number & Location Signal Number & Location SignAL # 19 SigNAL # 17 SigNAL # 16 SigNAL # 15 SigNAL # 14 SigNAL # 12 SigNAL # 11 SigNAL # 10 SigNAL # 10 SigNAL # 9 SigNAL # 8 SigNAL # 7 SigNAL # 6 SigNAL # 5  | COUNT<br>on STATIO<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482<br>482 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.<br>LANES   | LANES      | LENGTH<br>SIGNALS<br>19-1             | g/C<br>SIGNALS<br>19-1                 | (FT)                     | TYPE            |
| NW 7 LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7 7-6 6-5 5-4     | Signal Number & Location  Signal Number & Location  SIGNAL # 19  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 13  SIGNAL # 12  SIGNAL # 10  SIGNAL # 10  SIGNAL # 9  SIGNAL # 8  SIGNAL # 7  SIGNAL # 5  NW 41st Street (4575)  | COUNT on STATIO 482 482 482 482 482 482 482 482 482 482                                  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES   | LANES      | LENGTH<br>SIGNALS<br>19-1             | g/C<br>SIGNALS<br>19-1                 | (FT)<br>                 | TYPE            |
| NW 7 LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7 7-6 6-5 5-4 4-3 | Signal Number & Location Signal Number & Location SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 10 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 NW 41st Street (4575) NW 48th Street (4856) | COUNT on STATIO 482 482 482 482 482 482 482 482 482 482                                  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES   | LANES  1 1 | LENGTH<br>SIGNALS<br>19-1<br>77<br>91 | g/C<br>SIGNALS<br>19-1<br>0.73<br>0.58 | (FT)<br><br>889<br>1,824 | TYPE            |
| NW 7 LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7 7-6 6-5 5-4     | Signal Number & Location  Signal Number & Location  SIGNAL # 19  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 13  SIGNAL # 12  SIGNAL # 10  SIGNAL # 10  SIGNAL # 9  SIGNAL # 8  SIGNAL # 7  SIGNAL # 5  NW 41st Street (4575)  | COUNT on STATIO 482 482 482 482 482 482 482 482 482 482                                  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES   | LANES      | LENGTH<br>SIGNALS<br>19-1             | g/C<br>SIGNALS<br>19-1                 | (FT)<br>                 | TYPE            |

| NW 79TH AVENL    | ECTION RESULTS  JE COUNT  Aber & Location STATIO |              | V/C<br>RATIO  | THRU /    | THRU<br>APPROAC<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
|------------------|--|--------------|---------------|-----------|------------------------|----------------|-------------------------|
| 1-2 NW 53rd S    | treet (4734) 482                                 | 2 863        | 0.87          | 14.9      | В                      | 16.6           | E                       |
|                  | treet (4856) 482                                 | 2 1039       | 0.94          | 21.6      | С                      | 21.5           | D                       |
|                  | treet (4575) 482                                 | 2 1047       | 0.39          | 2.5       | Α                      | 30.8           | В                       |
| 4-5 NW 36th S    | treet (3954) 482                                 | 2 200        | 0.40          | 28.7      | D                      | 10.4           | F                       |
| 5-6 SIGNAL#6     | 6  | 2 0          |               |           |                        |                |                         |
| 6-7 SIGNAL#7     | 7 482  | 2 0          |               |           |                        |                |                         |
| 7-8 SIGNAL#      | 8 482  | 2 0          |               |           |                        |                |                         |
| 8-9 SIGNAL#9     | 9 482  | 2 0          |               |           |                        |                |                         |
| 9-10 SIGNAL #    | 10 482   | 2 0          |               |           |                        |                |                         |
| 10-11 SIGNAL #   | 11 483   | 2 0          |               |           |                        |                |                         |
| 11-12 SIGNAL # 1 | 12 483   | 2 0          |               |           |                        |                |                         |
| 12-13 SIGNAL #   | 13 483   | 2 0          |               |           |                        |                |                         |
| 13-14 SIGNAL #   | 14 483   | 2 0          |               |           |                        |                |                         |
| 14-15 SIGNAL # 1 | 15 483   | 2 0          |               |           |                        |                |                         |
| 15-16 SIGNAL # 1 | 16 482   | 2 0          |               |           |                        |                |                         |
| 16-17 SIGNAL # 1 | 17 482   | 2 0          |               |           |                        |                |                         |
| 17-18 SIGNAL#    | 18 482   | 2 0          |               |           |                        |                |                         |
| 18-19 SIGNAL #   | 19 483   | 2 0          |               |           |                        |                |                         |
| 19-20 SIGNAL#:   | 20 483   | 2 0          |               |           |                        |                |                         |
| SB               |  | Arterial Spe | ed =<br>LOS = | 19.2<br>D | mph                    |                |                         |

| NB    | OFF-PEAK DIRECTION       | RESULTS  | THRU          |               |             | THRU    |       | ARTERIAL |
|-------|--------------------------|----------|---------------|---------------|-------------|---------|-------|----------|
| NW 7  | 9TH AVENUE               | COUNT    | FLOW          | V/C           | THRU A      | APPROAC | SPEED | LINK     |
| LINK  | Signal Number & Location | n STATIO | RATE          |               | DELAY       | LOS     | (MPH) | 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         | В       | 21.5  | D        |
| 4-3   | NW 48th Street (4856)    | 482      | 861           | 0.78          | 16.9        | С       | 21.0  | D        |
| 3-2   | NW 53rd Street (4734)    | 482      | 680           | 0.69          | 14.4        | В       | 24.7  | С        |
| 2-1   | NW 58th Street (4176)    | 482      | 121           | 0.45          | 71.7        | F       | 6.3   | F        |
| NB    |                          |          | Arterial Spee | ed =<br>LOS = | 15.5 i<br>E | mph     |       |          |

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

PEAK >>>>>>>

Station No. & Location: 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: ADJ. SATURATION FLOW RATE: 0.950

1.900

% TURNS FROM EXCLUSIVE LANES:

15

ROADWAY CHARACTERISTICS

NUMBER OF THRU LANES

PEAK DIRECTION:

OFF-PEAK DIRECTION:

URBAN, TRANSITIONING, OR

RURAL DEVELOPED (U/T/R): ARTERIAL CLASS

1 (1, 2, or 3)

FREE FLOW SPEED (mph):

35 (45, 40, or 35)

For Arterial Type and Class:

Rural

Transitioning, Class 1 Urban, Class 1

Urban or Transitioning, Class 2

Urban, Class 3

Use Free flow speed of:

55, 50, 45, 40 or 35 55, 50, 45, 40 or 35

45, 40 or 35

40, 35, 30 or 25

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

| NW 7  | PEAK DIRECTION'<br>9TH AVENUE  | 'S SPECIFIC INPI | JTS<br>PEAK<br>HOUR  | % TURNS<br>FROM<br>EXCLUS. |        | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS | LENGTH         | ARRIVAL         |
|---|--|------------------|--|----------------------------|--------|----------------------------|-----------------------------|----------------|-----------------|
| LINK  | Signal Number & L  | ocation STATIO   | VOLUME   | LANES                      | LANES  | 2-20                       | 2-20                        | (FT)           | TYPE            |
| 1-2   | NW 36th Street (39   |                  | 817  | 74.13                      | 1      | 170                        | 0.12                        | 4,300          | 4               |
| 2-3<br>3-4  | SIGNAL # 3<br>SIGNAL # 4   | 484<br>484       |  |                            |        |                            |                             |                |                 |
| 3- <del>4</del><br>4-5  | SIGNAL#4<br>SIGNAL#5   | 484              |  |                            |        |                            |                             |                |                 |
| 5-6   | SIGNAL #6  | 484              |  |                            |        |                            |                             |                |                 |
| 6-7   | SIGNAL #7  | 484              |  |                            |        |                            |                             |                |                 |
| 7-8   | SIGNAL #8  | 484              |  |                            |        |                            |                             |                |                 |
| 8-9   | SIGNAL #9  | 484              |  |                            |        |                            |                             |                |                 |
|   | SIGNAL # 10  | 484              |  |                            |        |                            |                             |                |                 |
|   | SIGNAL # 11  | 484              |  |                            |        |                            |                             |                |                 |
|   | SIGNAL # 12  | 484              |  |                            |        |                            |                             |                |                 |
|   | SIGNAL # 13<br>SIGNAL # 14   | 484<br>484       |  |                            |        |                            |                             |                |                 |
|   | SIGNAL # 14  | 484              |  |                            |        |                            |                             |                |                 |
|   | SIGNAL # 16  | 484              |  |                            |        |                            |                             |                |                 |
|   | SIGNAL # 17  | 484              |  |                            |        |                            |                             |                |                 |
| 17-18   | SIGNAL # 18  | 484              |  |                            |        |                            |                             |                |                 |
|   | SIGNAL # 19  | 484              |  |                            |        |                            |                             |                |                 |
|   | SIGNAL #20   | 484              |  |                            |        |                            |                             |                |                 |
| SB  | OFF-PEAK DIREC   |                  |  | =======                    | ====== | =======                    | =======                     | ======         | =======         |
|   | 9TH AVENUE   | HON'S SPECIFIC   | INFUIS   |                            |        |                            |                             |                |                 |
|   |  |                  |  | % TURNS                    |        | CYCLE                      | <b>FEFECTIVE</b>            |                |                 |
|   | OTTO WENCE   |                  | PEAK   | % TURNS<br>FROM            |        |                            | EFFECTIVE a/C               |                |                 |
|   | o i i i i i i i i i i i i i i i i i i i  | COUNT            | PEAK<br>HOUR   | % TURNS<br>FROM<br>EXCLUS. |        | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS | LENGTH         | ARRIVAL         |
| LINK  | Signal Number & L  |                  |  | FROM<br>EXCLUS.            |        | LENGTH                     | g/C                         | LENGTH<br>(FT) | ARRIVAL<br>TYPE |
|   |  |                  | HOUR   | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              |                |                 |
| 20-19   | Signal Number & L  | ocation STATIO   | HOUR<br>VOLUME   | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              |                |                 |
| 20-19<br>19-18  | Signal Number & L  | ocation STATIO   | HOUR<br>VOLUME<br>0  | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16  | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16  |                  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15   | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15  |                  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14  | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14  |                  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                                    | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13   | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13  |                  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                                    | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12  | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12  |                  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                               | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11   | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11  |                  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0                          | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10  | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10  |                  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                     | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9                                    | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9   |                  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8                             | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8  |                  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                     | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9                                    | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7   |                  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7                      | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8  |                  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0           | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6               | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6  |                  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5        | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4 SIGNAL # 3 |                  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS              |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4 | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4                        |                  | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.            |        | LENGTH<br>SIGNALS          | g/C<br>SIGNALS<br>19-1      |                |                 |

|       | PEAK DIRECTION RESU<br>9TH AVENUE<br>Signal Number & Location | COUNT | THRU<br>FLOW<br>RATE | V/C<br>RATIO | THRU A | THRU<br>APPROAC<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>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 Spee        | ed =         | 15.0   | mph                    |                |                         |

NB Arterial Speed = 15.0 mph LOS = E

| SB C    | FF-PEAK DIREC      | TION RESULTS | THRU          |       |        | THRU   |       | ARTERIAL |
|---------|--------------------|--------------|---------------|-------|--------|--------|-------|----------|
|         | H AVENUE           | COUNT        | FLOW          | V/C   | THRU A | PPROAC | SPEED | LINK     |
|         | ignal Number & L   |              | RATE          | RATIO | DELAY  | LOS    | (MPH) | LOS      |
|         |                    |              |               |       |        |        |       |          |
| 20-19 S | IGNAL # 19         | 484          | 0             |       |        |        |       |          |
| 19-18 S | IGNAL # 18         | 484          | 0             |       |        |        |       |          |
| 18-17 S | IGNAL # 17         | 484          | 0             |       |        |        |       |          |
| 17-16 S | IGNAL # 16         | 484          | 0             |       |        |        |       |          |
| 16-15 S | IGNAL # 15         | 484          | 0             |       |        |        |       |          |
| 15-14 S | IGNAL # 14         | 484          | 0             |       |        |        |       |          |
| 14-13 S | IGNAL # 13         | 484          | 0             |       |        |        |       |          |
| 13-12 S | IGNAL # 12         | 484          | 0             |       |        |        |       |          |
| 12-11 S | SIGNAL # 11        | 484          | 0             |       |        |        |       |          |
| 11-10 S | SIGNAL # 10        | 484          | 0             |       |        |        |       |          |
| 10-9 S  | SIGNAL # 9         | 484          | 0             |       |        |        |       |          |
| 9-8 S   | SIGNAL #8          | 484          | 0             |       |        |        |       |          |
| 8-7 S   | SIGNAL#7           | 484          | 0             |       |        |        |       |          |
| 7-6 S   | SIGNAL#6           | 484          | 0             |       |        |        |       |          |
| 6-5 S   | SIGNAL # 5         | 484          | 0             |       |        |        |       |          |
| 5-4 S   | SIGNAL # 4         | 484          | 0             |       |        |        |       |          |
| 4-3 S   | SIGNAL#3           | 484          | 0             |       |        |        |       |          |
| 3-2 S   | SIGNAL#2           | 484          | 0             |       |        |        |       |          |
| 2-1 N   | IW 25th Street (51 | 111) 484     | 0             |       |        |        |       |          |
| SB      |                    |              | Arterial Spec | ed =  | ERR r  | nph    |       |          |
|         |                    |              |               | LOS = | ERR    | I      |       |          |

| Florida Department of Transpo   | rtation Arterial Level of Service Estimate Based on the 1985 Highway Capacity Mar   | ======================================   |
|---|---|--|
| Developed by: W.McShar  | ART_PLAN Version 1.2 e, E.Shenk, and G.Sokolow 12-14-91 Modified by: FDOT District Four 05-18-92  |  |
| DESCRIPTION   | ROAD NAME: N  | IW 97TH AVENUE   |
| PEAK >>>>>>   | Station No. & Location: PEAK DIRECTION: N OFF-PEAK DIRECTION: S Study Time Period: P  | В  |
| Traffic Count Date:<br>User's Notes:  |   | ANUARY 14, 1995  |
| TRAFFIC CHARACTERISTICS   |   | ======================================   |
|   | AWDT: K FACTOR: D FACTOR: PHF: ADJ. SATURATION FLOW RATE: TURNS FROM EXCLUSIVE LANES:   | 4,045<br>0.090<br>0.560<br>0.950<br>1,900  |
| ROADWAY CHARACTERISTICS   | ======================================  | =======================================  |
|   | NUMBER OF THRU LANES PEAK DIRECTION: OFF-PEAK DIRECTION: URBAN, TRANSITIONING, OR RURAL DEVELOPED (U/T/R): ARTERIAL CLASS: FREE FLOW SPEED (mph): | 1<br>1<br>U<br>1 (1, 2, or 3)<br>35 (45, 40, or 35)  |
| For Arterial Type and Clas  | s:  | Use Free flow speed of:  |
| Rural<br>Transitioning, Class 1<br>Urban, Class 1<br>Urban or Transitioning, Cl<br>Urban, Class 3 | ass 2   | 55, 50, 45, 40 or 35<br>55, 50, 45, 40 or 35<br>45, 40 or 35<br>40, 35, 30 or 25<br>35, 30 or 25 |
| SIGNALIZATION CHARACTERIS   | ======================================  |  |
| S.S.V.ELETTION OF INTO TO LETTIN  | ARRIVAL TYPE PEAK DIRECTION: OFF-PEAK DIRECTION: TYPE SIGNAL SYSTEM:  | 3 3 1 (1=ACTUATED 2=PRETIMED   |
|   | SYSTEM CYCLE LENGTH:<br>WEIGHTED THRU MOVEMENT g/C:   | 3=SEMIACTUATED)<br>150<br>0.37   |

| NB PEAK DIRECTION'S<br>NW 97TH AVENUE<br>LINK Signal Number & Lo                                     | COUNT   | PEAK<br>HOUR  | % TURNS<br>FROM<br>EXCLUS.<br>LANES |   | LENGTH                     | EFFECTIVE<br>g/C<br>SIGNALS<br>2-20 | LENGTH<br>(FT) | ARRIVAL<br>TYPE |
|--|---|---|-------------------------------------|---|----------------------------|-------------------------------------|----------------|-----------------|
| 1-2 NW 25th Street (511  | 2) 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   |   |                                     |   |                            |                                     |                |                 |
| 10 10 01014/16 # 10  |   |   |                                     |   |                            |                                     |                |                 |
| 19-20 SIGNAL # 20<br>====================================  | 494<br>== <b>===</b> ====   | NPUTS   | % TURNS                             |   | CYCLE                      | EFFECTIVE                           |                | ======          |
| 19-20 SIGNAL # 20<br>============<br>SB OFF-PEAK DIRECT<br>NW 97TH AVENUE                            | 494<br>========<br>ION'S SPECIFIC<br>COUNT                                    | PEAK<br>HOUR  |                                     |   | CYCLE<br>LENGTH            | EFFECTIVE                           |                |                 |
| 19-20 SIGNAL # 20<br>============<br>SB OFF-PEAK DIRECT<br>NW 97TH AVENUE<br>LINK Signal Number & Lo | 494   | PEAK<br>HOUR<br>VOLUME  | % TURNS<br>FROM<br>EXCLUS.          |   | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20 SIGNAL # 20 ====================================   | 494  COUNT COUNT CATION  494  | PEAK<br>HOUR<br>VOLUME  | % TURNS<br>FROM<br>EXCLUS.          |   | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20 SIGNAL # 20 ====================================   | 494 COUNT cationSTATION 494 494   | PEAK<br>HOUR<br>VOLUME  | % TURNS<br>FROM<br>EXCLUS.          |   | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20 SIGNAL # 20 ====================================   | 494 COUNT cationSTATION 494 494 494   | PEAK<br>HOUR<br>VOLUME<br>0<br>0                                    | % TURNS<br>FROM<br>EXCLUS.          |   | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20 SIGNAL # 20 ====================================   | 494  COUNT CATIONS SPECIFIC  COUNT CATIONSTATION  494 494 494 494 494         | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0                               | % TURNS<br>FROM<br>EXCLUS.          |   | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20 SIGNAL # 20 ====================================   | 494  COUNT CATIONS SPECIFIC  COUNT CATIONSTATION  494 494 494 494 494 494 494 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0                          | % TURNS<br>FROM<br>EXCLUS.          |   | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20 SIGNAL # 20 ====================================   | 494<br>   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0                          | % TURNS<br>FROM<br>EXCLUS.          |   | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20 SIGNAL # 20  | 494 ===================================                                       | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                     | % TURNS<br>FROM<br>EXCLUS.          |   | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20 SIGNAL # 20  | 494  COUNT CATIONSTATION  494 494 494 494 494 494 494 494 494 4               | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                     | % TURNS<br>FROM<br>EXCLUS.          |   | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20 SIGNAL # 20  | 494 COUNT CATION  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                | % TURNS<br>FROM<br>EXCLUS.          |   | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20 SIGNAL # 20 ====================================   | 494  COUNT CATIONSTATION  494 494 494 494 494 494 494 494 494 4               | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                     | % TURNS<br>FROM<br>EXCLUS.          |   | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20 SIGNAL # 20 ====================================   | 494 ===================================                                       | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                | % TURNS<br>FROM<br>EXCLUS.          |   | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20 SIGNAL # 20 ====================================   | 494 ===================================                                       | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0           | % TURNS<br>FROM<br>EXCLUS.          |   | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20 SIGNAL # 20 ====================================   | 494 ===================================                                       | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | % TURNS<br>FROM<br>EXCLUS.          |   | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20 SIGNAL # 20 ====================================   | 494 ===================================                                       | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | % TURNS<br>FROM<br>EXCLUS.          |   | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20 SIGNAL # 20 ====================================   | 494 ===================================                                       | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | % TURNS<br>FROM<br>EXCLUS.          |   | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20 SIGNAL # 20 ====================================   | 494 ===================================                                       | PEAK HOUR VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0               | % TURNS<br>FROM<br>EXCLUS.          |   | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20 SIGNAL # 20 ====================================   | 494 ===================================                                       | PEAK HOUR VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0               | % TURNS<br>FROM<br>EXCLUS.          |   | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |

| NW 9  | PEAK DIRECTION RE<br>7TH AVENUE<br>Signal Number & Loca | COUNT | FLOW         |               | THRU /<br>DELAY | THRU<br>APPROACH<br>LOS |      | ARTERIAL<br>LINK<br>LOS |
|-------|---|-------|--------------|---------------|-----------------|-------------------------|------|-------------------------|
| 1-2   | NW 25th Street (5112)                                   | 494   | 34           | 0.05          | 8.2             | В                       | 31.5 | В                       |
| 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    |   | A     | Arterial Spe | ed =<br>LOS = | 31.5<br>B       | mph                     |      |                         |

| ======   | ==== <b>===</b> == |                 | =======      | ======= | ====== |          | . <b>==</b> ==== |          |
|----------|--------------------|-----------------|--------------|---------|--------|----------|------------------|----------|
| SB OF    | F-PEAK DIRE        | CTION RESULTS   | THRU         |         |        | THRU     |                  | ARTERIAL |
|          | AVENUE             |                 |              | V/C     | THRU A | APPROACH | SPEED            | LINK     |
| LINK Sig | gnal Number &      | LocationSTATION | RATE         | RATIO   | DELAY  | LOS      | (MPH)            | LOS      |
|          |                    |                 |              |         |        |          |                  |          |
|          | GNAL # 19          | 494             | 0            |         |        |          |                  |          |
|          | GNAL # 18          | 494             | 0            |         |        |          |                  |          |
| 18-17 SI | GNAL # 17          | 494             | 0            |         |        |          |                  |          |
| 17-16 SI | GNAL # 16          | 494             | 0            |         |        |          |                  |          |
| 16-15 SI | GNAL # 15          | 494             | 0            |         |        |          |                  |          |
| 15-14 SI | GNAL # 14          | 494             | 0            |         |        |          |                  |          |
| 14-13 SI | GNAL # 13          | 494             | 0            |         |        |          |                  |          |
| 13-12 SI | GNAL # 12          | 494             | 0            |         |        |          |                  |          |
| 12-11 SI | GNAL # 11          | 494             | 0            |         |        |          |                  |          |
|          | GNAL # 10          | 494             | 0            |         |        |          |                  |          |
|          | GNAL # 9           | 494             | 0            |         |        |          |                  |          |
| 9-8 SI   | GNAL # 8           | 494             | 0            |         |        |          |                  |          |
| 8-7 SI   | GNAL # 7           | 494             | 0            |         |        |          |                  |          |
| 7-6 SI   | GNAL # 6           | 494             | 0            |         |        |          |                  |          |
| 6-5 SI   | GNAL # 5           | 494             | 0            |         |        |          |                  |          |
| 5-4 SI   | GNAL # 4           | 494             | 0            |         |        |          |                  |          |
|          | GNAL # 3           | 494             | 0            |         |        |          |                  |          |
|          | GNAL # 2           | 494             | 0            |         |        |          |                  |          |
|          | N 12th Street (I   | •               | 169          | 0.13    | 1.9    | Α        | 34.1             | В        |
|          |                    |                 |              |         |        |          |                  |          |
| SB       |                    | A               | Arterial Spe |         |        | mph      |                  |          |
|          |                    |                 |              | LOS =   | В      |          |                  |          |

| Florida Department of Transpo                | rtation  |                                  |
|--|--|----------------------------------|
| ,  | Arterial Level of Service Estimate                             | 1                                |
|  | Based on the 1985 Highway Capacity Mai<br>ART PLAN Version 1.2 | nual                             |
| Developed by: W.McShar                       | e, E.Shenk, and G.Sokolow 12-14-91                             |                                  |
| , ,  | Modified by: FDOT District Four 05-18-9                        | 2                                |
| DESCRIPTION                                  | ROAD NAME: N   | NW 107TH AVENUE                  |
| DEAL(  | Station No. & Location;  | 508                              |
| PEAK >>>>>>                                  | PEAK DIRECTION: S  OFF-PEAK DIRECTION: N                       |                                  |
|  |  | PM PEAK                          |
| Traffic Count Date:                          | · · · · · · · · · · · · · · · · · · ·                          | JANUARY 14, 1995                 |
| User's Notes:<br>                            | NW 12TH STREET TO SR 836 SOUTH                                 |                                  |
| TRAFFIC CHARACTERISTICS                      |  |                                  |
|  | AWDT:  | 54,902                           |
|  | K FACTOR:  | 0.120                            |
|  | D FACTOR:<br>PHF:  | 0.630<br>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<br>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 Clas                   | s:   | Use Free flow speed of:          |
| Rural  |  | 55, 50, 45, 40 or 35             |
| Transitioning, Class 1                       |  | 55, 50, 45, 40 or 35             |
| Urban, Class 1<br>Urban or Transitioning, Cl | ass 2  | 45, 40 or 35<br>40, 35, 30 or 25 |
| Urban, Class 3                               | 433 2  | 35, 30 or 25                     |
|  |  |                                  |
| SIGNALIZATION CHARACTERIS                    | STICS  |                                  |
|  | ARRIVAL TYPE   |                                  |
|  | PEAK DIRECTION:<br>OFF-PEAK DIRECTION:                         | 4                                |
|  | TYPE SIGNAL SYSTEM:  | 2<br>3 (1=ACTUATED               |
|  | THE GIGINAL STOTEM.  | 2=PRETIMED                       |
|  | CVOTEN OVOLE LENGTH  | 3=SEMIACTUATED)                  |
|  | SYSTEM CYCLE LENGTH: WEIGHTED THRU MOVEMENT g/C:               | 150<br>0.37                      |
|  | WEIGHTED THRU MOVEMENT g/C:                                    | 0.37<br>                         |

| SB<br>NW 10   | PEAK DIRECTION'<br>07TH AVENUE  | 'S SPECIFIC INPI<br>COUNT  | JTS<br>PEAK<br>HOUR                       | % TURNS<br>FROM<br>EXCLUS. |        | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS | LENGTH         | ADDIVAL        |
|---|---|--|---|----------------------------|--------|----------------------------|-----------------------------|----------------|----------------|
| LINK  | Signal Number & L   |  |   | LANES                      |        | 2-20                       | 2-20                        | LENGTH<br>(FT) | TYPE           |
| 1-2   | SR 836 South (460   |  | 4,151                                     | 0                          | 3      | 135                        | 0.84                        | 2,200          | 4              |
| 2-3   | SIGNAL #3   | 508  |   |                            |        |                            |                             |                |                |
| 3-4<br>4-5  | SIGNAL # 4  | 508  |   |                            |        |                            |                             |                |                |
| 4-5<br>5-6  | SIGNAL # 5<br>SIGNAL # 6  | 508<br>508   |   |                            |        |                            |                             |                |                |
| 6-7   | SIGNAL # 7  | 508  |   |                            |        |                            |                             |                |                |
| 7-8   | SIGNAL # 8  | 508  |   |                            |        |                            |                             |                |                |
| 8-9   | SIGNAL # 9  | 508  |   |                            |        |                            |                             |                |                |
|   | SIGNAL #10  | 508  |   |                            |        |                            |                             |                |                |
|   | SIGNAL #11  | 508  |   |                            |        |                            |                             |                |                |
| 11-12   | SIGNAL # 12   | 508  |   |                            |        |                            |                             |                |                |
| 12-13   | SIGNAL # 13   | 508  |   |                            |        |                            |                             |                |                |
|   | SIGNAL # 14   | 508  |   |                            |        |                            |                             |                |                |
|   | SIGNAL # 15   | 508  |   |                            |        |                            |                             |                |                |
|   | SIGNAL # 16   | 508  |   |                            |        |                            |                             |                |                |
|   | SIGNAL # 17   | 508  |   |                            |        |                            |                             |                |                |
|   | SIGNAL # 18   | 508  |   |                            |        |                            |                             |                |                |
|   | SIGNAL # 19<br>SIGNAL # 20  | 508<br>508   |   |                            |        |                            |                             |                |                |
| =====   | 31014AL # 20<br>====================================  |  | =======                                   | ======                     | ====== | =======                    | :=== <b>==</b> ===          |                | ======:        |
| NB  | OFF-PEAK DIREC  | TION'S SPECIFIC  | INPUTS                                    |                            |        |                            |                             |                |                |
| NW 10   | 07TH AVENUE   |  |   | % TURNS                    |        |                            |                             |                |                |
|   |   | COLINIT  | PEAK                                      | FROM                       |        | LENGTH                     | g/C                         | LENGTH         | 4 D D 1) / 4 I |
| LINK  | Signal Number & L   | COUNT  | HOUR<br>VOLUME                            | EXCLUS.<br>LANES           | LANES  | SIGNALS<br>19-1            | SIGNALS<br>19-1             | (FT)           | ARRIVAL ,      |
|   | -   |  |   |                            |        |                            |                             | ·              |                |
|   | SIGNAL # 19   | 508  | 0   |                            |        |                            |                             |                |                |
|   | SIGNAL # 18   |  |   |                            |        |                            |                             |                |                |
| 40 47   |   | 508  | 0   |                            |        |                            |                             |                |                |
|   | SIGNAL # 17   | 508  | 0   |                            |        |                            |                             |                |                |
| 17-16   | SIGNAL #17<br>SIGNAL #16  | 508<br>508   | 0<br>0<br>0                               |                            |        |                            |                             |                |                |
| 17-16<br>16-15  | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15   | 508<br>508<br>508  | 0<br>0<br>0                               |                            |        |                            |                             |                |                |
| 17-16<br>16-15<br>15-14   | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14  | 508<br>508<br>508<br>508   | 0<br>0<br>0<br>0                          |                            |        |                            |                             |                |                |
| 17-16<br>16-15<br>15-14<br>14-13  | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13   | 508<br>508<br>508<br>508<br>508                                    | 0<br>0<br>0                               |                            |        |                            |                             |                |                |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12   | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14  | 508<br>508<br>508<br>508   | 0<br>0<br>0<br>0<br>0                     |                            |        |                            |                             |                |                |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11  | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12  | 508<br>508<br>508<br>508<br>508<br>508                             | 0<br>0<br>0<br>0<br>0                     |                            |        |                            |                             |                |                |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10   | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11   | 508<br>508<br>508<br>508<br>508<br>508<br>508                      | 0<br>0<br>0<br>0<br>0<br>0                |                            |        |                            |                             |                |                |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8                                    | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8  | 508<br>508<br>508<br>508<br>508<br>508<br>508<br>508<br>508        | 0<br>0<br>0<br>0<br>0<br>0                |                            |        |                            |                             |                |                |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7                             | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7  | 508<br>508<br>508<br>508<br>508<br>508<br>508<br>508<br>508<br>508 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      |                            |        |                            |                             |                |                |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6                      | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6  | 508<br>508<br>508<br>508<br>508<br>508<br>508<br>508<br>508<br>508 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      |                            |        |                            |                             |                |                |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5               | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5   | 508<br>508<br>508<br>508<br>508<br>508<br>508<br>508<br>508<br>508 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      |                            |        |                            |                             |                |                |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5<br>SIGNAL # 4               | 508<br>508<br>508<br>508<br>508<br>508<br>508<br>508<br>508<br>508 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 |                            |        |                            |                             |                |                |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4<br>4-3 | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5<br>SIGNAL # 4<br>SIGNAL # 4 | 508<br>508<br>508<br>508<br>508<br>508<br>508<br>508<br>508<br>508 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 |                            |        |                            |                             |                |                |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5<br>SIGNAL # 4               | 508<br>508<br>508<br>508<br>508<br>508<br>508<br>508<br>508<br>508 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 30.35                      | 3      | 135                        | 0.80                        | 2,200          | 2              |

|       | PEAK DIRECTI<br>07TH AVENUE<br>Signal Number | ION RESULTS COUNT & LocationSTATIO |              | V/C<br>RATIO | THRU<br>DELAY | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
|-------|--|------------------------------------|--------------|--------------|---------------|-------------------------|----------------|-------------------------|
| 1-2   | SR 836 South (                               | (4608) 508                         | 4294         | 0.90         | 6.2           | В                       | 31.3           | В                       |
| 2-3   | SIGNAL#3                                     | 508                                | 0            |              |               |                         |                |                         |
| 3-4   | SIGNAL#4                                     | 508                                | 0            |              |               |                         |                |                         |
| 4-5   | SIGNAL # 5                                   | 508                                | 0            |              |               |                         |                |                         |
| 5-6   | SIGNAL # 6                                   | 508                                |              |              |               |                         |                |                         |
| 6-7   | SIGNAL # 7                                   | 508                                |              |              |               |                         |                |                         |
| 7-8   | SIGNAL #8                                    | 508                                |              |              |               |                         |                |                         |
| 8-9   | SIGNAL # 9                                   | 508                                | 0            |              |               |                         |                |                         |
| 9-10  | SIGNAL # 10                                  | 508                                |              |              |               |                         |                |                         |
| 10-11 | SIGNAL # 11                                  | 508                                |              |              |               |                         |                |                         |
| 11-12 | SIGNAL # 12                                  | 508                                | 0            |              |               |                         |                |                         |
| 12-13 | SIGNAL # 13                                  | 508                                | 0            |              |               |                         |                |                         |
| 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                                | 0            |              |               |                         |                |                         |
| 18-19 | SIGNAL # 19                                  | 508                                | 0            |              |               |                         |                |                         |
| 19-20 | SIGNAL # 20                                  | 508                                | 0            |              |               |                         |                |                         |
| SB    |  |                                    | Arterial Spe | ed =         | 31.3          | mph                     |                |                         |
|       |  |                                    | •            | LOS =        | В             | •                       |                |                         |

| ====  | :========         |               | =======      | - <b></b> | _====== | :== <b>==</b> === | ====== | <b></b> : |
|-------|-------------------|---------------|--------------|-----------|---------|-------------------|--------|-----------|
| NB    | OFF-PEAK DIREC    | CTION RESULTS | THRU         |           |         | THRU              |        | ARTERIAL  |
| –     | 07TH AVENUE       |               | FLOW         | V/C       | THRU A  | APPROACH          | SPEED  | LINK      |
| LINK  | Signal Number &   |               |              | RATIO     | DELAY   | LOS               | (MPH)  | 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 (4 | 592) 508      | 1,757        | 0.39      | 4.0     | Α                 | 33.3   | ВВ        |
| NB    |                   |               | Arterial Spe | ed =      | 33.3    | mph               |        |           |
|       |                   | •             | Оро          | LOS =     | В       |                   |        |           |
|       |                   |               |              |           | _       |                   |        |           |

| Florida Department of Transportation   | =======================================  |
|--|--|
| A<br>Bas<br>AR<br>Developed by: W.McShane, E.S   | rterial Level of Service Estimate<br>sed on the 1985 Highway Capacity Manual<br>IT_PLAN Version 1.2  |
| DESCRIPTION  | ROAD NAME: NW 107TH AVENUE   |
| PEAK >>>>>>  | Station No. & Location: 510 PEAK DIRECTION: SB OFF-PEAK DIRECTION: NB Study Time Period: PM PEAK   |
|  | Y 11, 1994 Analysis Date: JANUARY 14, 1995<br>25TH STREET TO NW 12TH STREET  |
| TRAFFIC CHARACTERISTICS  |  |
| % 7  | AWDT: 33,288 K FACTOR: 0.120 D FACTOR: 0.740 PHF: 0.844 ADJ. SATURATION FLOW RATE: 1,900 FURNS 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:<br>Rural<br>Transitioning, Class 1<br>Urban, Class 1<br>Urban or Transitioning, Class 2<br>Urban, Class 3 | Use Free flow speed of: 55, 50, 45, 40 or 35 55, 50, 45, 40 or 35 45, 40 or 35 40, 35, 30 or 25 35, 30 or 25   |
| SIGNALIZATION CHARACTERISTICS  | ======================================   |
|  | ARRIVAL TYPE   |

PEAK DIRECTION:

OFF-PEAK DIRECTION:

TYPE SIGNAL SYSTEM:

4 2

3 (1=ACTUATED

2=PRETIMED

3=SEMIACTUATED)

SYSTEM CYCLE LENGTH:

WEIGHTED THRU MOVEMENT g/C:

150 0.37

| SB<br>NW 10   | PEAK DIRECTION'S S<br>07TH AVENUE  | SPECIFIC INP   |   | % TURNS                  |        |                           | EFFECTIVE              |                |                 |
|---|--|--|---|--------------------------|--------|---------------------------|------------------------|----------------|-----------------|
| LINK  | Signal Number & Loca   | COUNT<br>ation STATIO  | PEAK<br>HOUR<br>VOLUME                    | FROM<br>EXCLUS.<br>LANES | LANES  | LENGTH<br>SIGNALS<br>2-20 | g/C<br>SIGNALS<br>2-20 | LENGTH<br>(FT) | ARRIVAL<br>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)  |  | 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<br>510   |   |                          |        |                           |                        |                |                 |
| 6-7<br>7-8  | SIGNAL # 7<br>SIGNAL # 8   | 510<br>510   |   |                          |        |                           |                        |                |                 |
| 8-9   | SIGNAL#8   | 510  |   |                          |        |                           |                        |                |                 |
| _   | SIGNAL # 10  | 510  |   |                          |        |                           |                        |                |                 |
|   | SIGNAL # 11  | 510  |   |                          |        |                           |                        |                |                 |
|   | SIGNAL # 12  | 510  |   |                          |        |                           |                        |                |                 |
| 12-13   | SIGNAL # 13  | 510  |   |                          |        |                           |                        |                |                 |
|   | SIGNAL # 14  | 510  |   |                          |        |                           |                        |                |                 |
|   | SIGNAL # 15  | 510  |   |                          |        |                           |                        |                |                 |
|   | SIGNAL # 16  | 510  |   |                          |        |                           |                        |                |                 |
|   | SIGNAL # 17  | 510<br>510   |   |                          |        |                           |                        |                |                 |
| -   | SIGNAL # 18<br>SIGNAL # 19   | 510<br>510   |   |                          |        |                           |                        |                |                 |
|   | SIGNAL # 19<br>SIGNAL # 20   | 510  |   |                          |        |                           |                        |                |                 |
| =====   |  | =========  |   | ======                   | ====== | =======                   | ========               | ======         | =======         |
| NB  | OFF-PEAK DIRECTIO  | N'S SPECIFIC   | INPUTS                                    |                          |        | •                         |                        |                |                 |
| NW 1  | 07TH AVENUE  |  |   | % TURNS                  |        |                           | EFFECTIVE              |                |                 |
|   |  | COLINIT  | PEAK                                      | FROM                     |        | LENGTH                    | g/C                    | LENOTH         | 4 D D IV / 4 L  |
| 1.1811/2  | Signal Number & Loca   | COUNT  | HOUR<br>VOLUME                            | EXCLUS.<br>LANES         | LANES  | SIGNALS<br>19-1           | SIGNALS<br>19-1        | LENGTH         | ARRIVAL<br>TYPE |
| LINK  |  |  | VOLUNE                                    | LANES                    | LANES  | 19-1                      | 19-1                   | (FT)<br>       |                 |
| 20-19   | SIGNAL # 19  | 510  | 0   |                          |        |                           |                        |                |                 |
|   | SIGNAL # 18  | 510  | ^   |                          |        |                           |                        |                |                 |
| 18-17   |  |  | 0   |                          |        |                           |                        |                |                 |
|   | SIGNAL # 17  | 510  | 0   |                          |        |                           |                        |                |                 |
| 17-16   | SIGNAL # 16  | 510<br>510   | 0<br>0                                    |                          |        |                           |                        |                |                 |
| 17-16<br>16-15  | SIGNAL # 16<br>SIGNAL # 15   | 510<br>510<br>510  | 0<br>0<br>0                               |                          |        |                           |                        |                |                 |
| 17-16<br>16-15<br>15-14   | SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14  | 510<br>510<br>510<br>510   | 0<br>0<br>0                               |                          |        |                           |                        |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13  | SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13   | 510<br>510<br>510<br>510<br>510                                    | 0<br>0<br>0<br>0                          |                          |        |                           |                        |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12   | SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12  | 510<br>510<br>510<br>510<br>510<br>510                             | 0<br>0<br>0<br>0<br>0                     |                          |        |                           |                        |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12   | SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13   | 510<br>510<br>510<br>510<br>510                                    | 0<br>0<br>0<br>0                          |                          |        |                           |                        |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12   | SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10  | 510<br>510<br>510<br>510<br>510<br>510<br>510                      | 0<br>0<br>0<br>0<br>0<br>0                |                          |        |                           |                        |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10   | SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11   | 510<br>510<br>510<br>510<br>510<br>510<br>510                      | 0<br>0<br>0<br>0<br>0<br>0                |                          |        |                           |                        |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9   | SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9  | 510<br>510<br>510<br>510<br>510<br>510<br>510<br>510               | 0<br>0<br>0<br>0<br>0<br>0<br>0           |                          |        |                           |                        |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6                      | SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6   | 510<br>510<br>510<br>510<br>510<br>510<br>510<br>510<br>510<br>510 | 0<br>0<br>0<br>0<br>0<br>0<br>0           |                          |        |                           |                        |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5               | SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5                             | 510<br>510<br>510<br>510<br>510<br>510<br>510<br>510<br>510<br>510 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      |                          |        |                           |                        |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5<br>SIGNAL # 4               | 510<br>510<br>510<br>510<br>510<br>510<br>510<br>510<br>510<br>510 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 |                          |        |                           |                        |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4<br>4-3 | SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5<br>SIGNAL # 4<br>SIGNAL # 3 | 510<br>510<br>510<br>510<br>510<br>510<br>510<br>510<br>510<br>510 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 |                          |        |                           |                        |                |                 |
| 17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6<br>SIGNAL # 5<br>SIGNAL # 4               | 510<br>510<br>510<br>510<br>510<br>510<br>510<br>510<br>510<br>510 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 40.79<br>36.22           | 2 2    | 135<br>110                |                        | 740<br>3,900   | 2 2             |

|       | PEAK DIRECTION RESU 07TH AVENUE Signal Number & Location | COUNT | THRU<br>FLOW<br>RATE | V/C<br>RATIO | THRU A | THRU<br>APPROAC<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>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 Spee        | ed =         | 9.9    | mph                    |                |                         |              |

SB Arterial Speed = 9.9 mph LOS = F

| =                               | ===== | ========      | ======      | ====== | ======= | ======= | =======  |
|---------------------------------|-------|---------------|-------------|--------|---------|---------|----------|
| NB OFF-PEAK DIRECTION RES       | SULTS | THRU          |             |        | THRU    |         | ARTERIAL |
| NW 107TH AVENUE                 | COUNT | FLOW          | V/C         | THRU A | PPROAC  | SPEED   | LINK     |
| LINK Signal Number & Location S | TATIO | RATE          | RATIO       | DELAY  | LOS     | (MPH)   | LOS      |
|                                 |       | -             | <del></del> |        |         |         |          |
| 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    | Α       | 24.0    | С        |
| 2-1 NW 25th Street (4697)       | 510   | 784           | 0.48        | 23.3   | С       | 27.1    | С        |
| ND                              |       |               | •           |        |         |         |          |
| NB                              |       | Arterial Spee |             | 26.6 r | прп     |         |          |
|                                 |       |               | LOS =       | С      |         |         |          |

| =======================================  |   |   |
|--|---|---|
| Florida Department of Transpo  | Arterial Level of Service Estimate  |   |
| Developed by: W.McShar   | Based on the 1985 Highway Capacity Mar<br>ART_PLAN Version 1.2<br>ne, E.Shenk, and G.Sokolow 12-14-91<br>Modified by: FDOT District Four 05-18-92 |   |
| DESCRIPTION  |   | IW 107TH AVENUE   |
| PEAK >>>>>>  | OFF-PEAK DIRECTION: N   | 512<br>BB<br>IB<br>PM PEAK  |
| Traffic Count Date:<br>User's Notes:   |   | ANUARY 14, 1995   |
| TRAFFIC CHARACTERISTICS  |   | =======================================   |
|  | AWDT: K FACTOR: D FACTOR: PHF: ADJ. SATURATION FLOW RATE: TURNS FROM EXCLUSIVE LANES:   | 29,400<br>0.090<br>0.550<br>0.950<br>1,900<br>15  |
| ROADWAY CHARACTERISTICS  | <del></del>   |   |
|  | NUMBER OF THRU LANES PEAK DIRECTION: OFF-PEAK DIRECTION: URBAN, TRANSITIONING, OR RURAL DEVELOPED (U/T/R): ARTERIAL CLASS FREE FLOW SPEED (mph):  | 2<br>2<br>U<br>1 (1, 2, or 3)<br>40 (45, 40, or 35)   |
| For Arterial Type and Clas<br>Rural<br>Transitioning, Class 1<br>Urban, Class 1<br>Urban or Transitioning, C<br>Urban, Class 3 |   | Use Free flow speed of:<br>55, 50, 45, 40 or 35<br>55, 50, 45, 40 or 35<br>45, 40 or 35<br>40, 35, 30 or 25<br>35, 30 or 25 |
| SIGNALIZATION CHARACTERI   | :=====================================  | =======================================   |
|  | ARRIVAL TYPE PEAK DIRECTION: OFF-PEAK DIRECTION: TYPE SIGNAL SYSTEM;  | 4<br>2<br>3 (1=ACTUATED<br>2=PRETIMED<br>3=SEMIACTUATED)  |
|  | SYSTEM CYCLE LENGTH: WEIGHTED THRU MOVEMENT g/C:  | 150<br>0.37   |

|  | PEAK DIRECTION'S SF<br>07TH AVENUE<br>Signal Number & Locati  | COUNT   | PEAK<br>HOUR  | % TURNS<br>FROM<br>EXCLUS.<br>LANES    |          | CYCLE<br>LENGTH<br>SIGNALS<br>2-20 | EFFECTIVE<br>g/C<br>SIGNALS<br>2-20 | LENGTH<br>(FT) | ARRIVAL<br>TYPE |
|--|---|---|---|--|----------|------------------------------------|-------------------------------------|----------------|-----------------|
| 1-2  | NW 33rd Street (5436)   | 512   | 1,455   | 7.12                                   | 2        | 73                                 | 0.78                                | 2,900          | 4               |
|  | 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   |   |  |          |                                    |                                     |                |                 |
|  | SIGNAL # 7  | 512   |   |  |          |                                    |                                     |                |                 |
|  | SIGNAL # 8  | 512   |   |  |          |                                    |                                     |                |                 |
|  | SIGNAL #9   | 512   |   |  |          |                                    |                                     |                |                 |
|  | SIGNAL # 10   | 512   |   |  |          |                                    |                                     |                |                 |
|  | SIGNAL # 11   | 512   |   |  |          |                                    |                                     |                |                 |
|  | SIGNAL # 12   | 512   |   |  |          |                                    |                                     |                |                 |
|  | SIGNAL # 13   | 512   |   |  |          |                                    |                                     |                |                 |
|  | SIGNAL # 14   | 512   |   |  |          |                                    |                                     |                |                 |
|  | SIGNAL # 15   | 512   |   |  |          |                                    |                                     |                |                 |
|  | SIGNAL # 16   | 512   |   |  |          |                                    |                                     |                |                 |
|  | SIGNAL # 17   | 512   |   |  |          |                                    |                                     |                |                 |
|  | SIGNAL # 18   | 512   |   |  |          |                                    |                                     |                |                 |
| 18-19  | SIGNAL # 19   | 512   |   |  |          |                                    |                                     |                |                 |
|  | SIGNAL # 20   | 512   |   |  |          |                                    |                                     |                |                 |
| 19-20<br>=====<br>NB   | SIGNAL # 20<br>====================================   |   |   | ====================================== |          |                                    |                                     |                | =====           |
| 19-20<br>=====<br>NB<br>NW 10  | OFF-PEAK DIRECTION  | COUNT   | PEAK<br>HOUR  | % TURNS<br>FROM<br>EXCLUS.             | <b>i</b> | CYCLE<br>LENGTH                    | EFFECTIVE<br>g/C<br>SIGNALS<br>19-1 |                |                 |
| 19-20<br>=====<br>NB<br>NW 10<br>LINK  | OFF-PEAK DIRECTION<br>07TH AVENUE   | COUNT   | PEAK<br>HOUR  | % TURNS<br>FROM<br>EXCLUS.             | <b>i</b> | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVAI         |
| 19-20<br>=====<br>NB<br>NW 10<br>LINK<br><br>20-19<br>19-18  | OFF-PEAK DIRECTION 07TH AVENUE  Signal Number & Locat  SIGNAL # 19 SIGNAL # 18  | COUNT   | PEAK<br>HOUR<br>VOLUME  | % TURNS<br>FROM<br>EXCLUS.             | <b>i</b> | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVAI         |
| 19-20<br>=====<br>NB<br>NW 10<br>LINK<br><br>20-19<br>19-18<br>18-17   | OFF-PEAK DIRECTION 07TH AVENUE  Signal Number & Locat  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17  | COUNT ionSTATION  | PEAK<br>HOUR<br>VOLUME<br>0<br>0                                    | % TURNS<br>FROM<br>EXCLUS.             | <b>i</b> | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20<br>=====<br>NB<br>NW 10<br>LINK<br><br>20-19<br>19-18<br>18-17   | OFF-PEAK DIRECTION 07TH AVENUE  Signal Number & Locat  SIGNAL # 19 SIGNAL # 18  | COUNT ionSTATION 512 512  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0                               | % TURNS<br>FROM<br>EXCLUS.             | <b>i</b> | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20<br><br>NB<br>NW 10<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16   | OFF-PEAK DIRECTION 07TH AVENUE  Signal Number & Locat  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17  | COUNT ionSTATION 512 512 512  | PEAK<br>HOUR<br>VOLUME<br>0<br>0                                    | % TURNS<br>FROM<br>EXCLUS.             | <b>i</b> | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20<br><br>NB<br>NW 10<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15  | OFF-PEAK DIRECTION 07TH AVENUE  Signal Number & Locat  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16  | COUNT ionSTATION 512 512 512 512  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0                               | % TURNS<br>FROM<br>EXCLUS.             | <b>i</b> | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVAI         |
| 19-20<br>=====<br>NB<br>NW 10<br>LINK<br>  | OFF-PEAK DIRECTION 07TH AVENUE  Signal Number & Locat  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15  | COUNT<br>ionSTATION<br>512<br>512<br>512<br>512<br>512<br>512               | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                     | % TURNS<br>FROM<br>EXCLUS.             | <b>i</b> | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVAI         |
| 19-20<br>=====<br>NB<br>NW 10<br>LINK<br>  | OFF-PEAK DIRECTION 07TH AVENUE  Signal Number & Locat  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14  | COUNT<br>ionSTATION<br>512<br>512<br>512<br>512<br>512<br>512<br>512<br>512 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0                          | % TURNS<br>FROM<br>EXCLUS.             | <b>i</b> | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVAI         |
| 19-20<br>=====<br>NB<br>NW 10<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12                                | OFF-PEAK DIRECTION 07TH AVENUE  Signal Number & Locat  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13  | COUNT ionSTATION 512 512 512 512 512 512 512 512 512                        | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                     | % TURNS<br>FROM<br>EXCLUS.             | <b>i</b> | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20<br>=====<br>NB<br>NW 10<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>12-11  | OFF-PEAK DIRECTION 07TH AVENUE  Signal Number & Locat  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 13  | COUNT ionSTATION 512 512 512 512 512 512 512 512 512 512                    | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                     | % TURNS<br>FROM<br>EXCLUS.             | <b>i</b> | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVAI         |
| 19-20<br>=====<br>NB<br>NW 10<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>11-10<br>10-9                                    | OFF-PEAK DIRECTION 07TH AVENUE  Signal Number & Locat  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9   | COUNT ionSTATION 512 512 512 512 512 512 512 512 512 512                    | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                | % TURNS<br>FROM<br>EXCLUS.             | <b>i</b> | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVA          |
| 19-20<br>=====<br>NB<br>NW 10<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>12-11<br>11-10<br>9-8                        | OFF-PEAK DIRECTION 07TH AVENUE  Signal Number & Locat  SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8  | COUNT ionSTATION 512 512 512 512 512 512 512 512 512 512                    | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | % TURNS<br>FROM<br>EXCLUS.<br>LANES    | <b>i</b> | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVAI         |
| 19-20<br>=====<br>NB<br>NW 10<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7 | OFF-PEAK DIRECTION 07TH AVENUE  Signal Number & Locat  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7   | COUNT ionSTATION 512 512 512 512 512 512 512 512 512 512                    | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | % TURNS<br>FROM<br>EXCLUS.<br>LANES    | <b>i</b> | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVAI         |
| 19-20<br>=====<br>NB<br>NW 10<br>LINK<br>  | OFF-PEAK DIRECTION 07TH AVENUE  Signal Number & Locat  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6  | COUNT ionSTATION 512 512 512 512 512 512 512 512 512 512                    | PEAK HOUR VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0               | % TURNS<br>FROM<br>EXCLUS.<br>LANES    | <b>i</b> | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVAI         |
| 19-20<br>=====<br>NB<br>NW 10<br>LINK<br><br>19-18<br>18-17<br>17-16<br>16-15<br>13-12<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5              | OFF-PEAK DIRECTION 07TH AVENUE  Signal Number & Locat  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5                                  | COUNT ionSTATION 512 512 512 512 512 512 512 512 512 512                    | PEAK HOUR VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0               | % TURNS<br>FROM<br>EXCLUS.<br>LANES    | <b>i</b> | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVAI         |
| 19-20<br>=====<br>NB<br>NW 10<br>LINK<br>  | OFF-PEAK DIRECTION 07TH AVENUE  Signal Number & Locat  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 5 SIGNAL # 4                        | COUNT ionSTATION 512 512 512 512 512 512 512 512 512 512                    | PEAK HOUR VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0               | % TURNS<br>FROM<br>EXCLUS.<br>LANES    | <b>i</b> | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         | ARRIVAI         |
| 19-20<br>=====<br>NB<br>NW 10<br>LINK<br>  | OFF-PEAK DIRECTION 07TH AVENUE  Signal Number & Locat  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4 SIGNAL # 4 SIGNAL # 3 | COUNT ionSTATION 512 512 512 512 512 512 512 512 512 512                    | PEAK HOUR VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0               | % TURNS<br>FROM<br>EXCLUS.<br>LANES    | <b>i</b> | CYCLE<br>LENGTH<br>SIGNALS<br>19-1 | EFFECTIVE<br>g/C<br>SIGNALS<br>19-1 | LENGTH         | ARRIVAI         |
| 19-20<br>=====<br>NB<br>NW 10<br>LINK<br>  | OFF-PEAK DIRECTION 07TH AVENUE  Signal Number & Locat  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 5 SIGNAL # 4                        | COUNT ionSTATION 512 512 512 512 512 512 512 512 512 512                    | PEAK HOUR VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0               | % TURNS<br>FROM<br>EXCLUS.<br>LANES    | <b>i</b> | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS<br>19-1 | LENGTH         | ARRIVAI         |

| NW 1  | PEAK DIRECTION RES<br>07TH AVENUE<br>Signal Number & Locati | COUNT | FLOW         |      | THRU<br>DELAY | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
|-------|---|-------|--------------|------|---------------|-------------------------|----------------|-------------------------|
| 1-2   | NW 33rd Street (5436)                                       | 512   | 1423         | 0.48 | 1.6           | Α                       | 37.3           | Α                       |
| 2-3   |   | 512   | 1288         | 0.79 | 18.3          | С                       | 24.6           | С                       |
| 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            |      |               |                         |                |                         |
|       | SIGNAL # 11   | 512   | 0            |      |               |                         |                |                         |
|       | SIGNAL # 12   | 512   | 0            |      |               |                         |                |                         |
|       | SIGNAL # 13   | 512   | 0            |      |               |                         |                |                         |
|       | SIGNAL # 14   | 512   | 0            |      |               |                         |                |                         |
|       | SIGNAL # 15   | 512   | 0            |      |               |                         |                |                         |
|       | SIGNAL # 16   | 512   | 0            |      |               |                         |                |                         |
|       | SIGNAL # 17   | 512   | 0            |      |               |                         |                |                         |
|       | SIGNAL # 18   | 512   | 0            |      |               |                         |                |                         |
|       | SIGNAL # 19   | 512   | 0            |      |               |                         |                |                         |
| 19-20 | SIGNAL # 20   | 512   | 0            |      |               |                         |                |                         |
| SB    |   | A     | Arterial Spe | ed = | 30.2          | mph                     |                |                         |

Arterial Speed = 30.2 mph LOS = B

| NW 10 | 7TH AVENUE        | CTION RESULTS COUNT LocationSTATION | FLOW          |      |      | THRU<br>APPROACH<br>LOS |      | ARTERIAL<br>LINK<br>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  | Α                       | 35.4 | . A                     |
| 2-1   | NW 41st Street (2 |                                     | 0             |      |      |                         |      |                         |
| NB    |                   | F                                   | Arterial Spee | ed = | 35.4 | •                       |      |                         |

LOS = A

|   |   | ======================================= |
|---|---|---|
| Florida Department of Transp                | ortation Arterial Level of Service Estimate                         |   |
|   | Based on the 1985 Highway Capacity Ma                               | nual                                    |
| Developed by: W McSha                       | ART_PLAN Version 1.2<br>ne, E.Shenk, and G.Sokolow 12-14-91         |   |
| Developed by: W. McGrid                     | Modified by: FDOT District Four 05-18-9                             | 2                                       |
| DESCRIPTION                                 |   | SW 8TH STREET                           |
| PEAK >>>>>                                  | Station No. & Location: PEAK DIRECTION: \                           | 589<br>WB                               |
|   | OFF-PEAK DIRECTION: E   | ΕB                                      |
| Turff Colored But                           | Study Time Period: F  |   |
| Traffic Count Date: User's Notes:           | AUGUST 5, 1993 Analysis Date: F<br>SW 87TH AVENUE TO SW 107TH AVENU | FEBRUARY 2, 1995<br>JE                  |
| TRAFFIC CHARACTERISTICS                     |   |   |
|   | AWDT:   | 17,150                                  |
|   | K FACTOR:   | 0.144                                   |
|   | D FACTOR:<br>PHF:   | 0.630<br>0.953                          |
|   | ADJ. SATURATION FLOW RATE:  | 1,900                                   |
|   | % TURNS FROM EXCLUSIVE LANES:                                       | 15                                      |
| ROADWAY CHARACTERISTIC                      | : <b>=============</b><br>S   | :=====================================  |
|   | 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 Cla                   | ss:   | Use Free flow speed of:                 |
| Rural                                       |   | 55, 50, 45, 40 or 35                    |
| Transitioning, Class 1                      |   | 55, 50, 45, 40 or 35                    |
| Urban, Class 1<br>Urban or Transitioning, C | llass 2   | 45, 40 or 35<br>40, 35, 30 or 25        |
| Urban, Class 3                              | 7,000 2   | 35, 30 or 25                            |
| SIGNALIZATION CHARACTER                     |   |   |
| GIGHALIZATION CHARACTER                     | 100   |   |
|   | ARRIVAL TYPE  | •                                       |
|   | PEAK DIRECTION:<br>OFF-PEAK DIRECTION:                              | 4<br>2                                  |
|   | TYPE SIGNAL SYSTEM:   | 3 (1=ACTUATED                           |
|   | 3.3 3 . 3 . 2   | 2=PRETIMED                              |
|   | SYSTEM CYCLE LENGTH:  | 3=SEMIACTUATED)<br>150                  |
|   | WEIGHTED THRU MOVEMENT g/C:   | 0.37                                    |

\_\_\_\_\_\_

|   | TH STREET Signal Number &  |  | COUNT  | PEAK<br>HOUR<br>VOLUME  | % TURNS<br>FROM<br>EXCLUS.<br>LANES                |                | CYCLE<br>LENGTH<br>SIGNALS<br>2-20 | EFFECTIVE<br>g/C<br>SIGNALS<br>2-20                    | LENGTH<br>(FT)          | ARR<br>TY |
|---|--|--|--|---|--|----------------|------------------------------------|--|-------------------------|-----------|
| 1-2   | SW 92nd Avenue   |  | 589  | 1,554   | 10.38  | 4              | 134                                |  | 2,650                   |           |
| 2-3   | SW 94th Avenue (   |  | 589  | 1,554   | 5.53   | 4              | 136                                |  | 1,350                   |           |
| 3-4   | SW 97th Avenue (   |  | 589  | 1,554   | 9.34   | 4              | 136                                |  | 1,285                   |           |
| 4-5   | SW 102nd Avenue  |  | 589  | 1,554   | 14.39  | 4              | 164                                |  | 2,685                   |           |
| 5-6   | SW 107th Avenue  | (3709)                                 | 589  | 1,554   | 29.96  | 3              | 135                                | 0.24   | 2,577                   |           |
| 6-7   | SIGNAL # 7   |  | 589  |   |  |                |                                    |  |                         |           |
| 7-8   | SIGNAL #8  |  | 589  |   |  |                |                                    |  |                         |           |
| 8-9   | SIGNAL #9  |  | 589  |   |  |                |                                    |  |                         |           |
|   | SIGNAL # 10  |  | 589  |   |  |                |                                    |  |                         |           |
|   | SIGNAL # 11  |  | 589  |   |  |                |                                    |  |                         |           |
|   | SIGNAL # 12  |  | 589  |   |  |                |                                    |  |                         |           |
|   | SIGNAL # 13  |  | 589  |   |  |                |                                    |  |                         |           |
|   | SIGNAL # 14  |  | 589  |   |  |                |                                    |  |                         |           |
|   | SIGNAL # 15  |  | 589  |   |  |                |                                    |  |                         |           |
|   | SIGNAL # 16  |  | 589  |   |  |                |                                    |  |                         |           |
|   | SIGNAL # 17  |  | 589  |   |  |                |                                    |  |                         |           |
|   | SIGNAL # 18  |  | 589  |   |  |                |                                    |  |                         |           |
| 1 X_1 U   | SIGNAL # 19  |  | 580  |   |  |                |                                    |  |                         |           |
| 19-20<br>=====<br>EB  | SIGNAL # 20<br>SIGNAL # 20<br>SIEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEEE   |  | 589<br>589<br>======<br>SPECIFIC                                   |   | **************************************             | <b>====</b> == | CYCLE                              |  | ======                  | ====      |
| 19-20<br>=====<br>EB<br>SW 8  | SIGNAL # 20<br><br>OFF-PEAK DIREC  | CTION'S                                | 589<br>======<br>SPECIFIC  | PEAK<br>HOUR  | FROM<br>EXCLUS                                     |                | CYCLE<br>LENGTH<br>SIGNALS<br>19-1 | EFFECTIVE<br>g/C<br>SIGNALS<br>19-1                    | LENGTH<br>(FT)          |           |
| 19-20<br>=====<br>EB<br>SW 8 <sup>-</sup><br>LINK   | SIGNAL # 20 SIGNAL # 20 SIGNAL # 20 SIGNAL WITH STREET SIGNAL Number &   | CTION'S                                | 589<br>======<br>SPECIFIC  | PEAK<br>HOUR  | FROM<br>EXCLUS                                     | •              | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS   | LENGTH                  |           |
| 19-20<br>EB<br>SW 8 <sup>-</sup><br>LINK<br>  | SIGNAL # 20 SIGNAL # 20 SIGNAL # 20 SIGNAL # 19  | CTION'S                                | 589<br>SPECIFIC<br>COUNT<br>STATION                                | PEAK<br>HOUR<br>VOLUME  | FROM<br>EXCLUS                                     | •              | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS   | LENGTH                  |           |
| 19-20<br>EB<br>SW 8'<br>LINK<br><br>20-19<br>19-18  | SIGNAL # 20 SIGNAL # 20 SIGNAL # 20 SIGNAL WITH STREET SIGNAL Number &   | CTION'S                                | 589 SPECIFIC COUNT STATION 589                                     | PEAK<br>HOUR<br>VOLUME  | FROM<br>EXCLUS                                     | •              | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS   | LENGTH                  |           |
| 19-20<br>EB<br>SW 8'<br>LINK<br><br>20-19<br>19-18<br>18-17   | SIGNAL # 20  OFF-PEAK DIRECT  Signal Number &  SIGNAL # 19  SIGNAL # 18  | CTION'S                                | 589 SPECIFIC COUNT STATION 589 589                                 | PEAK<br>HOUR<br>VOLUME  | FROM<br>EXCLUS                                     | •              | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS   | LENGTH                  |           |
| 19-20<br>EB<br>SW 8'<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16  | SIGNAL # 20  OFF-PEAK DIRECT  Signal Number &  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17   | CTION'S                                | 589 SPECIFIC COUNT STATION 589 589 589                             | PEAK<br>HOUR<br>VOLUME<br>0<br>0  | FROM<br>EXCLUS                                     | •              | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS   | LENGTH                  |           |
| 19-20<br>EB<br>SW 8'<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15   | SIGNAL # 20  OFF-PEAK DIRECT  Signal Number &  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16   | CTION'S                                | 589 SPECIFIC COUNT STATION 589 589 589 589                         | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0   | FROM<br>EXCLUS                                     | •              | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS   | LENGTH                  |           |
| 19-20<br>=====<br>EB<br>SW 8'<br>LINK<br>   | SIGNAL # 20  OFF-PEAK DIRECT  Signal Number &  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15   | CTION'S                                | 589 SPECIFIC COUNT STATION 589 589 589 589 589                     | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS                                     | •              | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS   | LENGTH                  |           |
| 19-20<br>=====<br>EB<br>SW 8'<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13  | SIGNAL # 20  OFF-PEAK DIRECT  Signal Number &  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14   | CTION'S                                | 589 SPECIFIC COUNT STATION 589 589 589 589 589 589                 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS                                     | •              | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS   | LENGTH                  |           |
| 19-20<br>EB<br>SW 8'<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12  | SIGNAL # 20  OFF-PEAK DIRECT  Signal Number &  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 13   | CTION'S                                | 589 SPECIFIC COUNT STATION 589 589 589 589 589 589 589             | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS                                     | •              | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS   | LENGTH                  |           |
| 19-20<br>EB<br>SW 8'<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11                                   | SIGNAL # 20  OFF-PEAK DIRECT  Signal Number &  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12   | CTION'S                                | 589 SPECIFIC COUNT STATION 589 589 589 589 589 589 589 589         | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS                                     | •              | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS   | LENGTH                  |           |
| 19-20<br>EB<br>SW 8'<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>11-10  | SIGNAL # 20  OFF-PEAK DIRECT  Signal Number &  SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11   | CTION'S                                | 589 SPECIFIC COUNT STATION 589 589 589 589 589 589 589 589 589     | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS                                     | •              | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS   | LENGTH                  |           |
| 19-20<br>EB<br>SW 8'<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>11-10  | SIGNAL # 20  OFF-PEAK DIRECT  Signal Number &  SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10   | CTION'S                                | 589 SPECIFIC COUNT STATION 589 589 589 589 589 589 589 589 589 589 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS                                     | •              | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS   | LENGTH                  |           |
| 19-20<br>EB<br>SW 8'<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9                                       | SIGNAL # 20  OFF-PEAK DIRECT  Signal Number &  SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9  | CTION'S                                | 589 SPECIFIC COUNT STATION 589 589 589 589 589 589 589 589 589 589 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS                                     | •              | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS   | LENGTH                  |           |
| 19-20<br>EB<br>SW 8'<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>11-10<br>10-9<br>9-8   | SIGNAL # 20  OFF-PEAK DIRECT  Signal Number &  SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8   | CTION'S                                | 589 SPECIFIC COUNT STATION 589 589 589 589 589 589 589 589 589 589 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS                                     | •              | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS   | LENGTH<br>(FT)          | TY        |
| 19-20<br>EB<br>SW 8'<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>12-11<br>11-10<br>9-8<br>8-7                     | SIGNAL # 20  CFF-PEAK DIRECT  Signal Number &  SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7  | Locations                              | 589 SPECIFIC COUNT STATION 589 589 589 589 589 589 589 589 589 589 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                                    | FROM<br>EXCLUS<br>LANES                            | LANES          | LENGTH<br>SIGNALS<br>19-1          | g/C<br>SIGNALS<br>19-1                                 | LENGTH<br>(FT)<br>2,577 | TY        |
| 19-20<br>EB<br>SW 8'<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4 | SIGNAL # 20  CFF-PEAK DIRECT  Signal Number &  SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6   | Locations                              | 589 SPECIFIC COUNT STATION 589 589 589 589 589 589 589 589 589 589 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS<br>LANES<br>0<br>14.49              | LANES          | LENGTH<br>SIGNALS<br>19-1<br>      | g/C<br>SIGNALS<br>19-1<br>                             | LENGTH<br>(FT)<br>      | TY        |
| 19-20<br>EB<br>SW 8'<br>LINK<br>  | SIGNAL # 20  SIGNAL # 20  SIGNAL # 10  SIGNAL # 19  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 14  SIGNAL # 11  SIGNAL # 11  SIGNAL # 10  SIGNA | e (4510)<br>(3743)<br>(4563)           | 589 SPECIFIC COUNT STATION 589 589 589 589 589 589 589 589 589 589 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>912<br>912<br>912          | FROM<br>EXCLUS<br>LANES                            | LANES          | LENGTH<br>SIGNALS<br>19-1<br>      | g/C<br>SIGNALS<br>19-1<br>0.78<br>0.55<br>0.77         | 2,577<br>2,685<br>1,285 | TY        |
| 19-20<br>EB<br>SW 8'<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4 | SIGNAL # 20  OFF-PEAK DIRECT  Signal Number &  SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SW 102nd Avenue 6  | e (4510)<br>(3743)<br>(4563)<br>(5164) | 589 SPECIFIC COUNT STATION 589 589 589 589 589 589 589 589 589 589 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS<br>LANES<br>0<br>14.49<br>0.98<br>7 | LANES 4 4 4 4  | LENGTH<br>SIGNALS<br>19-1<br>      | g/C<br>SIGNALS<br>19-1<br>0.78<br>0.55<br>0.77<br>0.66 | LENGTH<br>(FT)<br>      | TY.       |

•

,

|       | PEAK DIRECTION RESULTH STREET Signal Number & Location | COUNT | THRU<br>FLOW<br>RATE | V/C<br>RATIO | THRU<br>DELAY | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
|-------|--|-------|----------------------|--------------|---------------|-------------------------|----------------|-------------------------|
| 1-2   | SW 92nd Avenue (5164)                                  | 589   | 1462                 | 0.29         | 5.3           | В                       | 35.4           | Α                       |
| 2-3   | SW 94th Avenue (4563)                                  | 589   | 1541                 | 0,26         | 2.5           | Α                       | 31.0           | В                       |
| 3-4   | SW 97th Avenue (3743)                                  | 589   | 1479                 | 0.35         | 9.4           | В                       | 23.3           | С                       |
| 4-5   | SW 102nd Avenue (4510)                                 | 589   | 1396                 | 0.24         | 2.7           | Α                       | 38.0           | Α                       |
| 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                    |              |               |                         |                |                         |
| MD    |  | ,     | terial Cas           | - d _        | 20.4          |                         |                |                         |

WB Arterial Speed = 28.4 mph LOS = B

| ===== |                          | _====== | =======      |       | ====== | =======  | ====== | =======: |
|-------|--------------------------|---------|--------------|-------|--------|----------|--------|----------|
| EB    | OFF-PEAK DIRECTION R     | ESULTS  | THRU         |       |        | THRU     |        | ARTERIAL |
| SW 8  | TH STREET                | COUNT   | FLOW         | V/C   | THRU A | APPROACH | SPEED  | LINK     |
| LINK  | Signal Number & Location | STATION | 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    | Α        | 35.6   | Α        |
| 5-4   | SW 97th Avenue (3743)    | 589     | 818          | 0.20  | 15.8   | С        | 28.0   | В        |
| 4-3   | SW 94th Avenue (4563)    | 589     | 948          | 0.16  | 4.2    | Α        | 28.3   | В        |
|       | SW 92nd Avenue (5164)    | 589     | 890          | 0.18  | 9.0    | В        | 24.1   | С        |
| 2-1   | SW 87th Avenue (3362)    | 589     | 883          | 0.25  | 22.7   | С        | 24.5   | С        |
|       | ,                        |         |              |       |        |          | •      |          |
| EB    |                          | A       | Arterial Spe | ed =  | 27.9   | mph      |        |          |
|       | •                        |         | •            | LOS = | C      | •        |        |          |
|       |                          |         |              |       |        |          |        |          |

| Florida Department of Transpo  |  |  |
|--|--|--|
| Developed by: W.McSha  | Arterial Level of Service Estimate Based on the 1985 Highway Capacity Mar ART_PLAN Version 1.2 ne, E.Shenk, and G.Sokolow 12-14-91 Modified by: FDOT District Four 05-18-9 |  |
| DESCRIPTION  |  | WEST FLAGLER STREET  |
| PEAK >>>>>>  | OFF-PEAK DIRECTION: I<br>Study Time Period: I  | EB<br>PM PEAK  |
| Traffic Count Date: User's Notes:  | AUGUST 4, 1993 Analysis Date: WEST 72ND AVENUE TO SR 826 WEST  | JANUARY 25, 1995   |
| TRAFFIC CHARACTERISTICS  |  |  |
|  | AWDT: K FACTOR: D FACTOR: PHF: ADJ. SATURATION FLOW RATE: TURNS FROM EXCLUSIVE LANES:  | 53,965<br>0.077<br>0.568<br>0.952<br>1,900<br>15   |
| ROADWAY CHARACTERISTICS  | : <b>============</b> :<br>S   |  |
| For Arterial Type and Clas<br>Rural<br>Transitioning, Class 1<br>Urban, Class 1<br>Urban or Transitioning, C<br>Urban, Class 3 |  | 2<br>2<br>U<br>1 (1, 2, or 3)<br>35 (45, 40, or 35)<br>Use Free flow speed of:<br>55, 50, 45, 40 or 35<br>55, 50, 45, 40 or 35<br>45, 40 or 35<br>40, 35, 30 or 25<br>35, 30 or 25 |
| SIGNALIZATION CHARACTERI   | = ====================================   |  |
|  | ARRIVAL TYPE PEAK DIRECTION OFF-PEAK DIRECTION: TYPE SIGNAL SYSTEM: SYSTEM CYCLE LENGTH:   | 4 2 3 (1=ACTUATED 2=PRETIMED 3=SEMIACTUATED) 150   |
|  | WEIGHTED THRU MOVEMENT g/C:<br>====================================  | 0.37   |

\_\_\_\_\_\_

| 1-2 West 74th Avenue (4421) 1140 2,346 1.4 2 254 0.94 1,542 2-3 SR 826 East (3820) 1140 2,346 4.48 3 136 0.63 762 3-4 SR 826 West (3821) 1140 2,346 66.24 3 127 0.64 859 4-5 SIGNAL # 5 1140 5-6 SIGNAL # 5 1140 5-6 SIGNAL # 6 1140 6-7 SIGNAL # 7 1140 7-7-8 SIGNAL # 8 1140 8-9 SIGNAL # 9 1140 10-11 SIGNAL # 11 1140 10-11 SIGNAL # 11 1140 11-12 SIGNAL # 13 1140 11-12 SIGNAL # 13 1140 11-13 SIGNAL # 16 1140 11-14 SIGNAL # 16 1140 11-15 SIGNAL # 18 1140 11-17-18 SIGNAL # 18 1140 11-19-20 SIGNAL # 19 1140 11-19-20 SIGNAL # 19 1140 11-19-20 SIGNAL # 10 1140 11-10 SIGNAL # 11 1140 11-17-18 SIGNAL # 16 1140 11-19-19-20 SIGNAL # 17 1140 11-19-19-20 SIGNAL # 18 1140 11-19-19-20 SIGNAL # 19 1140 11-19-19-19-19-19-19-19-19-19-19-19-19-1   | WEST  | PEAK DIRECTION'S SPEC    | COUNT    | JTS<br>PEAK<br>HOUR | % TURNS<br>FROM<br>EXCLUS. | ====== | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS | LENGTH | ARRIVAL |
|--|-------|--------------------------|----------|---------------------|----------------------------|--------|----------------------------|-----------------------------|--------|---------|
| 2-3 SR 826 East (3820) 1140 2,346 4.48 3 136 0.63 762 3-4 SR 826 West (3621) 1140 2,346 66.24 3 127 0.64 859 4-5 SIGNAL # 5 1140 5-6 SIGNAL # 6 1140 6-7 SIGNAL # 7 1140 7-8 SIGNAL # 8 1140 9-10 SIGNAL # 10 1140 10-11 SIGNAL # 11 1140 11-12 SIGNAL # 13 1140 12-13 SIGNAL # 13 1140 13-14 SIGNAL # 15 1140 15-16 SIGNAL # 16 1140 19-20 SIGNAL # 18 1140 19-20 SIGNAL # 19 1140 19-20 SIGNAL # 19 1140 19-11 SIGNAL # 11 1140 19-12 SIGNAL # 18 1140 19-12 SIGNAL # 19 1140 19-12 SIGNAL # 19 1140 19-14 SIGNAL # 19 1140 19-15 SIGNAL # 19 1140 18-17 SIGNAL # 11 1140 18-17 SIGNAL # 11 1140 18-17 SIGNAL # 11 1140 18-17 SIGNAL # 19 1140 18-17 SIGNAL # 11 1140 18-17 SIGNAL # 15  | LINK  | Signal Number & Location | STATION  |                     | LANES                      | LANES  | 2-20                       |                             |        | TYPE    |
| 3-4 SR 826 West (3621) 1140 2,346 66.24 3 127 0.64 859 4-5 SIGNAL #5 1140 5-6 SIGNAL #5 1140 6-7 SIGNAL #6 1140 8-9 SIGNAL #9 1140 9-10 SIGNAL #10 1140 11-12 SIGNAL #11 1140 11-12 SIGNAL #12 1140 11-13 SIGNAL #15 1140 11-14 SIGNAL #15 1140 11-15 SIGNAL #15 1140 11-16 SIGNAL #16 1140 11-19-20 SIGNAL #20 1140 11-19-20 SIGNAL #20 1140 11-19-20 SIGNAL #20 1140 11-19-20 SIGNAL #39 1140 11-12 SIGNAL #40 1140 11-12 SIGNAL #40 1140 11-12 SIGNAL #40 1140 11-13 SIGNAL #40 1140 11-14 SIGNAL #40 1140 11-15 SIGNAL #40 1140 11-16 SIGNAL #40 1140 11-16 SIGNAL #40 1140 11-16 SIGNAL #40 1140 11-17 SIGNAL #40 1140 11-18 SIGNAL #40 1140 11-10 SIGNAL #40 1140 11-10 SIGNAL #40 1140 11-10 SIGNAL #40 1140 11-10 SIGNAL #410 1140 11-10 SIGNAL #411 1140 0 11-10 SIGNAL #412 1140 0 11-10 SIGNAL #413 1140 0 11-10 SIGNAL #414 1140 0 11-10 SIGNAL #415 1140 0 11-10 SIGNAL #410 1140 0 11-10 SIGNAL #410 1140 0 11-10 SIGNAL #410 1140 0 11-10 SIGNAL #411 1140 0 11-10 SIGNAL #413 1140 0 11-10 SIGNAL #414 1140 0 11-10 SIGNAL #415 1140 0 11-10 SIGNAL #410 1140 0 11-10 SIGNAL #41 1140 0  | 1-2   | West 74th Avenue (4421)  | 1140     |                     | 1.4                        | 2      | 254                        | 0.94                        | 1,542  | 4       |
| 4-5 SIGNAL #5 1140 5-6 SIGNAL #6 1140 6-7 SIGNAL #8 1140 8-9 SIGNAL #9 1140 9-10 SIGNAL #10 1140 10-11 SIGNAL #11 1140 11-12 SIGNAL #13 1140 11-12 SIGNAL #15 1140 11-15 SIGNAL #15 1140 11-15 SIGNAL #15 1140 11-18 SIGNAL #18 1140 11-19 SIGNAL #19 1140 11-19 SIGNAL #19 1140 11-10 SIGNAL #18 1140 11-10 SIGNAL #16 1140 11-10 SIGNAL #16 1140 11-10 SIGNAL #16 1140 11-10 SIGNAL #17 1140 11-10 SIGNAL #13 1140 11-10 SIGNAL #13 1140 11-10 SIGNAL #11 1140 11-10 SIGNAL #15 1140 11-10 SIGNAL #16 1140 11-10 SIGNAL #17 1140 11-10 SIGNAL #18 1140 11-10 SIGNAL #18 1140 11-10 SIGNAL #11 1140 11-10 SIGNAL #15 1140 11-10 SIGNAL #16 1140 11-10 SIGNAL  |       |                          |          |                     |                            |        |                            |                             |        | 4       |
| 5-6 SIGNAL #6 1140 6-7 SIGNAL #7 1140 7-8 SIGNAL #8 1140 8-9 SIGNAL #9 1140 10-11 SIGNAL #11 1140 11-12 SIGNAL #11 1140 11-12 SIGNAL #12 1140 11-13 SIGNAL #13 1140 11-14 SIGNAL #15 1140 11-15 SIGNAL #16 1140 11-17 SIGNAL #17 1140 11-18 SIGNAL #19 1140 11-19-20 SIGNAL #19 1140 11-19-20 SIGNAL #19 1140 11-10 SIGNAL #19 1140 11-10 SIGNAL #19 1140 11-10 SIGNAL #19 1140 11-10 SIGNAL #18 1140 11-10 SIGNAL #19 1140 11-10 SIGNAL #18 1140 11-10 SIGNAL #18 1140 11-10 SIGNAL #15 1140 11-10 SIGNAL #15 1140 11-10 SIGNAL #11 1140 11-10 SIGNAL #11 1140 11-10 SIGNAL #11 1140 11-10 SIGNAL #11 1140 11-10 SIGNAL #10 1140 11-10 SIGNAL #15 1140 11-10 SIGNAL #10 1140 11-10  |       |                          |          | 2,346               | 66.24                      | 3      | 127                        | 0.64                        | 859    | 4       |
| 6-7 SIGNAL #7 7-8 SIGNAL #8 1140 8-9 SIGNAL #9 1140 10-11 SIGNAL #10 1140 11-12 SIGNAL #12 1140 11-12 SIGNAL #13 1140 11-13 SIGNAL #15 1140 11-15 SIGNAL #15 1140 11-15 SIGNAL #16 1140 11-19-20 SIGNAL #19 1140 11-19-20 SIGNAL #20 1140 11-10 SIGNAL #17 1140 11-10 SIGNAL #18 1140 11-10 SIGNAL #19 1140 11-10 SIGNAL #19 1140 0 11-10 SIGNAL #19 1140 0 11-11 SIGNAL #18 1140 0 11-11 SIGNAL #19 1140 0 11-11 SIGNAL #19 1140 0 11-11 SIGNAL #18 1140 0 11-11 SIGNAL #19 1140 0 11-11 SIGNAL #19 1140 0 11-11 SIGNAL #16 1140 0 11-11 SIGNAL #16 1140 0 11-11 SIGNAL #17 1140 0 11-11 SIGNAL #18 1140 0 11-11 SIGNAL #18 1140 0 11-11 SIGNAL #19 1140 0 11-11 SIGNAL #16 1140 0 11-12 SIGNAL #18 1140 0 11-13 SIGNAL #19 1140 0 11-14 SIGNAL #18 1140 0 11-15 SIGNAL #18 1140 0 11-10 SIGNAL #19 1140 0 11-11 SIGNAL #11 1140 0 11-11 SIGNAL #11 1140 0 11-11 SIGNAL #11 1140 0 11-12 SIGNAL #13 1140 0 11-13 SIGNAL #15 1140 0 11-14 SIGNAL #16 1140 0 11-15 SIGNAL #17 1140 0 11-16 SIGNAL #18 1140 0 11-17 SIGNAL #17 1140 0 11-18 SIGNAL #18 1140 0 11-19 SIGNAL #19 1140 0 11-10 SIGNAL #11 1140 0 11-10 SIGNAL #15 1140 0 11-10 SIGNAL #16 1140 0 11-10 SIGNAL #17 1140 0 11-10 SIGNAL #18 1140 0 11-10 SIGNAL #19 1140 0 11-10 SIGNAL #10 1 |       |                          |          |                     |                            |        |                            |                             |        |         |
| 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 15-16 SIGNAL #16 1140 18-19 SIGNAL #19 1140 19-20 SIGNAL #19 1140 19-20 SIGNAL #19 1140 19-20 SIGNAL #10 LINK Signal Number & LocationSTATION VOLUME  |       |                          |          |                     |                            |        |                            |                             |        |         |
| 8-9 SIGNAL #9 1140 9-10 SIGNAL #10 1140 10-11 SIGNAL #11 1140 11-12 SIGNAL #12 1140 13-14 SIGNAL #13 1140 13-14 SIGNAL #15 1140 16-17 SIGNAL #17 1140 16-18 SIGNAL #18 1140 19-20 SIGNAL #19 1140 19-20 SIGNAL #20 1140 19-20 SIGNAL #20 1140 19-20 SIGNAL #20 1140 19-20 SIGNAL #20 1140 19-20 SIGNAL #30 1140 19-20 SIGNAL #30 1140 19-20 SIGNAL #30 1140 19-18 SIGNAL #30 1140 10-18-18 SIGNAL #31 1140 10-18-18 SIGNAL #31 1140 10-18-18 SIGNAL #31 1140 10-18-18 SIGNAL #31 1140 10-18-18 SIGNAL #33 1140 10-18-18 SIGNAL #33 1140 10-18-18 SIGNAL #33 1140 10-18-19 SIGNAL #33 1140 10-19 SIGNAL #31 1140 10-19 SIGNAL #30 1140 11-10 SIGNAL #30 1140 11- | -     |                          |          |                     |                            |        |                            |                             |        |         |
| 9-10 SIGNAL # 10 1140 11-11 SIGNAL # 11 1140 11-12 SIGNAL # 11 1140 11-12 SIGNAL # 12 1140 11-12 SIGNAL # 13 1140 11-13 SIGNAL # 15 1140 11-15 SIGNAL # 16 1140 11-16 SIGNAL # 18 1140 11-17-18 SIGNAL # 18 1140 11-19-20 SIGNAL # 19 1140 11-10 SIGNAL # 18 1140 11-10 SIGNAL # 18 1140 11-10 SIGNAL # 18 1140 11-10 SIGNAL # 16 1140 11-10 SIGNAL # 16 1140 11-10 SIGNAL # 11 1140 11-10 SIGNAL # 11 1140 11-10 SIGNAL # 12 1140 11-10 SIGNAL # 11 1140 11-10 SIGNAL # 10 |       |                          |          |                     |                            |        |                            |                             |        |         |
| 10-11 SIGNAL # 11  |       |                          |          |                     |                            |        |                            |                             |        |         |
| 11-12 SIGNAL # 12  |       |                          |          |                     |                            |        |                            |                             |        |         |
| 12-13 SIGNAL # 13 1140 13-14 SIGNAL # 14 1140 13-14 SIGNAL # 15 1140 15-16 SIGNAL # 16 1140 16-17 SIGNAL # 17 1140 18-19 SIGNAL # 19 1140 19-20 SIGNAL # 20 1140  EB OFF-PEAK DIRECTION'S SPECIFIC INPUTS WEST FLAGLER STREET  COUNT HOUR EXCLUS. LINK Signal Number & Location STATION VOLUME LANES LANES 19-1 19-1 (FT) TYPE  20-19 SIGNAL # 18 1140 0 19-18 SIGNAL # 18 1140 0 18-17 SIGNAL # 16 1140 0 16-15 SIGNAL # 16 1140 0 16-15 SIGNAL # 17 1140 0 16-15 SIGNAL # 16 1140 0 16-15 SIGNAL # 17 1140 0 16-15 SIGNAL # 16 1140 0 16-15 SIGNAL # 17 1140 0 13-12 SIGNAL # 14 1140 0 13-12 SIGNAL # 11 1140 0 13-12 SIGNAL # 11 1140 0 13-12 SIGNAL # 17 1140 0 13-12 SIGNAL # 10 1140 0 13-14 SIGNAL # 11 1140 0 13-15 SIGNAL # 17 1140 0 13-16 SIGNAL # 17 1140 0 13-17 SIGNAL # 17 1140 0 13-18 SIGNAL # 18 1140 0 13-19 SIGNAL # 17 1140 0 13-19 SIGNAL # 17 1140 0 13-10 SIGNAL # 10 1140 0 13-11 SIGNAL # 11 1140 0 13-12 SIGNAL # 17 1140 0 13-14 SIGNAL # 11 1140 0 13-15 SIGNAL # 17 1140 0 13-16 SIGNAL # 17 1140 0 13-17 SIGNAL # 11 1140 0 13-18 SIGNAL # 18 1140 0 13-19 SIGNAL # 19 1140 0 13-19 SIGNAL # 11 1140 0 13-10 SIGNAL # 11 1140 0 13-14 SIGNAL # 10 1140 0 13-15 SIGNAL # 11 1140 0 13-16 SIGNAL # 15 1140 0 13-17 SIGNAL # 10 1140 0 13-18 SIGNAL # 18 1140 0 13-18 SIGNAL # 18 1140 0 13-19 SIGNAL # 19 1140 0 13-19 SIGNAL # 10 1140 0 13-19 SIGNAL # 10 1140 0 13-19 SIGNAL # 11 1140 0 13-19 SIGNAL # 10 1140 0 1 |       |                          |          |                     |                            |        |                            |                             |        |         |
| 14-15 SIGNAL #15 1140 15-16 SIGNAL #16 1140 16-17 SIGNAL #17 1140 17-18 SIGNAL #19 1140 18-19 SIGNAL #19 1140  18-19 SIGNAL #20 1140  EB OFF-PEAK DIRECTION'S SPECIFIC INPUTS WEST FLAGLER STREET PEAK COUNT HOUR EXCLUS. LINK Signal Number & LocationSTATION VOLUME LANES LANES 19-1 19-1 (FT) TYPE  20-19 SIGNAL #19 1140 0 19-18 SIGNAL #17 1140 0 17-16 SIGNAL #17 1140 0 17-16 SIGNAL #15 1140 0 16-15 SIGNAL #15 1140 0 14-13 SIGNAL #15 1140 0 14-13 SIGNAL #13 1140 0 13-12 SIGNAL #13 1140 0 14-13 SIGNAL #10 1140 0 13-12 SIGNAL #11 1140 0 13-12 SIGNAL #10 1140 0 13-12 SIGNAL #17 1140 0 13-12 SIGNAL #17 1140 0 13-12 SIGNAL #17 1140 0 14-13 SIGNAL #17 1140 0 15-14 SIGNAL #11 1140 0 16-15 SIGNAL #10 1140 0 17-16 SIGNAL #17 1140 0 11-10 SIGNAL #10 1140 0 13-12 SIGNAL #17 1140 0 13-12 SIGNAL #11 1140 0 14-13 SIGNAL #11 1140 0 15-14 SIGNAL #10 1140 0 16-5 SIGNAL #10 1140 0 16-5 SIGNAL #10 1140 0 16-5 SIGNAL #1 1140 0 16-6 SIGNAL #1 1140 0 16-7 SIGNAL #1 1140 0 16-8 SIGNAL #1 1140 0 16-9 SIGNAL #1 1140 0 16-15 SIGNAL #1 1140 0 16-15 SIGNAL #10 1140 0 16-16 SIGNAL #10 1140 0 16-17 SIGNAL #10 1140 0 16-18 SIGNAL #10 1140 0 16-18 SIGNAL #10 1140 0 16-18 SIGNAL #10 1140 0 16-19 SIGNAL #10 1140 0 16-19 SIGNAL #10 1140 0 16-19 SIGNAL #10 1140 0 16-10 SIGNAL #10 1140 0  |       |                          |          |                     |                            |        |                            |                             |        |         |
| 15-16 SIGNAL #16   | 13-14 | SIGNAL # 14              | 1140     |                     |                            |        |                            |                             |        |         |
| 16-17 SIGNAL # 17  | 14-15 | SIGNAL # 15              | 1140     |                     |                            |        |                            |                             |        |         |
| 17-18 SIGNAL # 18  |       |                          | 1140     |                     |                            |        |                            |                             |        |         |
| 18-19 SIGNAL # 19  |       |                          |          |                     |                            |        |                            |                             |        |         |
| 19-20 SIGNAL # 20 1140  EB OFF-PEAK DIRECTION'S SPECIFIC INPUTS  WEST FLAGLER STREET  PEAK FROM LENGTH g/C  COUNT HOUR EXCLUS. SIGNALS SIGNALS SIGNALS LENGTH ARRIV.  LINK Signal Number & Location STATION VOLUME LANES LANES 19-1 19-1 (FT) TYPE  20-19 SIGNAL # 19 1140 0 19-18 SIGNAL # 18 1140 0 18-17 SIGNAL # 17 1140 0 16-15 SIGNAL # 15 1140 0 16-15 SIGNAL # 15 1140 0 13-12 SIGNAL # 13 1140 0 13-12 SIGNAL # 11 1140 0 11-10 SIGNAL # 11 1140 0 11-10 SIGNAL # 10 1140 0 11-10 SIGNAL # 10 1140 0 9-8 SIGNAL # 10 1140 0 9-8 SIGNAL # 8 1140 0 9-8 SIGNAL # 8 1140 0 6-5 SIGNAL # 6 1140 0 6-5 SIGNAL # 5 1140 0 6-7 SIGNAL # 4 1140 0 6-8 SIGNAL # 5 1140 0 6-9 SIGNAL # 5 1140 0 6-5 SIGNAL # 5 1140 0 6-5 SIGNAL # 4 1140 0 6-5 SIGNAL # 4 1140 0 6-6 SIGNAL # 5 1140 0 6-7 SIGNAL # 5 1140 0 6-8 SIGNAL # 4 1140 0 6-9 SIGNAL # 4 1140 0 6-9 SIGNAL # 5 1140 0 6-1 SIGNAL # 5 1140 0 6-1 SIGNAL # 5 1140 0 6-1 SIGNAL # 5 1140 0 6-2 SIGNAL # 4 1140 0 6-3 SIGNAL # 4 1140 0 6-4 SIGNAL # 4 1140 0 6-5 SIGNAL # 5 1140 0 6-5 SIGNAL # 5 1140 0 6-7 SIGNAL # 5 1140 0 6-7 SIGNAL # 5 1140 0 6-8 SIGNAL # 5 1140 0 6-9 SIGNAL # 10 1140 0 6-9 S |       |                          |          |                     |                            |        |                            |                             |        |         |
| EB OFF-PEAK DIRECTION'S SPECIFIC INPUTS  WEST FLAGLER STREET  PEAK COUNT HOUR LINK Signal Number & LocationSTATION VOLUME  20-19 SIGNAL # 19 1140 0 19-18 SIGNAL # 18 1140 0 18-17 SIGNAL # 16 1140 0 16-15 SIGNAL # 15 1140 0 16-15 SIGNAL # 15 1140 0 13-12 SIGNAL # 12 1140 0 13-12 SIGNAL # 11 1140 0 13-12 SIGNAL # 10 11-10 SIGNAL # 11 1140 0 11-10 SIGNAL # 10 11-10 SIGNAL  |       |                          |          |                     |                            |        |                            |                             |        |         |
| WEST FLAGLER STREET  | 19-20 | SIGNAL # 20              | 1140     |                     |                            |        |                            |                             |        |         |
| VEST FLAGLER STREET  | EB    | OFF-PEAK DIRECTION'S     | SPECIFIC | INPUTS              |                            |        |                            |                             |        |         |
| COUNT HOUR LANES LANES SIGNALS SIGNALS LENGTH ARRIVATIVE LANES LANES 19-1 19-1 (FT) TYPE  20-19 SIGNAL#19 1140 0 19-18 SIGNAL#18 1140 0 18-17 SIGNAL#17 1140 0 16-15 SIGNAL#15 1140 0 15-14 SIGNAL#15 1140 0 11-10 SIGNAL#13 1140 0 11-10 SIGNAL#11 1140 0 11-10 SIGNAL#11 1140 0 11-10 SIGNAL#10 1140 0 11-10 SIGNAL#10 1140 0 10-9 SIGNAL#9 1140 0 9-8 SIGNAL#8 1140 0 8-7 SIGNAL#8 1140 0 6-5 SIGNAL#6 1140 0 6-5 SIGNAL#5 1140 0 6-5 SIGNAL#5 1140 0 5-4 SIGNAL#4 1140 0 5-8 SIGNAL#4 1140 0 5-9 SIGNAL#4 1140 0 5-9 SIGNAL#5 1140 0 5-10 SIGNAL#5 1140 0 5-11 SIGNAL#4 1140 0 5-12 SIGNAL#5 1140 0 5-13 SIGNAL#4 1140 0 5-14 SIGNAL#4 1140 0 5-15 SIGNAL#4 1140 0 5-16 SIGNAL#4 1140 0 5-17 SIGNAL#4 1140 0 5-18 SIGNAL#4 1140 0 5-19 SIGNAL#4 1140 0 5-19 SIGNAL#4 1140 0 5-19 SIGNAL#4 1140 0 5-19 SIGNAL#5 1140 0 | WEST  | FLAGLER STREET           |          |                     | % TURNS                    |        | CYCLE                      | <b>EFFECTIVE</b>            |        |         |
| LINK Signal Number & Location STATION VOLUME LANES LANES 19-1 19-1 (FT) 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 15-14 SIGNAL # 15 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 6-5 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   |       |                          |          | PEAK                | FROM                       |        | LENGTH                     | g/C                         |        |         |
| 20-19 SIGNAL # 19  |       |                          |          |                     |                            |        |                            |                             |        | ARRIVAL |
| 19-18 SIGNAL # 18  | LINK  | Signal Number & Location | STATION  | VOLUME              | LANES                      | LANES  | 19-1                       | 19-1                        | (FT)   | TYPE    |
| 19-18 SIGNAL # 18  | 20-19 | SIGNAL # 19              | 1140     | 0                   |                            |        |                            |                             |        |         |
| 18-17 SIGNAL # 17 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 11-10 SIGNAL # 11 1140 0 11-10 SIGNAL # 10 11-10 SIGNAL # 9 9-8 SIGNAL # 9 9-8 SIGNAL # 8 1140 0 8-7 SIGNAL # 7 1140 0 8-7 SIGNAL # 7 1140 0 6-5 SIGNAL # 6 1140 0 5-4 SIGNAL # 4 1140 0 4-3 SR 826 East (3620) 1140 1,783 36.37 2 136 0.63 859   |       |                          |          |                     |                            |        |                            |                             |        |         |
| 16-15 SIGNAL # 15  |       |                          |          |                     |                            |        |                            |                             |        |         |
| 15-14 SIGNAL # 14  | 17-16 | SIGNAL # 16              | 1140     | 0                   |                            |        |                            |                             |        |         |
| 14-13 SIGNAL # 13  |       |                          |          |                     |                            |        |                            |                             |        |         |
| 13-12 SIGNAL # 12  |       |                          | 1140     |                     |                            |        |                            |                             |        |         |
| 12-11 SIGNAL # 11  |       | <u> </u>                 |          |                     |                            |        |                            |                             |        |         |
| 11-10 SIGNAL # 10  |       |                          |          |                     |                            |        |                            |                             |        |         |
| 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 9-5-4 SIGNAL # 4 1140 0 9-5-4 SIGNAL #  |       |                          |          |                     |                            |        |                            |                             |        |         |
| 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 6-5 SIGNAL # 4 1140 0 6-5 SIGNAL # 4 1140 0 6-5 SIGNAL # 5 1140 0 6-5 SIGNAL # 5 1140 0 6-5 SIGNAL # 5 1140 0 6-5 SIGNAL # 6 1140 0 6-5 SIGNAL # 7 SIGNAL # 8 1140 0 6-5 SIGNAL # 8 1140 0 6-5 SIGNAL # 8 1140 0 6-5 SIGNAL # 9 1140 1,783 36.37 2 136 0.63 859  |       |                          |          |                     |                            |        |                            |                             |        |         |
| 8-7 SIGNAL # 7 1140 0<br>7-6 SIGNAL # 6 1140 0<br>6-5 SIGNAL # 5 1140 0<br>5-4 SIGNAL # 4 1140 0<br>4-3 SR 826 East (3620) 1140 1,783 36.37 2 136 0.63 859   |       |                          |          |                     |                            |        |                            |                             |        |         |
| 7-6 SIGNAL # 6 1140 0<br>6-5 SIGNAL # 5 1140 0<br>5-4 SIGNAL # 4 1140 0<br>4-3 SR 826 East (3620) 1140 1,783 36.37 2 136 0.63 859  |       |                          |          |                     |                            |        |                            |                             |        |         |
| 6-5 SIGNAL # 5 1140 0<br>5-4 SIGNAL # 4 1140 0<br>4-3 SR 826 East (3620) 1140 1,783 36.37 2 136 0.63 859   |       |                          |          |                     |                            |        |                            |                             |        |         |
| 5-4 SIGNAL # 4 1140 0<br>4-3 SR 826 East (3620) 1140 1,783 36.37 2 136 0.63 859  |       |                          |          |                     |                            |        |                            |                             |        |         |
| 4-3 SR 826 East (3620) 1140 1,783 36.37 2 136 0.63 859   |       |                          |          |                     |                            |        |                            |                             |        |         |
|  |       |                          |          |                     | 36.37                      | 2      | 136                        | 0.63                        | 859    | 2       |
| 3-2 West 74th Avenue (4421) 1140 1,783 1.85 2 254 0.94 762   | 3-2   | West 74th Avenue (4421)  |          | 1,783               | 1.85                       | 2      | 254                        |                             | 762    | 2       |
| 2-1 West 72nd Avenue (3618) 1140 1,783 12.11 2 135 0.50 1,542  | 2-1   |                          |          |                     |                            |        |                            |                             |        | 2       |

| _======================================   | =======   | =======   | ======                               | ======                         | =======                               | =======        | =======                 |
|---|---|---|--------------------------------------|--------------------------------|---------------------------------------|----------------|-------------------------|
| WB PEAK DIRECTION RESUL   |   | 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                     |
|   |   |   |                                      |                                |                                       |                |                         |
| 1-2 West 74th Avenue (4421)   | 1140  | 2430  | 0.68                                 | 1.0                            | A                                     | 31.0           | В                       |
| 2-3 SR 826 East (3620)  | 1140  | 2354  | 0.66                                 | 9.2                            | В                                     | 17.3           | D                       |
| 3-4 SR 826 West (3621)  | 1140  | 832   | 0.23                                 | 5.3                            | В                                     | 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 # 40   | 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<br>15-16 SIGNAL # 16  | 1140<br>1140  | 0<br>0  |                                      |                                |                                       |                |                         |
| 16-17 SIGNAL # 17   | 1140  | 0   |                                      |                                |                                       |                |                         |
| 17-18 SIGNAL # 17   | 1140  | 0   |                                      |                                |                                       |                |                         |
| 18-19 SIGNAL # 19   | 1140  | 0   |                                      |                                |                                       |                |                         |
| 19-20 SIGNAL # 20   | 1140  | 0   |                                      |                                |                                       |                |                         |
| 10 20 01014 1E # 20   | 1170  | Ū   |                                      |                                |                                       |                |                         |
| WB  |   | Arterial Spee   | ed =                                 | 23.7                           | mph                                   |                |                         |
|   |   | •   | LOS =                                | С                              | •                                     |                |                         |
|   |   |   |                                      |                                |                                       |                |                         |
|   |   |   |                                      |                                |                                       |                |                         |
| ######################################  |   | ========  | ======                               | ======                         |                                       | =======        |                         |
| EB OFF-PEAK DIRECTION R   | ESULTS  | THRU  |                                      |                                | THRU                                  |                | ARTERIAL                |
| EB OFF-PEAK DIRECTION R<br>WEST FLAGLER STREET  | ESULTS<br>COUNT   | THRU<br>FLOW  | V/C                                  | THRU                           | THRU<br>APPROAC                       | SPEED          | ARTERIAL<br>LINK        |
| EB OFF-PEAK DIRECTION R   | ESULTS<br>COUNT   | THRU<br>FLOW  |                                      |                                | THRU                                  |                | ARTERIAL                |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location   | ESULTS<br>COUNT<br>STATION  | THRU<br>FLOW<br>RATE                                  | V/C                                  | THRU                           | THRU<br>APPROAC                       | SPEED          | ARTERIAL<br>LINK        |
| EB OFF-PEAK DIRECTION R<br>WEST FLAGLER STREET  | ESULTS<br>COUNT   | THRU<br>FLOW  | V/C                                  | THRU                           | THRU<br>APPROAC                       | SPEED          | ARTERIAL<br>LINK        |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location 20-19 SIGNAL # 19   | ESULTS<br>COUNT<br>STATION<br>1140  | THRU<br>FLOW<br>RATE                                  | V/C                                  | THRU                           | THRU<br>APPROAC                       | SPEED          | ARTERIAL<br>LINK        |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location 20-19 SIGNAL # 19 19-18 SIGNAL # 18   | ESULTS<br>COUNT<br>STATION<br>1140<br>1140  | THRU<br>FLOW<br>RATE<br>0<br>0                        | V/C                                  | THRU                           | THRU<br>APPROAC                       | SPEED          | ARTERIAL<br>LINK        |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17   | ESULTS<br>COUNT<br>STATION<br>1140<br>1140<br>1140  | THRU<br>FLOW<br>RATE<br>0<br>0                        | V/C                                  | THRU                           | THRU<br>APPROAC                       | SPEED          | ARTERIAL<br>LINK        |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16   | ESULTS<br>COUNT<br>STATION<br>1140<br>1140<br>1140  | THRU<br>FLOW<br>RATE<br>0<br>0<br>0<br>0              | V/C                                  | THRU                           | THRU<br>APPROAC                       | SPEED          | ARTERIAL<br>LINK        |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15   | ESULTS<br>COUNT<br>STATION<br>1140<br>1140<br>1140<br>1140<br>1140                        | THRU<br>FLOW<br>RATE<br>0<br>0<br>0<br>0              | V/C                                  | THRU                           | THRU<br>APPROAC                       | SPEED          | ARTERIAL<br>LINK        |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location 20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 14   | ESULTS COUNT STATION  1140 1140 1140 1140 1140 1140                                       | THRU<br>FLOW<br>RATE<br>0<br>0<br>0<br>0<br>0         | V/C                                  | THRU                           | THRU<br>APPROAC                       | SPEED          | ARTERIAL<br>LINK        |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location  20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 13  | ESULTS COUNT STATION  1140 1140 1140 1140 1140 1140 1140                                  | THRU<br>FLOW<br>RATE<br>0<br>0<br>0<br>0<br>0<br>0    | V/C                                  | THRU                           | THRU<br>APPROAC                       | SPEED          | ARTERIAL<br>LINK        |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location  20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 13 13-12 SIGNAL # 12  | ESULTS COUNT STATION  1140 1140 1140 1140 1140 1140 1140 11                               | THRU<br>FLOW<br>RATE  0 0 0 0 0 0 0 0 0 0             | V/C                                  | THRU                           | THRU<br>APPROAC                       | SPEED          | ARTERIAL<br>LINK        |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location  20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 14 14-13 SIGNAL # 13 13-12 SIGNAL # 12 12-11 SIGNAL # 11  | ESULTS<br>COUNT<br>STATION<br>1140<br>1140<br>1140<br>1140<br>1140<br>1140<br>1140<br>114 | THRU<br>FLOW<br>RATE  0 0 0 0 0 0 0 0 0 0 0           | V/C                                  | THRU                           | THRU<br>APPROAC                       | SPEED          | ARTERIAL<br>LINK        |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location  20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 14 14-13 SIGNAL # 13 13-12 SIGNAL # 12 12-11 SIGNAL # 11 11-10 SIGNAL # 10  | ESULTS<br>COUNT<br>STATION<br>1140<br>1140<br>1140<br>1140<br>1140<br>1140<br>1140<br>114 | THRU<br>FLOW<br>RATE  0 0 0 0 0 0 0 0 0 0 0 0 0       | V/C                                  | THRU                           | THRU<br>APPROAC                       | SPEED          | ARTERIAL<br>LINK        |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location  20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 13 13-12 SIGNAL # 12 12-11 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 9  | ESULTS<br>COUNT<br>STATION<br>1140<br>1140<br>1140<br>1140<br>1140<br>1140<br>1140<br>114 | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0       | V/C                                  | THRU                           | THRU<br>APPROAC                       | SPEED          | ARTERIAL<br>LINK        |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location  20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 13 13-12 SIGNAL # 12 12-11 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 10 10-9 SIGNAL # 9 9-8 SIGNAL # 8 8-7 SIGNAL # 7 7-6 SIGNAL # 6  | ESULTS<br>COUNT<br>STATION<br>1140<br>1140<br>1140<br>1140<br>1140<br>1140<br>1140<br>114 | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | V/C                                  | THRU                           | THRU<br>APPROAC                       | SPEED          | ARTERIAL<br>LINK        |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location  20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 14 14-13 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 10 10-9 SIGNAL # 9 9-8 SIGNAL # 8 8-7 SIGNAL # 7   | ESULTS COUNT STATION  1140 1140 1140 1140 1140 1140 1140 11                               | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | V/C                                  | THRU                           | THRU<br>APPROAC                       | SPEED          | ARTERIAL<br>LINK        |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location  20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 13 13-12 SIGNAL # 12 12-11 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 10 10-9 SIGNAL # 9 9-8 SIGNAL # 8 8-7 SIGNAL # 7 7-6 SIGNAL # 6  | ESULTS COUNT STATION  1140 1140 1140 1140 1140 1140 1140 11                               | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | V/C                                  | THRU                           | THRU<br>APPROAC                       | SPEED<br>(MPH) | ARTERIAL<br>LINK        |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location  20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 13 13-12 SIGNAL # 12 12-11 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 10 10-9 SIGNAL # 9 9-8 SIGNAL # 9 9-8 SIGNAL # 8 8-7 SIGNAL # 8 8-7 SIGNAL # 6 6-5 SIGNAL # 5 5-4 SIGNAL # 4 4-3 SR 826 East (3620)  | ESULTS COUNT STATION  1140 1140 1140 1140 1140 1140 1140 11                               | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | V/C<br>RATIO                         | THRU                           | THRU<br>APPROAC                       | SPEED          | ARTERIAL<br>LINK<br>LOS |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location  20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 15 15-14 SIGNAL # 13 13-12 SIGNAL # 13 13-12 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 10 10-9 SIGNAL # 10 10-9 SIGNAL # 8 8-7 SIGNAL # 8 8-7 SIGNAL # 8 8-7 SIGNAL # 6 6-5 SIGNAL # 5 5-4 SIGNAL # 4 4-3 SR 826 East (3620) 3-2 West 74th Avenue (4421)  | ESULTS COUNT STATION  1140 1140 1140 1140 1140 1140 1140 11                               | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | V/C<br>RATIO                         | THRU                           | THRU<br>APPROAC<br>LOS                | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location  20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 13 13-12 SIGNAL # 12 12-11 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 10 10-9 SIGNAL # 9 9-8 SIGNAL # 9 9-8 SIGNAL # 8 8-7 SIGNAL # 8 8-7 SIGNAL # 6 6-5 SIGNAL # 5 5-4 SIGNAL # 4 4-3 SR 826 East (3620)  | ESULTS COUNT STATION  1140 1140 1140 1140 1140 1140 1140 11                               | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | V/C<br>RATIO                         | THRU DELAY                     | THRU<br>APPROAC<br>LOS                | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location  20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 15 15-14 SIGNAL # 15 15-14 SIGNAL # 13 13-12 SIGNAL # 13 13-12 SIGNAL # 11 11-10 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 10 10-9 SIGNAL # 9 9-8 SIGNAL # 9 9-8 SIGNAL # 8 8-7 SIGNAL # 8 8-7 SIGNAL # 6 6-5 SIGNAL # 6 6-5 SIGNAL # 5 5-4 SIGNAL # 4 4-3 SR 826 East (3620) 3-2 West 74th Avenue (4421) 2-1 West 72nd Avenue (3618) | ESULTS COUNT STATION  1140 1140 1140 1140 1140 1140 1140 11                               | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | V/C<br>RATIO<br>0.50<br>0.51<br>0.87 | THRU DELAY  14.1 1.1 31.2      | THRU<br>APPROAC<br>LOS<br>B<br>A<br>D | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location  20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 16 16-15 SIGNAL # 15 15-14 SIGNAL # 15 15-14 SIGNAL # 14 14-13 SIGNAL # 13 13-12 SIGNAL # 12 12-11 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 10 10-9 SIGNAL # 9 9-8 SIGNAL # 9 9-8 SIGNAL # 8 8-7 SIGNAL # 8 8-7 SIGNAL # 6 6-5 SIGNAL # 5 5-4 SIGNAL # 4 4-3 SR 826 East (3620) 3-2 West 74th Avenue (4421)  | ESULTS COUNT STATION  1140 1140 1140 1140 1140 1140 1140 11                               | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | V/C<br>RATIO<br>0.50<br>0.51<br>0.87 | THRU DELAY  14.1 1.1 31.2 16.4 | THRU<br>APPROAC<br>LOS                | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
| EB OFF-PEAK DIRECTION R WEST FLAGLER STREET LINK Signal Number & Location  20-19 SIGNAL # 19 19-18 SIGNAL # 18 18-17 SIGNAL # 17 17-16 SIGNAL # 15 15-14 SIGNAL # 15 15-14 SIGNAL # 13 13-12 SIGNAL # 13 13-12 SIGNAL # 11 11-10 SIGNAL # 11 11-10 SIGNAL # 10 10-9 SIGNAL # 10 10-9 SIGNAL # 9 9-8 SIGNAL # 9 9-8 SIGNAL # 8 8-7 SIGNAL # 8 8-7 SIGNAL # 6 6-5 SIGNAL # 6 6-5 SIGNAL # 5 5-4 SIGNAL # 4 4-3 SR 826 East (3620) 3-2 West 74th Avenue (4421) 2-1 West 72nd Avenue (3618) | ESULTS COUNT STATION  1140 1140 1140 1140 1140 1140 1140 11                               | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | V/C<br>RATIO<br>0.50<br>0.51<br>0.87 | THRU DELAY  14.1 1.1 31.2      | THRU<br>APPROAC<br>LOS<br>B<br>A<br>D | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |

| Florida Department of Transport          |  |   |
|--|--|---|
|  | Arterial Level of Service Estimate Based on the 1985 Highway Capacity Ma | nual                                    |
| Douglanad by W. Machana                  | ART_PLAN Version 1.2<br>E. E.Shenk, and G.Sokolow 12-14-91               |   |
| Developed by. W.McStraffe                | Modified by: FDOT District Four 05-18-9                                  | 2                                       |
| DESCRIPTION                              |  | WEST FLAGLER STREET                     |
| PEAK >>>>>>                              | Station No. & Location:<br>PEAK DIRECTION:                               | 1141<br>WB                              |
|  |  | EB PM PEAK                              |
| Traffic Count Date:                      |  | PM PEAK<br>JANUARY 14, 1995             |
|  | SR 826 WEST TO WEST 87TH AVENUE  |   |
| TRAFFIC CHARACTERISTICS                  |  |   |
|  | AWDT:  | 67,223                                  |
|  | K FACTOR:<br>D FACTOR:   | 0.070<br>0.542                          |
|  | PHF:   | 0.980                                   |
|  | ADJ. SATURATION FLOW RATE: % TURNS FROM EXCLUSIVE LANES:                 | 1,900<br>15                             |
| ======================================   | =======================================                                  | ======================================= |
|  | NUMBER OF THRU LANES   |   |
|  | PEAK DIRECTION:  |   |
|  | OFF-PEAK DIRECTION:<br>URBAN, TRANSITIONING, OR                          | 3                                       |
|  | RURAL DEVELOPED (U/T/R):   | U                                       |
|  | ARTERIAL CLASS<br>FREE FLOW SPEED (mph):                                 | 1 (1, 2, or 3)<br>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<br>Urban, Class 1 |  | 55, 50, 45, 40 or 35<br>45, 40 or 35    |
| Urban or Transitioning, Cla              | ss 2   | 40, 35, 30 or 25                        |
| Urban, Class 3                           |  | 35, 30 or 25                            |
| SIGNALIZATION CHARACTERIS                | ======================================                                   | ======================================= |
|  | ARRIVAL TYPE   |   |
|  | PEAK DIRECTION:<br>OFF-PEAK DIRECTION:                                   | : 4<br>2                                |
|  | TYPE SIGNAL SYSTEM:  | 3 (1=ACTUATE<br>2=PRETIMEI              |
|  | SYSTEM CYCLE LENGTH:   | 3=SEMIACTU<br>150                       |
|  | WEIGHTED THRU MOVEMENT g/C:  | 0.37                                    |

.

*:* 

. .

| WB<br>WEST   | PEAK DIRECTION'S SPECT FLAGLER STREET  | CIFIC INPU  | === <b>===</b><br>JTS   | % TURNS                  | ======          | CYCLE                         | EFFECTIVE                              |                    |                 |
|--|--|---|---|--------------------------|-----------------|-------------------------------|--|--------------------|-----------------|
|  |  |   | PEAK  | FROM                     |                 | LENGTH                        | g/C                                    |                    |                 |
|  |  | COUNT   | HOUR  | EXCLUS.                  |                 | SIGNALS                       | SIGNALS                                | LENGTH             | ARRIVAL         |
| LINK   | Signal Number & Location   | STATIO  | VOLUME  | LANES                    | LANES           | 2-20                          | 2-20                                   | (FT)               | TYPE            |
| 1-2  | West 79th Avenue (3547)  | 1141  | 2,552   | 24.39                    | 3               | 136                           | 0.65                                   | 887                | 4               |
|  | West 82nd Avenue (4859)  | 1141  | 2,552   | 3.11                     | 3               | 134                           | 0.69                                   | 1,210              | 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  |   |                          |                 |                               |  |                    |                 |
|  | SIGNAL # 10  | 1141<br>1141  |   |                          |                 |                               |  |                    |                 |
|  | SIGNAL # 11<br>SIGNAL # 12   | 1141  |   |                          |                 |                               |  |                    |                 |
|  | SIGNAL # 12<br>SIGNAL # 13   | 1141  |   |                          |                 |                               |  |                    |                 |
|  | SIGNAL # 14  | 1141  |   |                          |                 |                               |  |                    |                 |
|  | SIGNAL # 15  | 1141  |   |                          |                 |                               |  |                    |                 |
|  | SIGNAL # 16  | 1141  |   |                          |                 |                               |  |                    |                 |
|  | SIGNAL # 17  | 1141  |   |                          |                 |                               |  |                    |                 |
|  | SIGNAL # 18  | 1141  |   |                          |                 |                               |  |                    |                 |
|  | SIGNAL # 19  | 1141  |   |                          |                 |                               |  |                    |                 |
|  | SIGNAL # 20  | 1141  |   |                          |                 |                               |  |                    |                 |
| =====  |  | ======  | =======   | ======                   | ======          | =======                       | =======                                | =======            | ======          |
| EB   | OFF-PEAK DIRECTION'S   | SPECIFIC  | INPUTS  |                          |                 |                               |  |                    |                 |
|  |  |   |   | A/ TIIDNA                |                 | 0)(0) 5                       | o                                      |                    |                 |
| WESI   | FLAGLER STREET   |   |   | % TURNS                  |                 |                               | EFFECTIVE                              |                    |                 |
| WESI   | FLAGLER STREET   | COLINIT   | PEAK  | FROM                     |                 | LENGTH                        | g/C                                    |                    | ADDIV/AL        |
|  |  | COUNT   | PEAK<br>HOUR  | FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS             | g/C<br>SIGNALS                         | LENGTH             | ARRIVAL         |
|  | FLAGLER STREET Signal Number & Location  |   | PEAK  | FROM                     |                 | LENGTH                        | g/C                                    |                    | ARRIVAL<br>TYPE |
| LINK   |  |   | PEAK<br>HOUR  | FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS             | g/C<br>SIGNALS                         | LENGTH             |                 |
| LINK<br>20-19  | Signal Number & Location   | STATIO  | PEAK<br>HOUR<br>VOLUME  | FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS             | g/C<br>SIGNALS                         | LENGTH             |                 |
| LINK<br>20-19<br>19-18<br>18-17  | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17   | STATIO<br>1141  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0   | FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS             | g/C<br>SIGNALS                         | LENGTH             |                 |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16   | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16   | 1141<br>1141<br>1141<br>1141<br>1141                        | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS             | g/C<br>SIGNALS                         | LENGTH             |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15  | Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15  | STATIO<br>1141<br>1141<br>1141<br>1141<br>1141              | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS             | g/C<br>SIGNALS                         | LENGTH             |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14   | Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14  | STATIO  1141 1141 1141 1141 1141                            | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS             | g/C<br>SIGNALS                         | LENGTH             |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13  | Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13  | 1141<br>1141<br>1141<br>1141<br>1141<br>1141<br>1141        | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS             | g/C<br>SIGNALS                         | LENGTH             |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12   | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12   | 1141<br>1141<br>1141<br>1141<br>1141<br>1141<br>1141<br>114 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS             | g/C<br>SIGNALS                         | LENGTH             |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11  | Signal Number & Location  SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11  | STATIO  1141 1141 1141 1141 1141 1141 1141 1                | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS             | g/C<br>SIGNALS                         | LENGTH             |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10   | Signal Number & Location SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11   | STATIO  1141 1141 1141 1141 1141 1141 1141 1                | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS             | g/C<br>SIGNALS                         | LENGTH             |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9   | Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9   | STATIO  1141 1141 1141 1141 1141 1141 1141 1                | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS             | g/C<br>SIGNALS                         | LENGTH             |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8                                    | Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8  | STATIO  1141 1141 1141 1141 1141 1141 1141 1                | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0                                       | FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS             | g/C<br>SIGNALS                         | LENGTH             |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7                             | Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7   | STATIO  1141 1141 1141 1141 1141 1141 1141 1                | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0                                       | FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS             | g/C<br>SIGNALS                         | LENGTH             |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6                      | Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6  | STATIO  1141 1141 1141 1141 1141 1141 1141 1                | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                                  | FROM<br>EXCLUS.          |                 | LENGTH<br>SIGNALS             | g/C<br>SIGNALS                         | LENGTH             |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5               | Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5   | STATIO  1141 1141 1141 1141 1141 1141 1141 1                | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                             | FROM<br>EXCLUS.<br>LANES | LANES           | LENGTH<br>SIGNALS<br>19-1     | g/C<br>SIGNALS<br>19-1                 | LENGTH<br>(FT)     | TYPE            |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 West 84th Avenue (4860)                         | STATIO  1141 1141 1141 1141 1141 1141 1141 1                | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0         | FROM<br>EXCLUS.<br>LANES | LANES           | LENGTH<br>SIGNALS<br>19-1     | g/C<br>SIGNALS<br>19-1                 | LENGTH<br>(FT)     | TYPE            |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4<br>4-3 | Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 West 84th Avenue (4860) West 82nd Avenue (4859) | STATIO  1141 1141 1141 1141 1141 1141 1141 1                | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>2,154<br>2,154 | FROM<br>EXCLUS.<br>LANES | LANES<br>3<br>3 | LENGTH<br>SIGNALS<br>19-1<br> | g/C<br>SIGNALS<br>19-1<br>0.71<br>0.69 | LENGTH<br>(FT)<br> | TYPE            |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | Signal Number & Location  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 West 84th Avenue (4860)                         | STATIO  1141 1141 1141 1141 1141 1141 1141 1                | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0         | FROM<br>EXCLUS.<br>LANES | LANES           | LENGTH<br>SIGNALS<br>19-1     | g/C<br>SIGNALS<br>19-1                 | LENGTH<br>(FT)     | TYPE            |

|       | PEAK DIRECTION RESUL<br>FLAGLER STREET<br>Signal Number & Location | COUNT | THRU<br>FLOW<br>RATE | V/C<br>RATIO | THRU A | THRU<br>APPROAC<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
|-------|--|-------|----------------------|--------------|--------|------------------------|----------------|-------------------------|
| 1-2   | West 79th Avenue (3547)  | 1141  | 1969                 | 0.53         | 7.0    | В                      | 21.2           | D                       |
| 2-3   | West 82nd Avenue (4859)  | 1141  | 2523                 | 0.64         | 6.7    | В                      | 24.0           | С                       |
| 3-4   | West 84th Avenue (4860)  | 1141  | 2516                 | 0.62         | 5.8    | В                      | 25.7           | С                       |
| 4-5   | West 87th Avenue (3747)  | 1141  | 2103                 | 0.92         | 27.2   | D                      | 14.3           | Е                       |
| 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 Spee        | ed =         | 20.1 i | mph                    |                |                         |

LOS =

THRU EB OFF-PEAK DIRECTION RESULTS THRU **ARTERIAL** WEST FLAGLER STREET COUNT **FLOW** V/C THRU APPROAC **SPEED** LINK LOS LINK Signal Number & Location STATIO RATE RATIO DELAY (MPH) 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 11-10 SIGNAL #10 1141 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 В 22.9 C West 82nd Avenue (4859) 4-3 1141 0.51 22.0 C 1,990 10.3 В 3-2 West 79th Avenue (3547) 1141 1,929 0.52 13.1 В 19.3 D 2-1 SR 826 West (3621) 1141 1,707 0.70 15.4 C 15.4 19.9 mph EΒ Arterial Speed = LOS = D

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:

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 \_\_\_\_\_\_

TRAFFIC CHARACTERISTICS

AWDT:

65,693

K FACTOR:

0.069

D FACTOR:

0.607

PHF: ADJ. SATURATION FLOW RATE: 0.910

1.900

% TURNS FROM EXCLUSIVE LANES: 

15

**ROADWAY CHARACTERISTICS** 

NUMBER OF THRU LANES

PEAK DIRECTION:

2 2

OFF-PEAK DIRECTION:

URBAN, TRANSITIONING, OR RURAL DEVELOPED (U/T/R):

U 1 (1, 2, or 3)

Use Free flow speed of:

ARTERIAL CLASS FREE FLOW SPEED (mph):

35 (45, 40, or 35)

For Arterial Type and Class:

Rural

Transitioning, Class 1

Urban, Class 1

Urban or Transitioning, Class 2 Urban, Class 3

55, 50, 45, 40 or 35 55, 50, 45, 40 or 35

45. 40 or 35 40, 35, 30 or 25

35, 30 or 25

SIGNALIZATION CHARACTERISTICS

ARRIVAL TYPE

PEAK DIRECTION:

OFF-PEAK DIRECTION:

2

TYPE SIGNAL SYSTEM:

3 (1=ACTUATED

2=PRETIMED

3=SEMIACTUATED)

SYSTEM CYCLE LENGTH:

150

WEIGHTED THRU MOVEMENT a/C:

0.37

| NW 3   | PEAK DIRECTION'S<br>3TH STREET   | SPECIFIC INP   |   | % TURNS                  |         |                           | EFFECTIVE              |                |                 |
|--|--|--|---|--------------------------|---------|---------------------------|------------------------|----------------|-----------------|
| LINK   | Signal Number & Loc  | COUNT<br>ation STATIO  | PEAK<br>HOUR<br>VOLUME                      | FROM<br>EXCLUS.<br>LANES | LANES   | LENGTH<br>SIGNALS<br>2-20 | g/C<br>SIGNALS<br>2-20 | LENGTH<br>(FT) | ARRIVAL<br>TYPE |
| 1-2  | NW 79th Avenue (395  | 54) 1173   | 2,758                                       | 25.89                    | 2       | 170                       | 0.56                   | 3,958          | 4               |
| 2-3  | SIGNAL#3   | 1173   | <i>.</i>                                    |                          |         |                           |                        | ,              |                 |
| 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   |   |                          |         |                           |                        |                |                 |
|  | SIGNAL # 10  | 1173   |   |                          |         |                           |                        |                |                 |
|  | SIGNAL # 11  | 1173   |   |                          |         |                           |                        |                |                 |
|  | SIGNAL # 12  | 1173   |   |                          |         |                           |                        |                |                 |
|  | SIGNAL # 13  | 1173   |   |                          |         |                           |                        |                |                 |
|  | SIGNAL # 14<br>SIGNAL # 15   | 1173<br>1173   |   |                          |         |                           |                        |                |                 |
|  | SIGNAL # 16  | 1173   |   |                          |         |                           |                        |                |                 |
|  | SIGNAL # 17  | 1173   |   |                          |         |                           |                        |                |                 |
|  | SIGNAL # 18  | 1173   |   |                          |         |                           |                        |                |                 |
|  | SIGNAL # 19  | 1173   |   |                          |         |                           |                        |                |                 |
|  | SIGNAL # 20  | 1173   |   |                          |         |                           |                        |                |                 |
| =====  | =======================================  | ==== =====   | ======                                      | ======                   | =====   | =======                   | ========               | ======         | ======          |
| EB   | OFF-PEAK DIRECTION   | ON'S SPECIFIC  | INPUTS                                      |                          |         |                           |                        |                |                 |
| NM 3   | 6TH STREET   |  |   | % TURNS                  |         |                           | EFFECTIVE              |                |                 |
|  |  |  | PEAK  | FROM                     |         | LENGTH                    | g/C                    |                |                 |
|  |  | COUNT  | HOUR  |                          |         |                           |                        | LENIOTII       | 4000441         |
| 1 14 11/   | Oimed Nameles O. Lee   |  |   | EXCLUS.                  | LANICO  | SIGNALS                   | SIGNALS                | LENGTH         | ARRIVAL         |
| LINK   | Signal Number & Loc  |  | VOLUME                                      | LANES                    | LANES   | 19-1                      | SIGNALS<br>19-1        | LENGTH<br>(FT) | ARRIVAL<br>TYPE |
|  |  | ation STATIO   | VOLUME                                      |                          | LANES   |                           |                        |                |                 |
| 20-19  | Signal Number & Loc<br>SIGNAL # 19<br>SIGNAL # 18  |  |   |                          | LANES   |                           |                        |                |                 |
| 20-19<br>19-18   | SIGNAL # 19  | eation STATIO  | VOLUME<br>0                                 |                          | LANES   |                           |                        |                |                 |
| 20-19<br>19-18<br>18-17  | SIGNAL # 19<br>SIGNAL # 18   | 1173<br>1173   | VOLUME<br>0<br>0                            |                          | LANES   |                           |                        |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16   | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17  | 1173<br>1173<br>1173   | VOLUME<br>0<br>0<br>0                       |                          | LANES   |                           |                        |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14   | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14   | 1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173         | 0<br>0<br>0<br>0<br>0                       |                          | LANES   |                           |                        |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13  | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13  | 1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173 | VOLUME<br>0<br>0<br>0<br>0<br>0<br>0        |                          | LANES   |                           |                        |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12   | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12   | 1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173 | VOLUME  0 0 0 0 0 0 0 0 0 0 0               |                          | LANES   |                           |                        |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11  | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11  | 1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173 | VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0         |                          | LANES   |                           |                        |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11  | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 11   | 1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173 | VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   |                          | LANES   |                           |                        |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10   | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9   | 1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173 | VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   |                          | LANES   |                           |                        |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8                                    | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8  | 1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173 | VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |                          | LANES   |                           |                        |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7                             | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7   | 1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173 | VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |                          | LANES   |                           |                        |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6                      | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6  | 1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173 | VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |                          | LANES   |                           |                        |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5               | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5                                   | 1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173 | VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |                          | LANES   |                           |                        |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4            | 1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173 | VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |                          | LANES   |                           |                        |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4<br>4-3 | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4 SIGNAL # 3 | 1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173 | VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |                          | LANES   |                           |                        |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4            | 1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173<br>1173 | VOLUME  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |                          | LANES 2 |                           | 19-1                   |                |                 |

|       | PEAK DIRECTION RESU<br>6TH STREET<br>Signal Number & Location | COUNT | THRU<br>FLOW<br>RATE | V/C<br>RATIO | THRU . | THRU<br>APPROAC<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>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                    |              |        |                        |                |                         | ŭ            |
| 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 Spee        | ed =         | 18.1   | mph                    |                |                         |              |

LOS = D

|       | OFF-PEAK DIRECTION<br>6TH STREET<br>Signal Number & Locatio | COUNT | THRU<br>FLOW<br>RATE | V/C<br>RATIO  | THRU A      | THRU<br>\PPROAC<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>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                    |               |             |                        |                |                         |              |
|       | 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           | 3 E                     | *Warning: In |
| EB    |   |       | Arterial Spee        | ed =<br>LOS = | 15.3 i<br>E | mph                    |                |                         |              |

| Florida Department of Transpo         | ======================================                         | ***************************************             |
|---------------------------------------|--|---|
| · · · · · · · · · · · · · · · · · · · | Arterial Level of Service Estimate                             |   |
|                                       | Based on the 1985 Highway Capacity Mar<br>ART PLAN Version 1.2 | nuai  |
| Developed by: W.McShan                | e, E.Shenk, and G.Sokolow 12-14-91                             |   |
| <u>-</u>                              | Modified by: FDOT District Four 05-18-9                        | 2   |
| DESCRIPTION                           |  | MILAM DAIRY ROAD                                    |
| PEAK >>>>>>                           | Station No. & Location: PEAK DIRECTION:                        | 1200  |
| FEAR >>>>>                            | OFF-PEAK DIRECTION:  | <del></del>   |
|                                       |  | PM PEAK   |
| Traffic Count Date:                   |  | JANUARY 25, 1995                                    |
| User's Notes:                         | NW 12TH STREET WEST TO NW 7TH ST                               | TREET SOUTH<br>==================================== |
| TRAFFIC CHARACTERISTICS               |  |   |
|                                       | AWDT:  | 26,525  |
|                                       | K FACTOR:  | 0.102   |
|                                       | D FACTOR:<br>PHF:  | 0.769<br>0.892                                      |
|                                       | 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):<br>ARTERIAL CLASS:                    | U<br>1 (1, 2, or 3)                                 |
|                                       | FREE FLOW SPEED (mph):   | 40 (45, 40, or 35)                                  |
| For Arterial Type and Clas            | p-   | Use Free flow speed of:                             |
| Rural                                 | <b>3.</b>  | 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, Cl            | ass 2  | 40, 35, 30 or 25                                    |
| Urban, Class 3                        |  | 35, 30 or 25  |
| SIGNALIZATION CHARACTERIS             | ======================================                         |   |
|                                       | ARRIVAL TYPE   |   |
|                                       | PEAK DIRECTION   | 4   |
|                                       | OFF-PEAK DIRECTION:  | 2   |
|                                       | TYPE SIGNAL SYSTEM:  | 3 (1=ACTUATED                                       |
|                                       |  | 2=PRETIMED<br>3=SEMIACTUATED)                       |
|                                       | SYSTEM CYCLE LENGTH:   | 150   |
|                                       | WEIGHTED THRU MOVEMENT g/C:                                    | 0.37  |

| LINK   | 1 DAIRY ROAD<br>Signal Number & L   | C      | OUNT<br>TATION  | PEAK<br>HOUR   | % TURNS<br>FROM<br>EXCLUS.<br>LANES    | LANES  | CYCLE<br>LENGTH<br>SIGNALS<br>2-20 | EFFECTIVE<br>g/C<br>SIGNALS<br>2-20 | LENGTH<br>(FT) | ARF<br>TY |
|--|---|--------|---|--|--|--------|------------------------------------|-------------------------------------|----------------|-----------|
| 1-2  | NW 7th St. North (4   | 4577)  | 1200  | 2,071  | 0                                      | 4      | 134                                | 0.55                                | 2,594          |           |
| 2-3  | NW 7th St. South (  | (5183) | 1200  | 2,071  | 51.24                                  | 3      | 136                                | 0.74                                | 206            |           |
|  | SIGNAL#4  |        | 1200  |  |  |        |                                    |                                     |                |           |
|  | SIGNAL#5  |        | 1200  |  |  |        |                                    |                                     |                |           |
|  | SIGNAL#6  |        | 1200  |  |  |        |                                    |                                     |                |           |
|  | SIGNAL#7  |        | 1200  |  |  |        |                                    |                                     |                |           |
|  | SIGNAL #8   |        | 1200  |  |  |        |                                    |                                     |                |           |
|  | SIGNAL # 9  |        | 1200  |  |  |        |                                    |                                     |                |           |
|  | SIGNAL # 10   |        | 1200  |  |  |        |                                    |                                     |                |           |
|  | SIGNAL # 11   |        | 1200  |  |  |        |                                    |                                     |                |           |
|  | SIGNAL # 12   |        | 1200  |  |  |        |                                    |                                     |                |           |
|  | SIGNAL # 13   |        | 1200  |  |  |        |                                    |                                     |                |           |
|  | SIGNAL # 14   |        | 1200  |  |  |        |                                    |                                     |                |           |
|  | SIGNAL # 15   |        | 1200  |  |  |        |                                    |                                     |                |           |
|  | SIGNAL # 16   |        | 1200  |  |  |        |                                    |                                     |                |           |
|  | SIGNAL # 17   |        | 1200  |  |  |        |                                    |                                     |                |           |
|  | SIGNAL # 18   |        | 1200  |  |  |        |                                    |                                     |                |           |
| 18-19  | SIGNAL # 19   |        | 1200  |  |  |        |                                    |                                     |                |           |
|  |   |        |   |  |  |        |                                    |                                     |                |           |
| 19-20<br>=====<br>NB   | SIGNAL # 20<br>========<br>OFF-PEAK DIREC<br>I DAIRY ROAD   |        | 1200<br>======<br>PECIFIC   | INPUTS PEAK  | ###################################### | ====== | CYCLE<br>LENGTH                    | EFFECTIVE<br>g/C                    | =======        | ====      |
| 19-20<br>=====<br>NB<br>MILAN  | OFF-PEAK DIREC  | C C    | PECIFIC   | PEAK<br>HOUR   | FROM<br>Exclus.                        |        |                                    |                                     | LENGTH<br>(FT) | ARR<br>TY |
| 19-20<br>NB<br>MILAN<br>LINK   | =========<br>OFF-PEAK DIREC<br>DAIRY ROAD   | C C    | PECIFIC   | PEAK<br>HOUR<br>VOLUME   | FROM<br>Exclus.                        |        | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |           |
| 19-20<br>NB<br>MILAM<br>LINK<br>   | OFF-PEAK DIREC<br>I DAIRY ROAD<br>Signal Number & L   | C C    | PECIFIC OUNT ATION  | PEAK<br>HOUR   | FROM<br>Exclus.                        |        | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |           |
| 19-20<br>NB<br>MILAN<br>LINK<br>20-19<br>19-18   | OFF-PEAK DIRECT DAIRY ROAD Signal Number & L  | C C    | OUNT<br>ATION   | PEAK<br>HOUR<br>VOLUME   | FROM<br>Exclus.                        |        | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |           |
| 19-20<br>NB<br>MILAM<br>LINK<br>20-19<br>19-18<br>18-17  | OFF-PEAK DIRECT DAIRY ROAD  Signal Number & L  SIGNAL # 19 SIGNAL # 18  | C C    | OUNT<br>ATION<br>1200<br>1200   | PEAK<br>HOUR<br>VOLUME   | FROM<br>Exclus.                        |        | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |           |
| 19-20<br>NB<br>MILAN<br>LINK<br>20-19<br>19-18<br>18-17<br>17-16   | OFF-PEAK DIRECT DAIRY ROAD  Signal Number & L  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17  | C C    | OUNT<br>ATION<br>1200<br>1200<br>1200   | PEAK<br>HOUR<br>VOLUME<br>0<br>0   | FROM<br>Exclus.                        |        | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |           |
| 19-20<br>NB<br>MILAN<br>LINK<br>   | OFF-PEAK DIRECT DAIRY ROAD  Signal Number & L  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16  | C C    | OUNT<br>ATION<br>1200<br>1200<br>1200<br>1200   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0                                    | FROM<br>Exclus.                        |        | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |           |
| 19-20<br>NB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14   | OFF-PEAK DIRECT DAIRY ROAD  Signal Number & L  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15  | C C    | OUNT<br>ATION<br>1200<br>1200<br>1200<br>1200<br>1200                                   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0                               | FROM<br>Exclus.                        |        | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |           |
| 19-20<br>NB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13  | OFF-PEAK DIRECT DAIRY ROAD  Signal Number & L  SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14  | C C    | OUNT<br>ATION<br>1200<br>1200<br>1200<br>1200<br>1200<br>1200<br>1200                   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0                               | FROM<br>Exclus.                        |        | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |           |
| 19-20<br>NB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12   | Signal Number & L SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13   | C C    | OUNT<br>ATION<br>1200<br>1200<br>1200<br>1200<br>1200<br>1200<br>1200<br>120            | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                          | FROM<br>Exclus.                        |        | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |           |
| 19-20<br>NB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11  | Signal Number & L SIGNAL # 19 SIGNAL # 17 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 13   | C C    | OUNT<br>ATION<br>1200<br>1200<br>1200<br>1200<br>1200<br>1200<br>1200<br>120            | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                          | FROM<br>Exclus.                        |        | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |           |
| 19-20<br>NB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10                                 | Signal Number & L SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11   | C C    | PECIFIC<br>OUNT<br>ATION<br>1200<br>1200<br>1200<br>1200<br>1200<br>1200<br>1200<br>120 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                          | FROM<br>Exclus.                        |        | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |           |
| 19-20<br>NB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9                         | Signal Number & L SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11   | C C    | PECIFIC<br>OUNT<br>ATION<br>1200<br>1200<br>1200<br>1200<br>1200<br>1200<br>1200<br>120 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                     | FROM<br>Exclus.                        |        | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |           |
| 19-20<br>NB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7                    | Signal Number & L SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7  | C C    | PECIFIC OUNT 1200 1200 1200 1200 1200 1200 1200 120                                     | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                     | FROM<br>Exclus.                        |        | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |           |
| 19-20<br>NB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7                    | Signal Number & L SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8   | C C    | PECIFIC OUNT 1200 1200 1200 1200 1200 1200 1200 120                                     | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | FROM<br>Exclus.                        |        | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |           |
| 19-20<br>NB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5               | Signal Number & L SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5            | C C    | PECIFIC OUNT ATION 1200 1200 1200 1200 1200 1200 1200 120                               | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | FROM<br>Exclus.                        |        | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |           |
| 19-20<br>NB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5               | Signal Number & L SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6                       | C C    | PECIFIC OUNT ATION 1200 1200 1200 1200 1200 1200 1200 120                               | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0           | FROM<br>Exclus.                        |        | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |           |
| 19-20<br>NB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | Signal Number & L SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5            | C C    | PECIFIC OUNT ATION 1200 1200 1200 1200 1200 1200 1200 120                               | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | FROM<br>Exclus.                        |        | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |           |
| 19-20<br>NB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4<br>4-3 | Signal Number & L SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4 | C C    | PECIFIC OUNT ATION 1200 1200 1200 1200 1200 1200 1200 120                               | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>Exclus.                        |        | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |           |

| SB PEAK DIRECTION RESULT MILAM DAIRY ROAD LINK Signal Number & LocationS   | COUNT  | THRU<br>FLOW<br>RATE  | V/C<br>RATIO  | THRU<br>DELAY | THRU<br>APPROAC<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
|--|--|---|---------------|---------------|------------------------|----------------|-------------------------|
| 1-2 NW 7th St. North (4577) 2-3 NW 7th St. South (5183) 3-4 SIGNAL # 4 4-5 SIGNAL # 5 5-6 SIGNAL # 6 6-7 SIGNAL # 7 7-8 SIGNAL # 8 8-9 SIGNAL # 9 9-10 SIGNAL # 10 10-11 SIGNAL # 11 11-12 SIGNAL # 11 11-12 SIGNAL # 12 12-13 SIGNAL # 13 13-14 SIGNAL # 14 14-15 SIGNAL # 15 15-16 SIGNAL # 15 15-16 SIGNAL # 17 17-18 SIGNAL # 17 17-18 SIGNAL # 18 18-19 SIGNAL # 19 | 1200<br>1200<br>1200<br>1200<br>1200<br>1200<br>1200<br>1200 | 2322<br>1132<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0.56<br>0.27  | 10.8<br>3.1   |                        | 29.6<br>ERR    | B<br>ERR                |
| 19-20 SIGNAL # 20<br>SB  | 1200<br>/  | 0<br>Arterial Spee  | ed =<br>LOS = | ERR<br>ERR    | mph                    |                |                         |
|  |  |   |               |               |                        |                |                         |
| NB OFF-PEAK DIRECTION RE MILAM DAIRY ROAD LINK Signal Number & LocationS   | SULTS  | THRU<br>FLOW<br>RATE  | V/C<br>RATIO  | THRU<br>DELAY | THRU<br>APPROAC<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
| MILAM DAIRY ROAD   | SULTS  | THRU<br>FLOW  |               |               | APPROAC<br>LOS         |                | LINK                    |

| Florida Department of Transport         | ration Arterial Level of Service Estimate                                      |  |
|---|--|--|
|   | Based on the 1985 Highway Capacity Mar   | nual   |
| Davidsand by W.McChana                  | ART_PLAN Version 1.2   |  |
| Developed by. vv.mcShane                | e, E.Shenk, and G.Sokolow 12-14-91<br>Modified by: FDOT District Four 05-18-92 | 2  |
| DESCRIPTION                             | ROAD NAME: \ Station No. & Location:   | WEST 72ND AVENUE                             |
| PEAK >>>>>>                             | PEAK DIRECTION: S  |  |
| . –                                     |  | NB   |
| Traffic Count Date:                     |  | PM PEAK                                      |
| User's Notes:                           | JULY 15, 1993  | JANUARY 25, 1995<br>TREET)                   |
| FRAFFIC CHARACTERISTICS                 | :=====   | =======================================      |
|   | AWDT:  | 13,146                                       |
|   | K FACTOR:<br>D FACTOR:   | 0.085<br>0.643                               |
|   | PHF:   | 0.865  |
|   | 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):   | 35 (45, 40, or 35)                           |
| For Arterial Type and Class             | :  | Use Free flow speed of:                      |
| Rural<br>Transitioning, Class 1         |  | 55, 50, 45, 40 or 35<br>55, 50, 45, 40 or 35 |
| Urban, Class 1                          |  | 45, 40 or 35                                 |
| Urban or Transitioning, Cla             | ss 2   | 40, 35, 30 or 25                             |
| Urban, Class 3                          |  | 35, 30 or 25                                 |
| ======================================  |  |  |
|   | ARRIVAL TYPE   |  |
|   | PEAK DIRECTION   | 4  |
|   | OFF-PEAK DIRECTION:<br>TYPE SIGNAL SYSTEM:                                     | 2<br>3 /1-ACTUATED                           |
|   | ITE SIGNAL STOLEM;   | 3 (1=ACTUATED<br>2=PRETIMED                  |
|   |  | 3=SEMIACTUATED)                              |
|   | SYSTEM CYCLE LENGTH:<br>WEIGHTED THRU MOVEMENT g/C;                            | 150<br>0.37                                  |
| ======================================= | ======================================   | =======================================      |

| WEST   | PEAK DIRECTION'S S 72ND AVENUE Signal Number & Loca             | COUNT   | PEAK<br>HOUR  | % TURNS<br>FROM<br>EXCLUS.<br>LANES    | LANES | CYCLE<br>LENGTH<br>SIGNALS<br>2-20 | EFFECTIVE<br>g/C<br>SIGNALS<br>2-20 | LENGTH<br>(FT) | ARRI<br>TYI |
|--|---|---|---|--|-------|------------------------------------|-------------------------------------|----------------|-------------|
| 1-2  | SR 836 North (3483)   | 1201  | 719   | 67.58                                  | 2     | 133                                | 0.85                                | 375            |             |
| 2-3  | SR 836 South (5175)   | 1201  | 719   | 100                                    | 0     | 133                                | 0.58                                | 875            |             |
| 3-4  | NW 7th St. North (4577  | 7) 1201   | 719   | 0                                      | 4     | 135                                | 0.50                                | 900            |             |
| 4-5  | NW 7th St. South (518)  |   | 719   | 51.24                                  | 3     | 136                                | 0.74                                | 206            |             |
| 5-6  | Flagler Street (3618)   | 1201  | 719   | 75                                     | 2     | 135                                | 0.15                                | 2,362          |             |
|  | 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<br>=====<br>NB   | SIGNAL # 19 SIGNAL # 20 ====================================    | 1201<br>=== ======  |   | ************************************** | ===== |                                    | EFFECTIVE                           | ======         | ====        |
| 19-20<br>=====<br>NB<br>WEST   | SIGNAL # 20<br>============<br>OFF-PEAK DIRECTIO<br>72ND AVENUE | 1201<br><br>N'S SPECIFIC<br>COUNT   | PEAK<br>HOUR  | FROM EXCLUS.                           |       | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |             |
| 19-20<br>=====<br>NB<br>WEST   | SIGNAL # 20<br>=========<br>OFF-PEAK DIRECTIO                   | 1201<br><br>N'S SPECIFIC<br>COUNT   | PEAK<br>HOUR  | FROM EXCLUS.                           |       | LENGTH                             | g/C                                 |                |             |
| 19-20<br>=====<br>NB<br>WEST<br>LINK   | SIGNAL # 20<br>============<br>OFF-PEAK DIRECTIO<br>72ND AVENUE | 1201<br><br>N'S SPECIFIC<br>COUNT   | PEAK<br>HOUR  | FROM EXCLUS.                           |       | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |             |
| 19-20<br>=====<br>NB<br>WEST<br>LINK<br>                                     | SIGNAL # 20 ====================================                | 1201  N'S SPECIFIC  COUNT  tion STATION                                   | PEAK<br>HOUR<br>VOLUME  | FROM EXCLUS.                           |       | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |             |
| 19-20<br>=====<br>NB<br>WEST<br>LINK<br><br>20-19<br>19-18                   | SIGNAL # 20 ====================================                | 1201  N'S SPECIFIC  COUNT  Ition STATION  1201                            | PEAK<br>HOUR<br>VOLUME  | FROM EXCLUS.                           |       | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |             |
| 19-20<br>=====<br>NB<br>WEST<br>LINK<br><br>20-19<br>19-18<br>18-17          | SIGNAL # 20 ====================================                | 1201  N'S SPECIFIC  COUNT  Ition STATION  1201  1201                      | PEAK<br>HOUR<br>VOLUME  | FROM EXCLUS.                           |       | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |             |
| 19-20<br>=====<br>NB<br>WEST<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16 | SIGNAL # 20 ====================================                | 1201  COUNT COUNT 1201  1201 1201   | PEAK<br>HOUR<br>VOLUME<br>0<br>0  | FROM EXCLUS.                           |       | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |             |
| 19-20<br>=====<br>NB<br>WEST<br>LINK<br>                                     | SIGNAL # 20 ====================================                | 1201  COUNT COUNT 1201 1201 1201 1201                                     | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0   | FROM EXCLUS.                           |       | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |             |
| 19-20<br>=====<br>NB<br>WEST<br>LINK<br>                                     | SIGNAL # 20 ====================================                | 1201  COUNT COUNT 1201 1201 1201 1201 1201                                | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM EXCLUS.                           |       | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |             |
| 19-20<br>=====<br>NB<br>WEST<br>LINK<br>                                     | SIGNAL # 20 ====================================                | 1201  COUNT STATION  1201 1201 1201 1201 1201 1201 1201                   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.                        |       | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |             |
| 19-20<br>=====<br>NB<br>WEST<br>LINK<br>                                     | SIGNAL # 20 ====================================                | 1201 COUNT SPECIFIC 1201 1201 1201 1201 1201 1201 1201 1201               | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.                        |       | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |             |
| 19-20<br>=====<br>NB<br>WEST<br>LINK<br>                                     | SIGNAL # 20 ====================================                | 1201 COUNT COUNT 1201 1201 1201 1201 1201 1201 1201 1201                  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.                        |       | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |             |
| 19-20<br>=====<br>NB<br>WEST<br>LINK<br>                                     | SIGNAL # 20 ====================================                | 1201 COUNT tion STATION 1201 1201 1201 1201 1201 1201 1201 120            | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.                        |       | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         | ARRI<br>TYF |
| 19-20<br>=====<br>NB<br>WEST<br>LINK<br>                                     | SIGNAL # 20 ====================================                | 1201  COUNT SPECIFIC COUNT STATION 1201 1201 1201 1201 1201 1201 1201 120 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.                        |       | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |             |
| 19-20<br>=====<br>NB<br>WEST<br>LINK<br>                                     | SIGNAL # 20 ====================================                | 1201  COUNT SPECIFIC COUNT STATION 1201 1201 1201 1201 1201 1201 1201 120 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.                        |       | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |             |
| 19-20<br>=====<br>NB<br>WEST<br>LINK<br>                                     | SIGNAL # 20 ====================================                | 1201  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.                        |       | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |             |
| 19-20<br>=====<br>NB<br>WEST<br>LINK<br>                                     | SIGNAL # 20 ====================================                | 1201  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.                        |       | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      | LENGTH         |             |
| 19-20<br>=====<br>NB<br>WEST<br>LINK<br>                                     | SIGNAL # 20 ====================================                | 1201  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.                        |       | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS<br>19-1              | LENGTH         | TY          |
| 19-20<br>=====<br>NB<br>WEST<br>LINK<br>                                     | SIGNAL # 20 ====================================                | 1201  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | FROM<br>EXCLUS.<br>LANES               | LANES | LENGTH<br>SIGNALS<br>19-1          | g/C<br>SIGNALS<br>19-1              | LENGTH<br>(FT) | TYI         |
| 19-20<br>=====<br>NB<br>WEST<br>LINK<br>                                     | SIGNAL # 20 ====================================                | 1201  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES               | LANES | LENGTH<br>SIGNALS<br>19-1          | g/C<br>SIGNALS<br>19-1<br>          | LENGTH<br>(FT) | TYF         |

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

\_\_\_\_\_\_

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

Analysis Date: JANUARY 25, 1995

Traffic Count Date:

JULY 13, 1994

User's Notes: 

NW 25TH STREET TO NW 12TH STREET WEST

TRAFFIC CHARACTERISTICS

AWDT:

36.009

K FACTOR:

0.099

D FACTOR:

0.729

PHF:

ADJ. SATURATION FLOW RATE:

0.893

1,900

% TURNS FROM EXCLUSIVE LANES:

15

**ROADWAY CHARACTERISTICS** 

NUMBER OF THRU LANES

PEAK DIRECTION:

3

OFF-PEAK DIRECTION: URBAN, TRANSITIONING, OR

RURAL DEVELOPED (U/T/R):

U 1 (1, 2, or 3)

ARTERIAL CLASS: FREE FLOW SPEED (mph):

45 (45, 40, or 35)

For Arterial Type and Class:

Rural Transitioning, Class 1

Urban, Class 1

Urban or Transitioning, Class 2

Urban, Class 3

Use Free flow speed of:

55, 50, 45, 40 or 35 55, 50, 45, 40 or 35

45, 40 or 35 40, 35, 30 or 25

35, 30 or 25

SIGNALIZATION CHARACTERISTICS

**ARRIVAL TYPE** 

PEAK DIRECTION

4

OFF-PEAK DIRECTION:

TYPE SIGNAL SYSTEM:

3 (1=ACTUATED

2=PRETIMED

3=SEMIACTUATED)

SYSTEM CYCLE LENGTH:

150

WEIGHTED THRU MOVEMENT g/C:

0.37

| SB<br>MILAN  | PEAK DIRECTION'S SPE<br>I DAIRY ROAD  | CIFIC INPU  | JTS<br>PEAK   | % TURNS<br>FROM                          |                 | CYCLE<br>LENGTH                    | EFFECTIVE g/C                          |                |                 |
|--|---|---|---|--|-----------------|------------------------------------|--|----------------|-----------------|
| LINK   | Signal Number & Location  | COUNT<br>nSTATION   | HOUR<br>VOLUME  | EXCLUS.                                  | LANES           | SIGNALS<br>2-20                    | SIGNALS<br>2-20                        | LENGTH<br>(FT) | ARRIVAL<br>TYPE |
| 1-2  | NW 22nd Street (4350)   | 1202  | 2,607<br>2,607  | 0.86<br>0                                | 3<br>3          | 120<br>120                         | 0.82<br>0.76                           | 1,100<br>600   | 4               |
| 2-3<br>3-4   | NW 19th Street (4708)<br>Corporate Way (4992)   | 1202<br>1202  | 2,607   | Ö  | 3               | 120                                | 0.78                                   | 2,300          | 4               |
| 4-5  | NW 12th St. West (4489)   |   | 2,607   | 42.34                                    | 2               | 134                                | 0.55                                   | 2,500          | 4               |
| 5-6  | SIGNAL # 6  | 1202  | _,,   |  | _               |                                    | 2,22                                   | _,,,,,         |                 |
| 6-7  | SIGNAL#7  | 1202  |   |  |                 |                                    |  |                |                 |
| 7-8  | SIGNAL #8   | 1202  |   |  |                 |                                    |  |                |                 |
| 8-9  | SIGNAL #9   | 1202  |   |  |                 |                                    |  |                |                 |
|  | SIGNAL # 10   | 1202  |   |  |                 |                                    |  |                |                 |
|  | SIGNAL # 11   | 1202  |   |  |                 |                                    |  |                |                 |
|  | SIGNAL # 12<br>SIGNAL # 13  | 1202<br>1202  |   |  |                 |                                    |  |                |                 |
|  | SIGNAL # 13   | 1202  |   |  |                 |                                    |  |                |                 |
|  | SIGNAL # 15   | 1202  |   |  |                 |                                    |  |                |                 |
|  | SIGNAL # 16   | 1202  |   |  |                 |                                    |  |                |                 |
|  | SIGNAL # 17   | 1202  |   |  |                 |                                    |  |                |                 |
| 17-18  | SIGNAL # 18   | 1202  |   |  |                 |                                    |  |                | •               |
| 18-19  | SIGNAL # 19   | 1202  |   |  |                 |                                    |  |                |                 |
| 10-20  | SIGNAL # 20   | 1202  |   |  |                 |                                    |  |                |                 |
| 13-20  |   |   |   |  |                 |                                    |  |                |                 |
| =====  | OFF-PEAK DIRECTION'S  | SPECIFIC  | =======<br>:INPUTS  | =======                                  | ======          | ±======                            | =======                                | ======         | ======          |
| ====<br>NB   |   | SPECIFIC  | INPUTS  | **************************************   | ======          |                                    | EFFECTIVE                              | ======         | ======          |
| ====<br>NB   |   | SPECIFIC  | INPUTS  | % TURNS                                  | ======          |                                    | EFFECTIVE g/C                          | ======         | ======          |
| NB<br>MILAN  | 1 DAIRY ROAD  | COUNT   | PEAK<br>HOUR  | FROM EXCLUS.                             |                 | CYCLE<br>LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         | LENGTH         | ARRIVAL         |
| NB<br>MILAN  |   | COUNT   | PEAK<br>HOUR  | FROM EXCLUS.                             | LANES           | CYCLE<br>LENGTH                    | g/C                                    | LENGTH<br>(FT) | ARRIVAL<br>TYPE |
| NB<br>MILAN  | 1 DAIRY ROAD  | COUNT   | PEAK<br>HOUR  | FROM EXCLUS.                             |                 | CYCLE<br>LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| LINK<br>20-19  | Signal Number & Location SIGNAL # 19 SIGNAL # 18  | COUNT<br>nSTATION<br>1202<br>1202   | PEAK<br>HOUR<br>VOLUME  | FROM EXCLUS.                             |                 | CYCLE<br>LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| LINK 20-19 19-18 18-17   | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17  | COUNT<br>nSTATION<br>1202<br>1202<br>1202   | PEAK<br>HOUR<br>VOLUME<br>0<br>0  | FROM EXCLUS.                             |                 | CYCLE<br>LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| LINK 20-19 19-18 18-17 17-16   | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16  | COUNT<br>n STATION<br>1202<br>1202<br>1202<br>1202                                | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0   | FROM EXCLUS.                             |                 | CYCLE<br>LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| LINK 20-19 19-18 18-17 17-16 16-15   | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15  | COUNT<br>n STATION<br>1202<br>1202<br>1202<br>1202<br>1202                        | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM EXCLUS.                             |                 | CYCLE<br>LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14   | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14  | COUNT<br>n STATION<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202                | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0  | FROM EXCLUS.                             |                 | CYCLE<br>LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13                                      | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14  | COUNT<br>n STATION<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202        | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM EXCLUS.                             |                 | CYCLE<br>LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| NB MILAN 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12   | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12  | COUNT<br>nSTATION<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>120  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM EXCLUS.                             |                 | CYCLE<br>LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| NB MILAN 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11   | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11  | COUNT<br>n STATION<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>120 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | FROM EXCLUS.                             |                 | CYCLE<br>LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| NB MILAN 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11   | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11  | COUNT<br>nSTATION<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>120  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0   | FROM EXCLUS.                             |                 | CYCLE<br>LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| NB MILAN 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10                                     | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9   | COUNT<br>n STATION<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>120 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | FROM EXCLUS.                             |                 | CYCLE<br>LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| NB MILAN 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9                                | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9   | COUNT<br>nSTATION<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>120  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0  | FROM EXCLUS.                             |                 | CYCLE<br>LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| NB MILAN  LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7 7-6              | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6  | COUNT<br>nSTATION<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>120  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | FROM EXCLUS.                             |                 | CYCLE<br>LENGTH<br>SIGNALS         | g/C<br>SIGNALS                         |                |                 |
| NB MILAN  LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7 7-6 6-5          | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5   | COUNT<br>nSTATION<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>120  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | FROM<br>EXCLUS.<br>LANES                 |                 | CYCLE<br>LENGTH<br>SIGNALS<br>19-1 | g/C<br>SIGNALS<br>19-1                 | (FT)           |                 |
| NB MILAN  LINK  20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7 7-6 6-5 5-4     | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 Corporate Way (4992)  | COUNT<br>nSTATION<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>120  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES                 | LANES 3         | CYCLE<br>LENGTH<br>SIGNALS<br>19-1 | g/C<br>SIGNALS<br>19-1                 | (FT)<br>2,500  | TYPE            |
| NB MILAN  LINK  20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7 7-6 6-5 5-4 4-3 | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 Corporate Way (4992) NW 19th Street (4708) | COUNT<br>nSTATION<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>120  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES<br>6.95<br>0.88 | LANES<br>3<br>3 | CYCLE<br>LENGTH<br>SIGNALS<br>19-1 | g/C<br>SIGNALS<br>19-1<br>0.73<br>0.76 | 2,500<br>2,300 | TYPE            |
| NB MILAN  LINK 20-19 19-18 18-17 17-16 16-15 15-14 14-13 13-12 12-11 11-10 10-9 9-8 8-7 7-6 6-5 5-4      | Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 Corporate Way (4992)  | COUNT<br>nSTATION<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>1202<br>120  | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS.<br>LANES                 | LANES 3         | CYCLE<br>LENGTH<br>SIGNALS<br>19-1 | g/C<br>SIGNALS<br>19-1                 | (FT)<br>2,500  | TYPE            |

| SB PEAK DIRECTION RESULTS MILAM DAIRY ROAD COUN LINK Signal Number & Location STATIO  |  | V/C<br>RATIO         | THRU A           | THRU<br>APPROAC<br>LOS | SPEED<br>(MPH)               | ARTERIAL<br>LINK<br>LOS |              |
|---|--|----------------------|------------------|------------------------|------------------------------|-------------------------|--------------|
| 1-2 NW 22nd Street (4350) 120<br>2-3 NW 19th Street (4708) 120<br>3-4 Corporate Way (4992) 120<br>4-5 NW 12th St. West (4489) 120<br>5-6 SIGNAL # 6 120<br>6-7 SIGNAL # 7 120 | 22 2920<br>22 2920<br>22 1684<br>22 0              | 0.67<br>1.07<br>0.81 |                  | A<br>A<br>E<br>C       | 29.3<br>22.8<br>14.4<br>26.6 | B<br>C<br>E<br>C        | *Warning: In |
| 7-8 SIGNAL # 8 120<br>8-9 SIGNAL # 9 120<br>9-10 SIGNAL # 10 120<br>10-11 SIGNAL # 11 120<br>11-12 SIGNAL # 12 120  | 02 0<br>02 0<br>02 0<br>02 0<br>02 0               |                      |                  |                        |                              |                         |              |
| 12-13 SIGNAL # 13 120 13-14 SIGNAL # 14 120 14-15 SIGNAL # 15 120 15-16 SIGNAL # 16 120 16-17 SIGNAL # 17 120 17-18 SIGNAL # 18 120   | 02 0<br>02 0<br>02 0<br>02 0                       |                      |                  |                        |                              |                         |              |
| 18-19 SIGNAL # 19 120<br>19-20 SIGNAL # 20 120  | 0 0  |                      |                  |                        |                              |                         |              |
| SB  | Arterial Spe                                       | ed =<br>LOS =        | <b>20.5</b><br>D | mph                    |                              |                         |              |
|   |  |                      |                  |                        |                              |                         |              |
| NB OFF-PEAK DIRECTION RESULT MILAM DAIRY ROAD COUNTINK Signal Number & Location STATION   | IT FLOW  | V/C<br>RATIO         | THRU .           | THRU APPROAC LOS       | SPEED<br>(MPH)               | ARTERIAL<br>LINK<br>LOS |              |
| MILAM DAIRY ROAD COUN   | T FLOW RATE  02 0 02 0 02 0 02 0 02 0 02 0 02 0 02 | 0.24<br>0.25         | 5.5<br>4.4       | APPROAC                |                              | LINK                    | -            |

Arterial Speed = 26.4 mph LOS = C

NOTE: PRESS ALT-P TO CALCULATE AND PRINT SPREADSHEET

NB

| Florida Department of Transpo            | ======================================                         |  |
|--|--|--|
|  | Arterial Level of Service Estimate                             | nuo!   |
|  | Based on the 1985 Highway Capacity Mar<br>ART_PLAN Version 1.2 | nuai   |
| Developed by: W.McShai                   | ne, E.Shenk, and G.Sokolow 12-14-91                            |  |
|  | Modified by: FDOT District Four 05-18-92                       |  |
| DESCRIPTION                              | ROAD NAME: M<br>Station No. & Location:                        | 1ILAM DAIRY ROAD<br>1204                       |
| PEAK >>>>>>                              |  |  |
|  | OFF-PEAK DIRECTION: S<br>Study Time Period: P                  | B<br>M PEAK                                    |
| Traffic Count Date:                      |  | M FEAR<br>ANUARY 14, 1995                      |
| User's Notes:                            | NW 25TH STREET TO NW 36TH STREET                               |  |
| TRAFFIC CHARACTERISTICS                  | ======================================                         | ======================================         |
|  | AWDT:  | 39,084   |
|  | K FACTOR:<br>D FACTOR:   | 0.085<br>0.560                                 |
|  | PHF:   | 0.914  |
|  | ADJ. SATURATION FLOW RATE:                                     | 1,900  |
| =======================================  | % TURNS FROM EXCLUSIVE LANES:                                  | 15<br>====================================     |
| ROADWAY CHARACTERISTICS                  | 3  |  |
|  | NUMBER OF THRU LANES   | _  |
|  | PEAK DIRECTION:<br>OFF-PEAK DIRECTION:                         | 2<br>3   |
|  | URBAN, TRANSITIONING, OR                                       | · ·  |
|  | RURAL DEVELOPED (U/T/R):<br>ARTERIAL CLASS:                    | U<br>1 (1, 2, or 3)                            |
|  | FREE FLOW SPEED (mph):   | 45 (45, 40, or 35)                             |
| For Arterial Type and Clas               | ss:  | Use Free flow speed of:                        |
| Rural                                    |  | 55, 50, 45, 40 or 35                           |
| Transitioning, Class 1<br>Urban, Class 1 |  | 55, 50, 45, 40 or 35<br>45, 40 or 35           |
| Urban or Transitioning, C                | lass 2   | 40, 35, 30 or 25                               |
| Urban, Class 3                           |  | 35, 30 or 25                                   |
| SIGNALIZATION CHARACTERI                 | ======================================                         |  |
| TIO. WELL THOR OF FRONT LINE             |  |  |
|  | ARRIVAL TYPE PEAK DIRECTION:                                   | 4  |
|  | OFF-PEAK DIRECTION:  | 2  |
|  | TYPE SIGNAL SYSTEM:  | 3 (1=ACTUATED<br>2=PRETIMED<br>3=SEMIACTUATED) |
|  | SYSTEM CYCLE LENGTH:<br>WEIGHTED THRU MOVEMENT g/C:            | 150<br>0.37                                    |

|  | I DAIRY ROAD  | ON'S SPECIFIC INP<br>COUNT<br>LocationSTATION                            | PEAK<br>HOUR  | % TURNS<br>FROM<br>EXCLUS.<br>LANES |                 | CYCLE<br>LENGTH<br>SIGNALS<br>2-20 | EFFECTIVE<br>g/C<br>SIGNALS<br>2-20 | LENGTH<br>(FT) | ARRIVAI<br>TYPE |
|--|---|--|---|-------------------------------------|-----------------|------------------------------------|-------------------------------------|----------------|-----------------|
| 1-2  | NW 36th Street (  | 3163) 1204   | 1,870   | 55.56                               | 2               | 162                                | 0.25                                | 4,500          |                 |
| 2-3  | SIGNAL #3   | 1204   |   |                                     |                 |                                    |                                     |                |                 |
| 3-4  | SIGNAL #4   | 1204   |   |                                     |                 |                                    |                                     |                |                 |
| 4-5  | SIGNAL #5   | 1204   |   |                                     |                 |                                    |                                     |                |                 |
|  | SIGNAL #6   | 1204   |   |                                     |                 |                                    |                                     |                |                 |
| 6-7  | SIGNAL #7   | 1204   |   |                                     |                 |                                    |                                     |                |                 |
|  | SIGNAL #8   | 1204   |   |                                     |                 |                                    |                                     |                |                 |
|  | SIGNAL # 9  | 1204   |   |                                     |                 |                                    |                                     |                |                 |
|  | SIGNAL # 10   | 1204   |   |                                     |                 |                                    |                                     |                |                 |
|  | SIGNAL #11  | 1204   |   |                                     |                 |                                    |                                     |                |                 |
|  | SIGNAL # 12   | 1204   |   |                                     |                 |                                    |                                     |                |                 |
|  | SIGNAL # 13   | 1204   |   |                                     |                 |                                    |                                     |                |                 |
|  |   |  |   |                                     |                 |                                    |                                     |                |                 |
|  | SIGNAL # 14   | 1204   |   |                                     |                 |                                    |                                     |                |                 |
|  | SIGNAL # 15   | 1204   |   |                                     |                 |                                    |                                     |                |                 |
|  | SIGNAL # 16   | 1204   |   |                                     |                 |                                    |                                     |                |                 |
|  | SIGNAL # 17   | 1204   |   |                                     |                 |                                    |                                     |                |                 |
|  | SIGNAL # 18   | 1204   |   |                                     |                 |                                    |                                     |                |                 |
|  | SIGNAL # 19   | 1204   |   |                                     |                 |                                    |                                     |                |                 |
| 19-20  | SIGNAL # 20   | 1204   |   |                                     |                 |                                    |                                     |                |                 |
| SB   |   | ECTION'S SPECIFIC  |   | % TURNS                             | <b>===</b> ==== | CYCLE                              | EFFECTIVE                           | ======         | ======          |
| SB<br>MILAN  | OFF-PEAK DIRE<br>I DAIRY ROAD   | COUNT LocationSTATION  | PEAK<br>HOUR  | FROM<br>EXCLUS                      |                 | CYCLE<br>LENGTH<br>SIGNALS<br>19-1 | g/C                                 | LENGTH<br>(FT) | ARRIVA<br>TYPE  |
| SB<br>MILAN<br>LINK  | OFF-PEAK DIRE  I DAIRY ROAD  Signal Number &  | COUNT<br>LocationSTATION   | PEAK<br>HOUR<br>VOLUME  | FROM<br>EXCLUS                      |                 | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      |                |                 |
| SB<br>MILAN<br>LINK<br>20-19   | OFF-PEAK DIRE  I DAIRY ROAD  Signal Number &  SIGNAL # 19   | COUNT<br>LocationSTATION<br>1204   | PEAK<br>HOUR<br>VOLUME  | FROM<br>EXCLUS                      |                 | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      |                |                 |
| SB<br>MILAN<br>LINK<br><br>20-19<br>19-18  | OFF-PEAK DIRE  I DAIRY ROAD  Signal Number &  SIGNAL # 19  SIGNAL # 18  | COUNT<br>LocationSTATION<br>1204<br>1204                                 | PEAK<br>HOUR<br>VOLUME  | FROM<br>EXCLUS                      |                 | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      |                |                 |
| SB<br>MILAN<br>LINK<br><br>20-19<br>19-18<br>18-17   | OFF-PEAK DIRE  I DAIRY ROAD  Signal Number &  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17   | COUNT<br>LocationSTATION<br>1204<br>1204<br>1204                         | PEAK<br>HOUR<br>VOLUME<br>0<br>0  | FROM<br>EXCLUS                      |                 | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      |                |                 |
| SB<br>MILAN<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16  | OFF-PEAK DIRE  I DAIRY ROAD  Signal Number &  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17  SIGNAL # 16  | COUNT<br>LocationSTATION<br>1204<br>1204<br>1204<br>1204                 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0   | FROM<br>EXCLUS                      |                 | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      |                |                 |
| SB<br>MILAN<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15   | OFF-PEAK DIRE  I DAIRY ROAD  Signal Number &  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15   | COUNT<br>LocationSTATION<br>1204<br>1204<br>1204<br>1204<br>1204         | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0                                    | FROM<br>EXCLUS                      |                 | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      |                |                 |
| SB<br>MILAN<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14  | OFF-PEAK DIRE  I DAIRY ROAD  Signal Number &  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  | COUNT<br>LocationSTATION<br>1204<br>1204<br>1204<br>1204<br>1204<br>1204 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                               | FROM<br>EXCLUS                      |                 | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      |                |                 |
| SB<br>MILAN<br>  | OFF-PEAK DIRE  J DAIRY ROAD  Signal Number &  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 14   | COUNT LocationSTATION  1204 1204 1204 1204 1204 1204 1204 120            | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                               | FROM<br>EXCLUS                      |                 | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      |                |                 |
| SB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12  | OFF-PEAK DIRE I DAIRY ROAD  Signal Number & SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12   | COUNT LocationSTATION  1204 1204 1204 1204 1204 1204 1204 120            | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                               | FROM<br>EXCLUS                      |                 | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      |                |                 |
| SB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11   | OFF-PEAK DIRE  I DAIRY ROAD  Signal Number &  SIGNAL # 19  SIGNAL # 18  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 13  SIGNAL # 12  SIGNAL # 11   | COUNT LocationSTATION  1204 1204 1204 1204 1204 1204 1204 120            | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                          | FROM<br>EXCLUS                      |                 | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      |                |                 |
| SB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10                                    | OFF-PEAK DIRE I DAIRY ROAD  Signal Number & SIGNAL # 19 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11   | COUNT LocationSTATION  1204 1204 1204 1204 1204 1204 1204 120            | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                          | FROM<br>EXCLUS                      |                 | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      |                |                 |
| SB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9                            | OFF-PEAK DIRE  I DAIRY ROAD  Signal Number &  SIGNAL # 19  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 14  SIGNAL # 12  SIGNAL # 11  SIGNAL # 11  SIGNAL # 10  SIGNAL # 9  | COUNT LocationSTATION  1204 1204 1204 1204 1204 1204 1204 120            | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                          | FROM<br>EXCLUS                      |                 | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      |                |                 |
| SB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>9-8                             | OFF-PEAK DIRE  I DAIRY ROAD  Signal Number &  SIGNAL # 19  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 14  SIGNAL # 12  SIGNAL # 11  SIGNAL # 11  SIGNAL # 10  SIGNAL # 9  SIGNAL # 8  | COUNT LocationSTATION  1204 1204 1204 1204 1204 1204 1204 120            | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | FROM<br>EXCLUS                      |                 | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      |                |                 |
| SB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>9-8<br>8-7                      | OFF-PEAK DIRE  I DAIRY ROAD  Signal Number &  SIGNAL # 19  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 14  SIGNAL # 12  SIGNAL # 11  SIGNAL # 11  SIGNAL # 10  SIGNAL # 9  | COUNT LocationSTATION  1204 1204 1204 1204 1204 1204 1204 120            | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0                     | FROM<br>EXCLUS                      |                 | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      |                |                 |
| MILAN<br>LINK<br><br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>9-8                       | OFF-PEAK DIRE  I DAIRY ROAD  Signal Number &  SIGNAL # 19  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 14  SIGNAL # 12  SIGNAL # 11  SIGNAL # 11  SIGNAL # 10  SIGNAL # 9  SIGNAL # 8  | COUNT LocationSTATION  1204 1204 1204 1204 1204 1204 1204 120            | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | FROM<br>EXCLUS                      |                 | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      |                |                 |
| SB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>9-8<br>8-7                      | OFF-PEAK DIRE  I DAIRY ROAD  Signal Number &  SIGNAL # 19  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 13  SIGNAL # 12  SIGNAL # 11  SIGNAL # 11  SIGNAL # 10  SIGNAL # 9  SIGNAL # 8  SIGNAL # 7  | COUNT LocationSTATION  1204 1204 1204 1204 1204 1204 1204 120            | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | FROM<br>EXCLUS                      |                 | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      |                |                 |
| SB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>9-8<br>8-7<br>7-6               | OFF-PEAK DIRE  I DAIRY ROAD  Signal Number &  SIGNAL # 19  SIGNAL # 17  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 13  SIGNAL # 12  SIGNAL # 11  SIGNAL # 11  SIGNAL # 10  SIGNAL # 9  SIGNAL # 8  SIGNAL # 7  SIGNAL # 6                                      | COUNT LocationSTATION  1204 1204 1204 1204 1204 1204 1204 120            | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0           | FROM<br>EXCLUS                      |                 | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      |                |                 |
| SB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>9-8<br>8-7<br>7-6<br>6-5        | OFF-PEAK DIRE  I DAIRY ROAD  Signal Number &  SIGNAL # 19  SIGNAL # 18  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 14  SIGNAL # 12  SIGNAL # 11  SIGNAL # 11  SIGNAL # 10  SIGNAL # 10  SIGNAL # 9  SIGNAL # 8  SIGNAL # 7  SIGNAL # 6  SIGNAL # 5  SIGNAL # 4 | COUNT LocationSTATION  1204 1204 1204 1204 1204 1204 1204 120            | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0      | FROM<br>EXCLUS                      |                 | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      |                |                 |
| SB<br>MILAN<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4 | OFF-PEAK DIRE  I DAIRY ROAD  Signal Number &  SIGNAL # 19  SIGNAL # 18  SIGNAL # 16  SIGNAL # 15  SIGNAL # 14  SIGNAL # 14  SIGNAL # 12  SIGNAL # 11  SIGNAL # 11  SIGNAL # 10  SIGNAL # 9  SIGNAL # 8  SIGNAL # 7  SIGNAL # 6  SIGNAL # 5                          | COUNT LocationSTATION  1204 1204 1204 1204 1204 1204 1204 120            | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | FROM<br>EXCLUS                      |                 | LENGTH<br>SIGNALS                  | g/C<br>SIGNALS                      |                |                 |

| ======================================= |            | =======      | ====== | ====== | _======= | ======= | =======  |
|---|------------|--------------|--------|--------|----------|---------|----------|
| NB PEAK DIRECTION RES                   | SULTS      | THRU         |        |        | THRU     |         | ARTERIAL |
| MILAM DAIRY ROAD                        | COUNT      | FLOW         | V/C    | THRU   | APPROACH | SPEED   | LINK     |
| LINK Signal Number & Locat              | ionSTATION | RATE         | RATIO  | DELAY  | LOS      | (MPH)   | LOS      |
|   |            |              |        |        |          |         |          |
| 1-2 NW 36th Street (3163)               | 1204       | 909          | 0.96   | 52.9   | E        | 22.1    | С        |
| 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 Spe | ed =   | 22.1   | mph      |         |          |

LOS =

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

LOS =

В

| Florida Department of Transpo   |   |   |
|---|---|---|
| Developed by: W.McShan  | ART_PLAN Version 1.2<br>e, E.Shenk, and G.Sokolow 12-14-91<br>Modified by: FDOT District Four 05-18-92  |   |
| DESCRIPTION   |   | MILAM DAIRY ROAD  |
| PEAK >>>>>>   | Station No. & Location:<br>PEAK DIRECTION: S<br>OFF-PEAK DIRECTION: N   |   |
| User's Notes:   |   | PM PEAK<br>ANUARY 14, 1995  |
| RAFFIC CHARACTERISTICS  | ======================================  | =======================================   |
|   | AWDT: K FACTOR: D FACTOR: PHF: ADJ. SATURATION FLOW RATE: TURNS FROM EXCLUSIVE LANES:   | 39,139<br>0.091<br>0.601<br>0.933<br>1,900<br>15  |
| ROADWAY CHARACTERISTICS   |   |   |
|   | NUMBER OF THRU LANES PEAK DIRECTION: OFF-PEAK DIRECTION: URBAN, TRANSITIONING, OR RURAL DEVELOPED (U/T/R): ARTERIAL CLASS: FREE FLOW SPEED (mph): | 2<br>2<br>U<br>1 (1, 2, or 3)<br>45 (45, 40, or 35)   |
| For Arterial Type and Clas<br>Rural<br>Transitioning, Class 1<br>Urban, Class 1<br>Urban or Transitioning, Cl<br>Urban, Class 3 |   | Use Free flow speed of:<br>55, 50, 45, 40 or 35<br>55, 50, 45, 40 or 35<br>45, 40 or 35<br>40, 35, 30 or 25<br>35, 30 or 25 |
| SIGNALIZATION CHARACTERIS   |   | =======================================   |
|   | ARRIVAL TYPE PEAK DIRECTION: OFF-PEAK DIRECTION: TYPE SIGNAL SYSTEM:  | 4 2 3 (1=ACTUATED 2=PRETIMED 3=SEMIACTUATED)  |
|   | SYSTEM CYCLE LENGTH:<br>WEIGHTED THRU MOVEMENT g/C:   | 150<br>0.37   |

|  | PEAK DIRECTION<br>M DAIRY ROAD  | COUNT   | PEAK<br>HOUR   | % TURNS<br>FROM<br>EXCLUS. |                | CYCLE<br>LENGTH<br>SIGNALS | EFFECTIVE<br>g/C<br>SIGNALS | LENGTH         | ARRIVAL         |
|--|---|---|--|----------------------------|----------------|----------------------------|-----------------------------|----------------|-----------------|
| LINK   | Signal Number & L   | ocationSTATION  | VOLUME   | LANES                      | LANES          | 2-20                       | 2-20                        | (FT)           | TYPE            |
| 1-2  | NW 36th Street (31  | 63) 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  |  |                            |                |                            |                             |                |                 |
|  | SIGNAL # 10   | 1205  |  |                            |                |                            |                             |                |                 |
|  | SIGNAL # 11   | 1205  |  |                            |                |                            |                             |                |                 |
|  | : SIGNAL # 12<br>: SIGNAL # 13  | 1205<br>1205  |  |                            |                |                            |                             |                |                 |
|  | SIGNAL # 13   | 1205  |  |                            |                |                            |                             |                |                 |
|  | SIGNAL # 14   | 1205  |  |                            |                |                            |                             |                |                 |
|  | SIGNAL # 15   | 1205  |  |                            |                |                            |                             |                |                 |
|  | SIGNAL # 17   | 1205  |  |                            |                |                            |                             |                |                 |
|  | SIGNAL # 18   | 1205  |  |                            |                |                            |                             |                |                 |
|  | SIGNAL # 19   | 1205  |  |                            |                |                            |                             |                |                 |
|  | SIGNAL # 20   | 1205  |  |                            |                |                            |                             |                |                 |
| =====  | ======================================  | ==========  | <del>-</del>   | =======                    | <b>==</b> ==== | =======                    | ========                    | =======        | ======:         |
| NB   | OFF-PEAK DIREC  | TION'S SPECIFIC   | INPUTS   | 0/ TUDNO                   |                | 0) (0) 5                   |                             |                |                 |
| MILAI  | M DAIRY ROAD  |   |  | % TURNS                    |                | CYCLE                      | EFFECTIVE                   |                |                 |
|  |   |   |  |                            |                | LENGTH                     | /0                          |                |                 |
|  |   | COLINIT   | PEAK   | FROM                       |                | LENGTH                     | g/C                         | LENGTH         | A DD1\/A1       |
| LINK   | Signal Number & 1   | COUNT   | HOUR   | EXCLUS.                    |                | SIGNALS                    | SIGNALS                     | LENGTH         |                 |
| LINK   | Signal Number & L   |   | HOUR   | EXCLUS.                    | LANES          |                            |                             | LENGTH<br>(FT) | ARRIVAL<br>TYPE |
|  | Signal Number & L   |   | HOUR   | EXCLUS.                    |                | SIGNALS                    | SIGNALS                     |                |                 |
| 20-19  |   | _ocationSTATION   | HOUR<br>VOLUME   | EXCLUS.                    |                | SIGNALS                    | SIGNALS                     |                |                 |
| 20-19<br>19-18<br>18-17  | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17   | ocationSTATION<br>1205  | HOUR<br>VOLUME<br>0<br>0<br>0  | EXCLUS.                    |                | SIGNALS                    | SIGNALS                     |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16   | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 17  | _ocationSTATION<br>   | HOUR<br>VOLUME<br>0<br>0<br>0  | EXCLUS.                    |                | SIGNALS                    | SIGNALS                     |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15  | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15   | _ocationSTATION<br>1205<br>1205<br>1205<br>1205<br>1205<br>1205                 | HOUR<br>VOLUME<br>0<br>0<br>0<br>0   | EXCLUS.                    |                | SIGNALS                    | SIGNALS                     |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14   | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14  | _ocationSTATION<br>1205<br>1205<br>1205<br>1205<br>1205<br>1205<br>1205         | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0  | EXCLUS.                    |                | SIGNALS                    | SIGNALS                     |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13  | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13   | _ocationSTATION<br>1205<br>1205<br>1205<br>1205<br>1205<br>1205<br>1205<br>1205 | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0   | EXCLUS.                    |                | SIGNALS                    | SIGNALS                     |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12   | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13   |   | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0   | EXCLUS.                    |                | SIGNALS                    | SIGNALS                     |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11  | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11   | 1205<br>1205<br>1205<br>1205<br>1205<br>1205<br>1205<br>1205                    | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0                                    | EXCLUS.                    |                | SIGNALS                    | SIGNALS                     |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11  | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11   |   | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0                                    | EXCLUS.                    |                | SIGNALS                    | SIGNALS                     |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10   | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9   |   | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                               | EXCLUS.                    |                | SIGNALS                    | SIGNALS                     |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>9-8  | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8                               | 1205<br>1205<br>1205<br>1205<br>1205<br>1205<br>1205<br>1205                    | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                          | EXCLUS.                    |                | SIGNALS                    | SIGNALS                     |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7                             | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7                                |   | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                     | EXCLUS.                    |                | SIGNALS                    | SIGNALS                     |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6                      | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 12<br>SIGNAL # 11<br>SIGNAL # 10<br>SIGNAL # 10<br>SIGNAL # 9<br>SIGNAL # 8<br>SIGNAL # 7<br>SIGNAL # 6                  |   | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                     | EXCLUS.                    |                | SIGNALS                    | SIGNALS                     |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5               | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5                                  |   | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                     | EXCLUS.                    |                | SIGNALS                    | SIGNALS                     |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4                       |   | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | EXCLUS.                    |                | SIGNALS                    | SIGNALS                     |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5               | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4 SIGNAL # 4 SIGNAL # 3 |   | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0           | EXCLUS.                    |                | SIGNALS                    | SIGNALS                     |                |                 |
| 20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4<br>4-3 | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SIGNAL # 4                       | 1205<br>1205<br>1205<br>1205<br>1205<br>1205<br>1205<br>1205                    | HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | EXCLUS.                    |                | SIGNALS<br>19-1            | SIGNALS<br>19-1             |                |                 |

|       | PEAK DIRECTION RES<br>M DAIRY ROAD<br>Signal Number & Locati | COUNT | _            | V/C<br>RATIO | THRU A | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS |
|-------|--|-------|--------------|--------------|--------|-------------------------|----------------|-------------------------|
| 1-2   | NW 36th Street (3163)  | 1205  | 933          | 0.98         | 57.6   | E                       | 24.9           | С                       |
| 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  |  | 1205  | 0            |              |        |                         |                |                         |
|       | SIGNAL # 11  | 1205  | 0            |              |        |                         |                |                         |
|       | SIGNAL # 12  | 1205  | 0            |              |        |                         |                |                         |
|       | SIGNAL # 13  | 1205  | 0            |              |        |                         |                |                         |
|       | SIGNAL # 14  | 1205  | 0            |              |        |                         |                |                         |
|       | SIGNAL # 15  | 1205  | 0            |              |        |                         |                |                         |
|       | SIGNAL # 16  | 1205  | 0            |              |        |                         |                |                         |
|       | SIGNAL # 17  | 1205  | 0            |              |        |                         |                |                         |
|       | SIGNAL # 18  | 1205  | 0            |              |        |                         |                |                         |
|       | SIGNAL # 19  | 1205  | 0            |              |        |                         |                |                         |
| 19-20 | SIGNAL #20   | 1205  | 0            |              |        |                         |                |                         |
| SB    |  | A     | Arterial Spe | ed =         | 24.9   | mph                     |                |                         |
|       |  |       | ·            | LOS =        | С      | •                       |                |                         |

|       | <b></b>           |               |              |       |        |         |       |          |
|-------|-------------------|---------------|--------------|-------|--------|---------|-------|----------|
| NB    | OFF-PEAK DIRE     | CTION RESULTS | THRU         |       |        | THRU    |       | ARTERIAL |
| MILA  | M DAIRY ROAD      | COUNT         | FLOW         | V/C   | THRU A | PPROACH | SPEED | LINK     |
| LINK  | Signal Number &   |               |              | RATIO | DELAY  | LOS     | (MPH) | 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 (4 | 4315) 1205    | 1,085        | 0.82  | 36.3   | D       | 29.8  | B B      |
| NB    |                   |               | Arterial Spe | ed =  | 29.8 । | mnh     |       |          |
| 140   |                   | •             | a toliai ope | LOS = | В В    | mpi i   |       |          |
|       |                   |               |              |       | _      |         |       |          |

\_\_\_\_\_\_

| Florida Department of Transpo   | rtation Arterial Level of Service Estimate Based on the 1985 Highway Capacity Ma  | anual   |
|---|---|---|
| Developed by: W.McShar  | ART_PLAN Version 1.2<br>ne, E.Shenk, and G.Sokolow 12-14-91<br>Modified by: FDOT District Four 05-18-0  | 92  |
| DESCRIPTION   |   | NW 87TH AVENUE  |
| PEAK >>>>>>   | Station No. & Location:  PEAK DIRECTION:  OFF-PEAK DIRECTION:  Study Time Period:   |   |
| Traffic Count Date: User's Notes:   | JULY 22, 1993 Analysis Date:<br>SR 836 SOUTH TO FLAGLER STREET  | JANUARY 25, 1995  |
| TRAFFIC CHARACTERISTICS   |   |   |
|   | AWDT:<br>K FACTOR:<br>D FACTOR:<br>PHF:<br>ADJ. SATURATION FLOW RATE:<br>% TURNS FROM EXCLUSIVE LANES:  | 52,134<br>0.090<br>0.699<br>0.970<br>1,900<br>15  |
| ROADWAY CHARACTERISTICS   | ;<br>;  |   |
|   | NUMBER OF THRU LANES PEAK DIRECTION: OFF-PEAK DIRECTION: URBAN, TRANSITIONING, OR RURAL DEVELOPED (U/T/R): ARTERIAL CLASS: FREE FLOW SPEED (mph): | 3<br>U  |
| For Arterial Type and Clas<br>Rural<br>Transitioning, Class 1<br>Urban, Class 1<br>Urban or Transitioning, Cl<br>Urban, Class 3 |   | Use Free flow speed of:<br>55, 50, 45, 40 or 35<br>55, 50, 45, 40 or 35<br>45, 40 or 35<br>40, 35, 30 or 25<br>35, 30 or 25 |
| SIGNALIZATION CHARACTERIS   | ======================================  | *********   |
|   | ARRIVAL TYPE PEAK DIRECTION OFF-PEAK DIRECTION: TYPE SIGNAL SYSTEM:   | 4<br>2<br>3 (1=ACTUATED<br>2=PRETIMED<br>3=SEMIACTUATED)  |
| =======================================   | SYSTEM CYCLE LENGTH: WEIGHTED THRU MOVEMENT g/C:  | 150<br>0.37   |

\_\_\_\_\_\_

|   | PEAK DIRECTION'S SPI<br>7TH AVENUE  |  | PEAK   | % TURNS<br>FROM                     |       | LENGTH                             | EFFECTIVE g/C                       | LENGTH         | ADDIV(A)       |
|---|---|--|--|-------------------------------------|-------|------------------------------------|-------------------------------------|----------------|----------------|
| INK   | Signal Number & Location  | COUNT  | HOUR<br>VOLUME   | EXCLUS.<br>LANES                    | LANES | SIGNALS<br>2-20                    | SIGNALS<br>2-20                     | LENGTH<br>(FT) | ARRIVA<br>TYPE |
|   | NW 8th Street (4818)  | 1211   | 3,263  | 7.21                                | 3     | 130                                | 0.74                                | 1,600          |                |
|   | NW 7th Street (4850)  | 1211   | 3,263  | 10.41                               | 3     | 130                                | 0.74                                | 315            | •              |
|   | Park Boulevard (4187)   | 1211   | 3,263  | 8.74                                | 3     | 130                                |                                     | 1,300          | 4              |
|   | Flagler Street (3747)   | 1211   | 3,263  | 19.85                               | 3     | 121                                | 0.29                                | 1,322          | •              |
|   | SIGNAL #6   | 1211   |  |                                     |       |                                    |                                     |                |                |
|   | SIGNAL #7   | 1211   |  |                                     |       |                                    |                                     |                |                |
|   | SIGNAL #8   | 1211   |  |                                     |       |                                    |                                     |                |                |
|   | SIGNAL # 9  | 1211   |  |                                     |       |                                    |                                     |                |                |
|   | SIGNAL # 10   | 1211   |  |                                     |       |                                    |                                     |                |                |
|   | SIGNAL # 11   | 1211   |  |                                     |       |                                    |                                     |                |                |
|   | SIGNAL # 12   | 1211   |  |                                     |       |                                    |                                     |                |                |
|   | SIGNAL #13  | 1211   |  |                                     |       |                                    |                                     |                |                |
|   | SIGNAL # 14   | 1211   |  |                                     |       |                                    |                                     |                |                |
|   | SIGNAL # 15   | 1211   |  |                                     |       |                                    |                                     |                |                |
|   | SIGNAL # 16   | 1211   |  |                                     |       |                                    |                                     |                |                |
|   | SIGNAL # 17   | 1211   |  |                                     |       |                                    |                                     |                |                |
|   | SIGNAL # 18   | 1211   |  |                                     |       |                                    |                                     |                |                |
| 8-19  | SIGNAL # 19   | 1211   |  |                                     |       |                                    |                                     |                |                |
| 19-20   | SIGNAL # 20   | 1211   |  |                                     |       |                                    |                                     |                |                |
| 19-20<br>   | =======================================   | = ======   | ========   | =======                             | ===== |                                    | =======                             |                |                |
| 19-20<br>=====<br>NB  | OFF-PEAK DIRECTION'S  | = ======   | INPUTS   |                                     |       |                                    |                                     | ======         | ======         |
| 19-20<br>=====<br>NB  | =======================================   | = ======   |  | % TURNS                             |       | CYCLE                              | EFFECTIVE                           | ======         | =====          |
| 19-20<br>=====<br>NB  | OFF-PEAK DIRECTION'S  | = =====:<br>S SPECIFIC                                 | PEAK   | % TURNS<br>FROM                     |       | CYCLE<br>LENGTH                    | EFFECTIVE<br>g/C                    | LENGTH         | ADDI://A       |
| 19-20<br>=====<br>NB<br>NW 87   | OFF-PEAK DIRECTION'S TH AVENUE  | = =====:<br>S SPECIFIC<br>COUNT                        | PEAK<br>HOUR   | % TURNS<br>FROM<br>EXCLUS.          |       | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         | LENGTH         |                |
| 19-20<br>=====<br>NB<br>NW 87   | OFF-PEAK DIRECTION'S 7TH AVENUE Signal Number & Location  | S SPECIFIC  COUNT DD STATION                           | PEAK<br>HOUR   | % TURNS<br>FROM<br>EXCLUS.          |       | CYCLE<br>LENGTH                    | EFFECTIVE<br>g/C                    | LENGTH<br>(FT) | ARRIVA<br>TYPE |
| 19-20<br>:====<br>NB<br>NW 87<br>LINK   | OFF-PEAK DIRECTION'S 7TH AVENUE Signal Number & Location SIGNAL #19   | = =====:<br>S SPECIFIC<br>COUNT                        | PEAK<br>HOUR<br>VOLUME   | % TURNS<br>FROM<br>EXCLUS.          |       | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         |                |                |
| 19-20<br>:====<br>NB<br>NW 87<br>LINK<br>   | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location SIGNAL #19 SIGNAL #18   | S SPECIFIC  COUNT DD STATION                           | PEAK<br>HOUR<br>VOLUME   | % TURNS<br>FROM<br>EXCLUS.          |       | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         |                |                |
| 19-20<br>   | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17   | COUNT DISTATION 1211 1211 1211                         | PEAK<br>HOUR<br>VOLUME<br>0<br>0   | % TURNS<br>FROM<br>EXCLUS.          |       | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         |                |                |
| 19-20<br>=====<br>NB<br>NW 87<br>LINK<br>   | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16   | COUNT 00 STATION 1211 1211 1211 1211                   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0  | % TURNS<br>FROM<br>EXCLUS.          |       | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         |                |                |
| 19-20<br>=====<br>NB<br>NW 87<br>_INK<br>   | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15   | COUNT DISTATION 1211 1211 1211                         | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0   | % TURNS<br>FROM<br>EXCLUS.          |       | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         |                |                |
| 19-20<br>:====<br>NB<br>NW 87<br>LINK<br>20-19<br>19-18<br>18-17<br>17-16<br>16-15  | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16   | COUNT 00 STATION 1211 1211 1211 1211                   | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0   | % TURNS<br>FROM<br>EXCLUS.          |       | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         |                |                |
| I9-20<br>IINK<br>INK<br>20-19<br>18-17<br>17-16<br>16-15<br>15-14   | OFF-PEAK DIRECTION'S 7TH AVENUE  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15   | COUNT 00 STATION 1211 1211 1211 1211 1211              | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                                    | % TURNS<br>FROM<br>EXCLUS.          |       | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         |                |                |
| I9-20<br>IS-20<br>INK<br>INK<br>20-19<br>I9-18<br>I8-17<br>I7-16<br>I6-15<br>I5-14<br>I4-13   | Signal Number & Location Signal Number & Location SignAL # 19 SigNAL # 18 SigNAL # 17 SigNAL # 16 SigNAL # 15 SigNAL # 14   | COUNT 00 STATION 1211 1211 1211 1211 1211 1211         | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0   | % TURNS<br>FROM<br>EXCLUS.          |       | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         |                |                |
| I9-20<br>ISSENDE<br>INK<br>INK<br>20-19<br>I9-18<br>I8-17<br>I7-16<br>I6-15<br>I5-14<br>I4-13<br>I3-12  | Signal Number & Location Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13   | COUNT 00 STATION 1211 1211 1211 1211 1211 1211 1211 12 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                                    | % TURNS<br>FROM<br>EXCLUS.          |       | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         |                |                |
| I9-20<br>ISSENTING<br>INK<br>20-19<br>I9-18<br>I8-17<br>I7-16<br>I6-15<br>I5-14<br>I4-13<br>I3-12<br>I2-11  | Signal Number & Location TH AVENUE  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 13  | COUNT 00 STATION 1211 1211 1211 1211 1211 1211 1211 12 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                                    | % TURNS<br>FROM<br>EXCLUS.          |       | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         |                |                |
| I9-20<br>IINK<br>   | Signal Number & Location TH AVENUE  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11  | COUNT 01 STATION 1211 1211 1211 1211 1211 1211 1211 12 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0                                    | % TURNS<br>FROM<br>EXCLUS.          |       | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         |                |                |
| I9-20<br>ISSENT NB<br>NW 87<br>INK<br>  | Signal Number & Location TH AVENUE  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11  | COUNT 00 STATION 1211 1211 1211 1211 1211 1211 1211 12 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                               | % TURNS<br>FROM<br>EXCLUS.          |       | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         |                |                |
| I9-20<br>ISSENT NB<br>NW 87<br>INK<br>  | Signal Number & Location TH AVENUE  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9   | COUNT 00 STATION 1211 1211 1211 1211 1211 1211 1211 12 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0                               | % TURNS<br>FROM<br>EXCLUS.          |       | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         |                |                |
| I9-20<br>ISSENT NB<br>NW 87<br>INK<br>  | Signal Number & Location TH AVENUE  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8  | COUNT 00 STATION 1211 1211 1211 1211 1211 1211 1211 12 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0                          | % TURNS<br>FROM<br>EXCLUS.          |       | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         |                |                |
| I9-20<br>ISSENT NB<br>NW 87<br>INK<br>  | Signal Number & Location TH AVENUE  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7   | COUNT 00 STATION 1211 1211 1211 1211 1211 1211 1211 12 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0                          | % TURNS<br>FROM<br>EXCLUS.          |       | CYCLE<br>LENGTH<br>SIGNALS         | EFFECTIVE<br>g/C<br>SIGNALS         |                |                |
| I9-20<br>ISSENT NB<br>INK   | Signal Number & Location TH AVENUE  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5                       | COUNT 00 STATION 1211 1211 1211 1211 1211 1211 1211 12 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | % TURNS<br>FROM<br>EXCLUS.<br>LANES |       | CYCLE<br>LENGTH<br>SIGNALS<br>19-1 | EFFECTIVE<br>g/C<br>SIGNALS<br>19-1 | (FT)           | TYPE           |
| 19-20<br>=====<br>NB<br>NW 87<br>LINK<br>   | Signal Number & Location TH AVENUE  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 Park Boulevard (4187) | COUNT 00 STATION 1211 1211 1211 1211 1211 1211 1211 12 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | % TURNS<br>FROM<br>EXCLUS.          | LANES | CYCLE<br>LENGTH<br>SIGNALS<br>19-1 | EFFECTIVE<br>g/C<br>SIGNALS<br>19-1 | (FT)           |                |
| 19-20<br>=====<br>NB<br>NW 87<br>-INK<br>-20-19<br>19-18<br>18-17<br>17-16<br>16-15<br>14-13<br>13-12<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4 | Signal Number & Location TH AVENUE  Signal Number & Location SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5                       | COUNT 00 STATION 1211 1211 1211 1211 1211 1211 1211 12 | PEAK<br>HOUR<br>VOLUME<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                | % TURNS FROM EXCLUS. LANES          | LANES | CYCLE<br>LENGTH<br>SIGNALS<br>19-1 | EFFECTIVE g/C SIGNALS 19-1          | (FT)           | TYPE           |

| SB PEAK DIRECTION RESULTS NW 87TH AVENUE COUNT LINK Signal Number & Location STATION   | THRU<br>FLOW<br>RATE                                  | V/C<br>RATIO         |                    | THRU APPROAC LOS       | SPEED<br>(MPH)       | ARTERIAL<br>LINK<br>LOS |   |
|--|---|----------------------|--------------------|------------------------|----------------------|-------------------------|---|
| 1-2 NW 8th Street (4818) 1211<br>2-3 NW 7th Street (4850) 1211<br>3-4 Park Boulevard (4187) 1211   | 3121<br>3013<br>3070                                  | 0.74<br>0.71<br>0.88 | 6.2<br>5.8<br>15.8 | B<br>B<br>C            | 28.0<br>14.9<br>18.6 | B<br>E<br>D             | *************************************** |
| 4-5 Fiagler Street (3747) 1211<br>5-6 SIGNAL # 6 1211<br>6-7 SIGNAL # 7 1211<br>7-8 SIGNAL # 8 1211<br>8-9 SIGNAL # 9 1211   | 2696<br>0<br>0<br>0<br>0                              | 1.63                 | 567.2              | F                      | 1.2                  | F                       | *Warning: In                            |
| 9-10 SIGNAL # 10 1211<br>10-11 SIGNAL # 11 1211<br>11-12 SIGNAL # 12 1211<br>12-13 SIGNAL # 13 1211  | 0<br>0<br>0   |                      |                    |                        |                      |                         |   |
| 13-14 SIGNAL # 14 1211<br>14-15 SIGNAL # 15 1211<br>15-16 SIGNAL # 16 1211<br>16-17 SIGNAL # 17 1211<br>17-18 SIGNAL # 18 1211   | 0<br>0<br>0<br>0                                      |                      |                    |                        |                      |                         |   |
| 18-19 SIGNAL # 19 1211<br>19-20 SIGNAL # 20 1211   | 0<br>0<br>Arterial Spee                               | ed =                 | ***                | mph                    |                      |                         |   |
|  | •   | LOS =                | F<br>ersection     | Capacity Exc           | eeded                |                         |   |
|  |   |                      |                    |                        |                      |                         |   |
| NB OFF-PEAK DIRECTION RESULTS NW 87TH AVENUE COUNT LINK Signal Number & LocationSTATION  | THRU<br>FLOW<br>RATE                                  | V/C<br>RATIO         | ======             | THRU<br>APPROAC<br>LOS |                      | ARTERIAL<br>LINK<br>LOS | ,                                       |
| NW 87TH AVENUE COUNT LINK Signal Number & Location STATION 20-19 SIGNAL # 19 1211 19-18 SIGNAL # 18 1211 18-17 SIGNAL # 17 1211  | THRU<br>FLOW<br>RATE<br>0<br>0                        | V/C                  | THRU               | THRU<br>APPROAC        | SPEED                | ARTERIAL<br>LINK        | ,                                       |
| NW 87TH AVENUE COUNT LINK Signal Number & Location STATION 20-19 SIGNAL # 19 1211 19-18 SIGNAL # 18 1211   | THRU<br>FLOW<br>RATE                                  | V/C                  | THRU               | THRU<br>APPROAC        | SPEED                | ARTERIAL<br>LINK        | ,                                       |
| NW 87TH AVENUE COUNT LINK Signal Number & Location STATION 20-19 SIGNAL # 19 1211 19-18 SIGNAL # 18 1211 17-16 SIGNAL # 16 1211 16-15 SIGNAL # 15 1211 15-14 SIGNAL # 14 1211 14-13 SIGNAL # 14 1211 13-12 SIGNAL # 12 1211 12-11 SIGNAL # 11 1211 11-10 SIGNAL # 10 1211 10-9 SIGNAL # 9 1211 9-8 SIGNAL # 8 1211   | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | V/C                  | THRU               | THRU<br>APPROAC        | SPEED                | ARTERIAL<br>LINK        |   |
| NW 87TH AVENUE COUNT LINK Signal Number & Location STATION  20-19 SIGNAL # 19 1211 19-18 SIGNAL # 18 1211 18-17 SIGNAL # 17 1211 17-16 SIGNAL # 16 1211 16-15 SIGNAL # 15 1211 15-14 SIGNAL # 14 1211 14-13 SIGNAL # 14 1211 14-13 SIGNAL # 12 1211 11-10 SIGNAL # 11 1211 11-10 SIGNAL # 11 1211 11-10 SIGNAL # 10 1211 10-9 SIGNAL # 9 1211 9-8 SIGNAL # 8 1211 8-7 SIGNAL # 7 1211 7-6 SIGNAL # 6 1211 6-5 SIGNAL # 5 1211 5-4 Park Boulevard (4187) 1211 | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | V/C<br>RATIO         | THRU DELAY         | THRU APPROAC LOS       | SPEED<br>(MPH)       | ARTERIAL<br>LINK<br>LOS |   |
| NW 87TH AVENUE COUNT LINK Signal Number & Location STATION 20-19 SIGNAL # 19 1211 19-18 SIGNAL # 18 1211 17-16 SIGNAL # 16 1211 16-15 SIGNAL # 15 1211 15-14 SIGNAL # 14 1211 14-13 SIGNAL # 14 1211 14-13 SIGNAL # 14 1211 12-11 SIGNAL # 12 1211 12-11 SIGNAL # 11 1211 11-10 SIGNAL # 10 1211 11-10 SIGNAL # 10 1211 10-9 SIGNAL # 9 1211 9-8 SIGNAL # 8 1211 8-7 SIGNAL # 7 1211 7-6 SIGNAL # 6 1211 6-5 SIGNAL # 5 1211                                 | THRU FLOW RATE  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | V/C<br>RATIO         | THRU<br>DELAY      | THRU APPROAC LOS       | SPEED<br>(MPH)       | ARTERIAL<br>LINK<br>LOS |   |

|  | ======================================                     |  |
|--|--|--|
| Tioned Department of Transpor            | Arterial Level of Service Estimate                         |  |
|  | Based on the 1985 Highway Capacity Ma ART_PLAN Version 1.2 | nual                                   |
| Developed by: W.McShan                   | e, E.Shenk, and G.Sokolow 12-14-91                         |  |
|  | Modified by: FDOT District Four 05-18-9                    | 2<br>                                  |
| DESCRIPTION                              |  | WEST 107TH AVENUE                      |
| PEAK >>>>>>                              | Station No. & Location:<br>PEAK DIRECTION: S               | 1218<br>SB                             |
|  | OFF-PEAK DIRECTION: 1                                      |  |
| Traffic Count Date:                      |  | PM PEAK<br>JANUARY 14, 1995            |
| User's Notes:                            | SR 836 SOUTH TO SW 8TH STREET                              | JANOAKT 14, 1995                       |
| ======================================   |  |  |
|  | AWDT:  | 63,949                                 |
|  | K FACTOR:  | 0.093                                  |
|  | D FACTOR:<br>PHF:  | 0.574<br>0.925                         |
|  | ADJ. SATURATION FLOW RATE:                                 | 1,900                                  |
|  | % TURNS FROM EXCLUSIVE LANES:                              | 15                                     |
| ======================================   |  |  |
|  | NUMBER OF TURLUANES  |  |
|  | NUMBER OF THRU LANES PEAK DIRECTION:                       | 2                                      |
|  | OFF-PEAK DIRECTION:  | 2                                      |
|  | URBAN, TRANSITIONING, OR<br>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<br>Urban, Class 1 |  | 55, 50, 45, 40 or 35<br>45, 40 or 35   |
| Urban or Transitioning, Cla              | ss 2   | 40, 35, 30 or 25                       |
| Urban, Class 3                           |  | 35, 30 or 25                           |
| SIGNALIZATION CHARACTERIS                |  | :===================================== |
|  | ARRIVAL TYPE   |  |
|  | PEAK DIRECTION:  | 4                                      |
|  | OFF-PEAK DIRECTION:<br>TYPE SIGNAL SYSTEM:                 | 2<br>3 (1=ACTUATED                     |
|  | TIFE SIGNAL STSTEM.  | 2=PRETIMED                             |
|  |  | O OCIMACTUATEDY                        |
|  | SYSTEM CYCLE LENGTH:                                       | 3=SEMIACTUATED)<br>150                 |

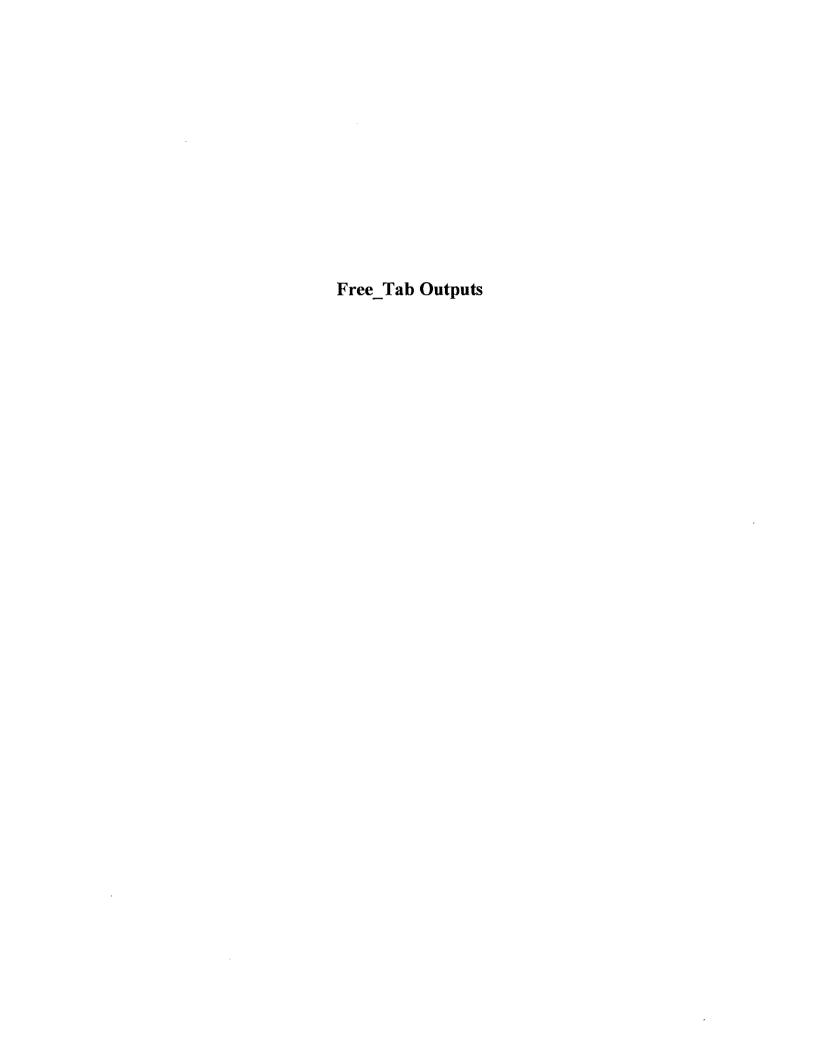
| SB<br>WEST  | PEAK DIRECTION'S SPEC<br>107TH AVENUE   | IFIC INP   | UTS<br>PEAK   | % TURNS          |           | CYCLE<br>LENGTH | EFFECTIVE<br>g/C     |                 | <del></del>     |
|---|---|--|---|------------------|-----------|-----------------|----------------------|-----------------|-----------------|
| LINK  | Signal Number & LocationS   | COUNT<br>STATION   | HOUR<br>VOLUME  | EXCLUS.<br>LANES | LANES     | SIGNALS<br>2-20 | SIGNALS<br>2-20      | LENGTH<br>(FT)  | ARRIVAL<br>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             |                      | 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 # 40   | 1218   |   |                  |           |                 |                      |                 |                 |
|   | SIGNAL # 10   | 1218   |   |                  |           |                 |                      |                 |                 |
|   | SIGNAL # 11   | 1218   |   |                  |           |                 |                      |                 |                 |
|   | SIGNAL # 12<br>SIGNAL # 13  | 1218<br>1218   |   |                  |           |                 |                      |                 |                 |
|   | SIGNAL # 14   | 1218   |   |                  |           |                 |                      |                 |                 |
|   | SIGNAL # 15   | 1218   |   |                  |           |                 |                      |                 |                 |
|   | SIGNAL # 16   | 1218   |   |                  |           |                 |                      |                 |                 |
|   | SIGNAL # 17   | 1218   |   |                  |           |                 |                      |                 |                 |
|   | SIGNAL # 18   | 1218   |   |                  |           |                 |                      |                 |                 |
|   | SIGNAL # 19   | 1218   |   |                  |           |                 |                      |                 |                 |
|   | SIGNAL # 20   | 1218   |   |                  |           |                 |                      |                 |                 |
| ====  | =======================================   | ======   | ======  | ==== <b>==</b>   | ======    | =======         | ===== <b>==</b>      | <b>====</b> === | ======:         |
| NB  | OFF-PEAK DIRECTION'S  | SPECIFIC   | NPUTS   |                  |           |                 |                      |                 |                 |
| WEST  | 107TH AVENUE  |  | 55416   | % TURNS          |           | CYCLE           | EFFECTIVE            |                 |                 |
|   |   | COLINIT  | PEAK  | FROM             |           | LENGTH          | g/C                  | LENGTH          | 4 D D 13 / 4 I  |
| LIMIZ   | Signal Number & LocationS   | COUNT  | HOUR  | EXCLUS.          |           | SIGNALS         | SIGNALS              | LENGTH          |                 |
| LIMIX   |   |  |   |                  | LANES     | 10.1            | 10.1                 | /ET\            | TVDE            |
|   |   |  | VOLUME  | LANES            | LANES     | 19-1<br>        | 19-1<br>             | (FT)            | TYPE            |
| 20-19   |   |  |   | LANES            | LANES     | 19-1<br>        | 19-1                 | (FT)<br>        | TYPE<br>        |
|   | SIGNAL # 19<br>SIGNAL # 18  | 1218<br>1218   | 0<br>0  | LANES            | LANES     | 19-1<br>        | 19-1<br>             | (FT)<br>        | TYPE<br>        |
| 19-18   | SIGNAL # 19   | 1218   | 0   | LANES            | LANES<br> | 19-1<br>        | 19-1<br>             | (FT)<br>        | TYPE<br>        |
| 19-18<br>18-17  | SIGNAL # 19<br>SIGNAL # 18  | 1218<br>1218   | 0   | LANES            | LANES     | 19-1<br>        | 19-1<br>             | (FT)<br>        | TYPE<br>        |
| 19-18<br>18-17<br>17-16<br>16-15  | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15   | 1218<br>1218<br>1218<br>1218<br>1218                         | 0<br>0<br>0   | LANES            | LANES     | 19-1<br>        | 19-1<br>             | (FT)<br>        | TYPE<br>        |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14   | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14  | 1218<br>1218<br>1218<br>1218<br>1218<br>1218                 | 0<br>0<br>0<br>0<br>0   | LANES            | LANES     | 19-1<br>        | 19-1                 | (FT)<br>        | TYPE<br>        |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13  | SIGNAL # 19<br>SIGNAL # 18<br>SIGNAL # 17<br>SIGNAL # 16<br>SIGNAL # 15<br>SIGNAL # 14<br>SIGNAL # 13   | 1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218         | 0<br>0<br>0<br>0<br>0   | LANES            | LANES     | 19-1            | 19-1                 | (FT)<br>        | TYPE<br>        |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12   | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12   | 1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218 | 0<br>0<br>0<br>0<br>0<br>0  | LANES            | LANES     | 19-1            | 19-1                 | (FT)            | TYPE<br>        |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12   | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11   | 1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218 | 0<br>0<br>0<br>0<br>0<br>0<br>0   | LANES            | LANES     | 19-1            | 19-1                 | (FT)            | TYPE<br>        |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10   | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11   | 1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | LANES            | LANES     | 19-1            | 19-1                 | (FT)            | TYPE            |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9   | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9  | 1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | LANES            | LANES     | 19-1            | 19-1                 | (FT)            | TYPE            |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8                                    | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8   | 1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | LANES            | LANES     | 19-1            | 19-1                 | (FT)            | TYPE            |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7                             | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7  | 1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | LANES            | LANES     | 19-1            | 19-1                 | (FT)            | TYPE            |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6                      | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6   | 1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | LANES            | LANES     | 19-1            | 19-1                 | (FT)            | TYPE            |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5               | SIGNAL # 19 SIGNAL # 18 SIGNAL # 17 SIGNAL # 16 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5  | 1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  |                  |           |                 |                      | ·               |                 |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SW 4th Street (4560)                       | 1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                     | 2.07             | 2         | 132             | 0.82                 | 1,314           | 2               |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4<br>4-3 | SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SW 4th Street (4560) Flagler Street (3894) | 1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 2.07<br>13.7     | 2 2       | 132<br>134      | 0.82<br>0.58         | 1,314<br>1,300  | <br>2<br>2<br>2 |
| 19-18<br>18-17<br>17-16<br>16-15<br>15-14<br>14-13<br>13-12<br>12-11<br>11-10<br>10-9<br>9-8<br>8-7<br>7-6<br>6-5<br>5-4        | SIGNAL # 19 SIGNAL # 18 SIGNAL # 16 SIGNAL # 15 SIGNAL # 15 SIGNAL # 14 SIGNAL # 13 SIGNAL # 12 SIGNAL # 11 SIGNAL # 10 SIGNAL # 10 SIGNAL # 9 SIGNAL # 8 SIGNAL # 7 SIGNAL # 6 SIGNAL # 5 SW 4th Street (4560)                       | 1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218<br>1218 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0                     | 2.07             | 2         | 132             | 0.82<br>0.58<br>0.47 | 1,314           | 2               |

| ====        |                           | ======       | ==== <b>==</b> : | ======   | ======    | =======      | ======    | =======  | :            |
|-------------|---------------------------|--------------|------------------|----------|-----------|--------------|-----------|----------|--------------|
| SB          | PEAK DIRECTION RESULT     |              | THRU             |          |           | THRU         |           | ARTERIAL |              |
|             |                           | COUNT        | FLOW             | V/C      |           | APPROACH     | SPEED     | LINK     |              |
| LINK        | Signal Number & Locations | STATION      | RATE             | RATIO    | DELAY     | LOS          | (MPH)     | 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       |          | *Warning: In |
| 3-4         | SW 4th Street (4560)      | 1218         | 3536             | 1.13     | 79.1      | F            | 6.8       |          | *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 <b>-9</b> | 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 Spe     |          | ***       | mph          |           |          |              |
|             |                           |              |                  | LOS =    | F         | O            |           |          |              |
|             |                           | <del>-</del> |                  | NOTE: IN | ersection | Capacity Exc | eeaea<br> |          | ·•           |
| NB          | OFF-PEAK DIRECTION RE     | SULTS        | THRU             |          |           | THRU         |           | ARTERIAL | -            |
| WES.        | T 107TH AVENUE            | COUNT        | FLOW             | V/C      | THRU      | APPROACH     | SPEED     | LINK     | ,            |
| LINK        | Signal Number & Locations | STATION      | RATE             | RATIO    | DELAY     |              | (MPH)     | LOS      |              |
|             |                           |              |                  |          |           |              |           |          |              |
| 20-19       | SIGNAL # 19               | 1218         | 0                |          |           |              |           |          |              |
|             | SIGNAL # 18               | 1218         | 0                |          |           |              |           |          |              |
| 18-17       | ' SIGNAL # 17             | 1218         | 0                |          |           |              |           |          |              |
| 17-16       | S SIGNAL # 16             | 1218         | 0                |          |           |              |           |          |              |
| 16-15       | SIGNAL # 15               | 1218         | 0                |          |           |              |           |          |              |
| 15-14       | SIGNAL # 14               | 1218         | 0                |          |           |              |           |          |              |
| 14-13       | SIGNAL #13                | 1218         | 0                |          |           |              |           |          |              |

|                | OFF-PEAK DIRECTION RES<br>107TH AVENUE C<br>Signal Number & LocationS | COUNT | THRU<br>FLOW<br>RATE | V/C<br>RATIO | THRU A | THRU<br>APPROACH<br>LOS | SPEED<br>(MPH) | ARTERIAL<br>LINK<br>LOS | ,            |
|----------------|---|-------|----------------------|--------------|--------|-------------------------|----------------|-------------------------|--------------|
| 20-19          | SIGNAL # 19   | 1218  | 0                    |              |        |                         |                |                         | <del></del>  |
| 1 <b>9</b> -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    | В                       | 22.9           | С                       |              |
| 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    | В                       | 20.8           | D                       |              |

Arterial Speed = \*\*\*
LOS = F NB mph

NOTE: Intersection Capacity Exceeded



| 1            |   |
|--------------|---|
|              | Florida Department of Transportation<br>Freeway Level of Service Tables<br>Based on the 1985 Highway Capacity Manual<br>FREE_TAB Version 1.0  |
| Ш            | Date: 12-14-91  |
| П            | Developed by: E.Shenk, D.McLeod, W.McShane, and G.Brown   |
| 11<br>  <br> | DESCRIPTION   |
|              | ROAD NAME: SR 826/PALMETTO EXPRESSWAY Study Time Period: PM PEAK Analysis Date: January 19, 1995 NAME: BPD                                    |
| <br>  <br>   | User Notes: FLAGLER STREET TO SW 8TH STREET [568]   |
| <br>  <br>   | 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) |
| <br>  <br>   | ROADWAY CHARACTERISTICS   |
| -            | DESIGN SPEED (mph): 70 (70, 60, or 50)  |

|       | PEAK H  | OUR PEAK I  | DIRECTION   | VOLUME     |         |  |
|-------|---------|-------------|-------------|------------|---------|--|
|       |         | Level of Se | ervice      |            |         |  |
|       | Α       | В           | С           | D          | E       |  |
| LANES |         |             |             |            |         |  |
| 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 HO | UR VOLUM    | E (BOTH DII | RECTIONS)  |         |  |
|       |         | Level of Se | ervice      |            |         |  |
|       | Α       | В           | С           | D          | E       |  |
| LANES |         |             |             |            |         |  |
| 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  |  |
|       | AVERAG  | E ANNUAL    | DAILY TRAF  | FIC (AADT) |         |  |
|       |         | Level of Se | ervice      |            |         |  |
|       | Α       | В           | С           | D          | E       |  |
| LANES |         |             |             |            |         |  |
| 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

PHF:

User Notes:

SR 836 (DOLPHIN) TO

FLAGLER STREET [569]

TRAFFIC CHARACTERISTICS

----Range----

K FACTOR:

0.084 (0.06 - 0.20) 0.580 (0.50 - 1.00)

D FACTOR:

0.977 (0.70 - 1.00)

ADJ. SATURATION FLOW RATE:

2,000 (1600 - 2400)

ROADWAY CHARACTERISTICS

DESIGN SPEED (mph):

70 (70, 60, or 50)

| ===== | ===            |                  |                  | =                | =======           | ========          | =====: |
|-------|----------------|------------------|------------------|------------------|-------------------|-------------------|--------|
|       |                | PEAK HO          | OUR PEAK [       | DIRECTION        | VOLUME            |                   |        |
|       |                |                  | Level of Se      | arvice           |                   |                   |        |
|       |                | Α                | B                | C                | D                 | E                 |        |
| LAN   |                | 1 270            | 2 4 4 0          | 2.040            | 2 620             | 2.040             |        |
|       | 2<br>3         | 1,370<br>2,050   | 2,110<br>3,160   | 3,010<br>4,510   | 3,630<br>5,450    | 3,910<br>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<br>7         | 4,100            | 6,330            | 9,020            | 10,900            | 11,720            |        |
|       | ,<br>. <b></b> | 4,790            | 7,380            | 10,530<br>       | 12,720            | 13,670            |        |
|       |                | PEAK HO          | UR VOLUMI        | E (BOTH DII      | RECTIONS)         |                   |        |
|       |                |                  | Level of Se      | ervice           |                   |                   |        |
|       |                | Α                | В                | С                | D                 | E                 |        |
| LAN   |                | 2,360            | 2.640            | E 100            | 6.260             | 6.720             |        |
|       | 4<br>6         | 2,360<br>3,540   | 3,640<br>5,460   | 5,190<br>7,780   | 6,260<br>9,390    | 6,730<br>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<br>       | 21,920<br>        | 23,570            |        |
|       |                | AVERAG           | E ANNUAL I       | DAILY TRAF       | FIC (AADT)        |                   |        |
|       |                |                  | Level of Se      | ervice           |                   |                   |        |
|       |                | Α                | В                | С                | D                 | Е                 |        |
| LAN   |                | 00.400           | 40.000           | 04 700           | 74.000            | 00 000            |        |
|       | 4<br>6         | 28,100<br>42,100 | 43,300<br>64,900 | 61,700<br>92,600 | 74,600<br>111,800 | 80,200<br>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: D FACTOR: 0.114 (0.06 - 0.20) 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)

|                            |          | PEAK HO        | OUR PEAK [       | DIRECTION        | VOLUME           |                  |  |  |  |
|----------------------------|----------|----------------|------------------|------------------|------------------|------------------|--|--|--|
| Level of Service A B C D E |          |                |                  |                  |                  |                  |  |  |  |
| 1 / 1                      | NES      | A              | Б                | C                | D                | E                |  |  |  |
|                            | 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 HO        | UR VOLUMI        | E (BOTH DI       | RECTIONS)        |                  |  |  |  |
|                            |          |                | Level of Se      | ervice           |                  |                  |  |  |  |
|                            |          | Α              | В                | С                | D                | Е                |  |  |  |
| LAI                        | NES      |                |                  |                  |                  |                  |  |  |  |
|                            | 4        | 2,250          | 3,470            | 4,950            | 5,980            | 6,430            |  |  |  |
|                            | 6        | 3,370          | 5,210            | 7,420            | 8,970            | 9,640            |  |  |  |
| 40                         | 8        | 4,500          | 6,940            | 9,900            | 11,960           | 12,860           |  |  |  |
| 10                         | 12       | 5,620          | 8,680            | 12,370           | 14,950           | 16,070           |  |  |  |
|                            | 12<br>14 | 6,750<br>7,870 | 10,410<br>12,150 | 14,850<br>17,320 | 17,940<br>20,920 | 19,290<br>22,500 |  |  |  |
|                            |          | 7,070          | 12,130<br>       | 17,320           | 20,920<br>       |                  |  |  |  |
|                            |          | AVERAG         | E ANNUAL I       | DAILY TRAF       | FIC (AADT)       | •                |  |  |  |
|                            |          |                | Level of Se      | ervice           |                  |                  |  |  |  |
|                            |          | Α              | В                | С                | D                | E                |  |  |  |
| LAI                        | NES      |                |                  |                  |                  |                  |  |  |  |
|                            | 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) 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)

| ===: | ===      | =======<br>PEAK H( | =======<br>OUR PEAK [ | DIRECTION   | =======<br>VOLUME |         | ==: |
|------|----------|--------------------|-----------------------|-------------|-------------------|---------|-----|
|      |          | , =                |                       |             |                   |         |     |
|      |          | Α                  | Level of Se<br>B      | ervice<br>C | D                 | E       |     |
| LAI  | NES      | ,                  | U                     | · ·         | D                 | _       |     |
|      | 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 HO            | UR VOLUME             | E (BOTH DIF | RECTIONS)         |         |     |
|      |          |                    | Level of Se           | ervice      |                   |         |     |
|      |          | Α                  | В                     | C           | D                 | Е       |     |
| LAI  | NES      |                    |                       |             |                   |         |     |
|      | 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   | 4.0      | 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  |     |
|      |          | AVERAG             | E ANNUAL [            | DAILY TRAF  | FIC (AADT)        |         |     |
|      |          |                    | Level of Se           | ervice      |                   |         |     |
|      |          | Α                  | В                     | С           | D                 | E       |     |
| LAI  | NES      |                    |                       |             |                   |         |     |
|      | 4        | 21,500             | 33,200                | 47,400      | 57,200            | 61,500  |     |
|      | 6        | 32,300             | 49,800                | 71,100      | 85,800            | 92,300  |     |
| 4.0  | 8        | 43,100             | 66,500                | 94,800      | 114,500           | 123,100 |     |
| 10   | 40       | 53,800             | 83,100                | 118,500     | 143,100           | 153,800 |     |
|      | 12<br>14 | 64,600<br>75,400   | 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: D FACTOR: 0.102 (0.06 - 0.20) 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)

| ====  | = = =:   | =======<br>PFAK H( | =======<br>DUR PEAK [ |                  | ========<br>VOLUMF |                  | ==== |
|-------|----------|--------------------|-----------------------|------------------|--------------------|------------------|------|
|       |          |                    |                       |                  |                    |                  |      |
|       |          | Α                  | Level of Se           | ervice           | D                  | Е                |      |
| ΙΔΙ   | NES      | A                  | Ь                     | C                | D                  | _                |      |
| L) (I | 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 HO            | UR VOLUMI             | E (BOTH DII      | RECTIONS)          |                  |      |
|       |          |                    | Level of Se           | ervice           |                    |                  |      |
|       |          | Α                  | В                     | С                | D                  | E                |      |
| LAI   | NES      |                    |                       |                  |                    |                  |      |
|       | 4        | 2,500              | 3,860                 | 5,500            | 6,640              | 7,140            |      |
|       | 6        | 3,750              | 5,780                 | 8,250            | 9,960              | 10,710           |      |
| 4.0   | 8        | 5,000              | 7,710                 | 11,000           | 13,280             | 14,280           |      |
| 10    | 40       | 6,250              | 9,640                 | 13,750           | 16,600             | 17,850           |      |
|       | 12<br>14 | 7,500<br>8,750     | 11,570<br>13,500      | 16,500<br>19,250 | 19,920<br>23,240   | 21,420<br>24,990 |      |
|       |          | 0,750<br>          | 13,300                | 19,250           | 23,240<br>         | 24,990<br>       |      |
|       |          | AVERAG             | E ANNUAL I            | DAILY TRAF       | FIC (AADT)         |                  |      |
|       |          |                    | Level of Se           | ervice           |                    |                  |      |
|       |          | Α                  | В                     | С                | D                  | E                |      |
| LAI   | NES      |                    |                       |                  |                    |                  |      |
|       | 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    | 4-       | 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          |      |

| 11     | =======================================                 |
|--------|---|
| 11     | Florida Department of Transportation                    |
| 11     | Freeway Level of Service Tables                         |
| 11     | Based on the 1985 Highway Capacity Manual               |
| 11     | FREE_TAB Version 1.0                                    |
| II     | Date: 12-14-91  |
| II     | Developed by: E.Shenk, D.McLeod, W.McShane, and G.Brown |
| -<br>  | DESCRIPTION   |
| Ш      |   |
| 11     | ROAD NAME: SR 836/DOLPHIN EXPRESSWAY I                  |
| 11     | Study Time Period: PM PEAK                              |
| 11     | Analysis Date: January 19, 1995                         |
| Ш      | NAME: BPD   |
| 11     | User Notes: SW 72ND AVENUE TO                           |
| 11     | SR 826 (PALMETTO) [2188]                                |
| 11     | TRAFFIC CHARACTERISTICS                                 |
| ii     |   |
| ii     | Range   |
| Ï      | K FACTOR: 0.070 (0.06 - 0.20)                           |
| 11     | D FACTOR: 0.596 (0.50 - 1.00)                           |
| 11     | PHF: 0.974 (0.70 - 1.00)                                |
| }      | ADJ. SATURATION FLOW RATE: 2,000 (1600 - 2400)          |
|        |   |
| II     | ROADWAY CHARACTERISTICS                                 |
| 11<br> | DESIGN SPEED (mph): 70 (70, 60, or 50)                  |
|        |   |

| ====    | ===== | ====       |                 |                  |                  |                                       |  |
|---------|-------|------------|-----------------|------------------|------------------|---------------------------------------|--|
|         | PE    | AK H(      | OUR PEAK        | DIRECTION        | VOLUME           |                                       |  |
|         |       |            | Level of S      | ervice           |                  |                                       |  |
|         | Α     |            | В               | С                | D                | E                                     |  |
| ANES    |       |            | 0.400           | 0.000            |                  | 0.000                                 |  |
| 2       | -     | 360        | 2,100           | 3,000            | 3,620            | •                                     |  |
| 3       | -     | 040<br>720 | 3,150<br>4,210  | 4,500            | 5,430            | •                                     |  |
| 4<br>5  | -     | 730<br>410 | 4,210<br>5,260  | 6,000<br>7,500   | 7,240<br>9,050   |                                       |  |
| 6       | •     | 090        | 6,310           | 9,000            | 10,860           | •                                     |  |
| 7       | •     | 770        | 7,360           | 10,490           | 12,670           | •                                     |  |
|         | PEA   | K HO       | UR VOLUM        | IE (BOTH D       | RECTIONS         | <br>S)                                |  |
|         |       |            | Level of S      | ervice           |                  |                                       |  |
|         | Α     |            | В               | С                | D                | E                                     |  |
| ANES    |       |            |                 |                  |                  |                                       |  |
| 4       |       | 290        | 3,530           | 5,030            | 6,070            | · ·                                   |  |
| 6       |       | 430        | 5,290           | 7,540            | 9,110            | · · · · · · · · · · · · · · · · · · · |  |
| . ε     |       | 570        | 7,050           | 10,060           | 12,150           |                                       |  |
| )<br>12 |       | 710<br>860 | 8,820<br>10,580 | 12,570<br>15,090 | 15,190<br>18,220 | •                                     |  |
| 14      |       | 000        | 12,340          | 17,600           | 21,260           | •                                     |  |
| ·       | AV    | ERAG       | E ANNUAL        | DAILY TRA        | FFIC (AAD        | T)                                    |  |
|         |       |            | Level of S      | Service          |                  |                                       |  |
|         | Α     |            | В               | C                | D                | Е                                     |  |
| ANES    |       |            | _               | -                |                  |                                       |  |
| 4       | 1 32  | ,600       | 50,300          | 71,700           | 86,700           | 93,200                                |  |
| 6       | 3 48  | ,900       | 75,500          | 107,600          | 130,000          |                                       |  |
| 8       |       | ,200       | 100,600         | 143,500          | 173,300          |                                       |  |
| )       |       | ,500       | 125,800         | 179,400          | 216,600          | -                                     |  |
| 12      |       | ,800       | 150,900         | 215,200          | 260,000          | •                                     |  |
| 14      | 1 114 | ,100       | 176,100         | 251,100          | 303,300          | 326,100                               |  |

,

| l        |   |
|----------|---|
|          | Florida Department of Transportation                                      |
| <br>     | Freeway Level of Service Tables Based on the 1985 Highway Capacity Manual |
| II       | FREE_TAB Version 1.0  |
| ï        | Date: 12-14-91  |
| Н        | Developed by: E.Shenk, D.McLeod, W.McShane, and G.Brown                   |
| 11       | DECODIDITION  |
| 11<br>11 | DESCRIPTION   |
| ii       | ROAD NAME: SR 836/DOLPHIN EXPRESSWAY                                      |
| 11       | Study Time Period: PM PEAK  |
| ii       | Analysis Date: January 19, 1995   |
| -        | NAME: BPD User Notes: NW 107TH AVENUE TO                                  |
| 11       | SR 821 (H.E.F.T.) [2242]  |
| Ï        | =======================================                                   |
| II       | TRAFFIC CHARACTERISTICS   |
| Ш        | Range   |
| ii       | K FACTOR: 0.084 (0.06 - 0.20)   |
| ii       | D FACTOR: 0.769 (0.50 - 1.00)   |
|          | PHF: 0.918 (0.70 - 1.00)  |
| 11       | ADJ. SATURATION FLOW RATE: 2,000 (1600 - 2400)                            |
| <br>     | ROADWAY CHARACTERISTICS   |
| <br>     | DESIGN SPEED (mph): 70 (70, 60, or 50)                                    |
| Н        |   |

|       | PEAK HO | OUR PEAK I  | DIRECTION   | VOLUME     |         |  |
|-------|---------|-------------|-------------|------------|---------|--|
|       |         | Level of Se | ervice      |            |         |  |
|       | Α       | В           | С           | D          | E       |  |
| LANES |         |             |             |            |         |  |
| 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       | •           | 8,530      | 9,180   |  |
| 6     | •       | 5,950       | •           | 10,240     |         |  |
| 7     | 4,500   | 6,940       | 9,890       | 11,950     | 12,850  |  |
|       | PEAK HO | UR VOLUM    | E (BOTH DII | RECTIONS)  |         |  |
|       |         | Level of Se | ervice      |            |         |  |
|       | Α       | В           | С           | D          | E       |  |
| LANES |         |             |             |            |         |  |
| 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       |             | 8,880      | 9,550   |  |
| 10    | 4,180   | 6,450       | •           | 11,100     |         |  |
| 12    | •       | •           | •           | 13,320     | •       |  |
| 14    | 5,850   | 9,020       | 12,870      | 15,540     | 16,710  |  |
|       | AVERAG  | E ANNUAL    | DAILY TRAF  | FIC (AADT) |         |  |
|       |         | Level of Se | ervice      |            |         |  |
|       | Α       | В           | С           | D .        | E       |  |
| LANES |         |             |             |            |         |  |
| 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 |  |

, <u>\$</u>

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) 0.688 (0.50 - 1.00)

D FACTOR: 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)

| ====================================== |           |                  |                    |                    |                    |                    |  |  |
|--|-----------|------------------|--------------------|--------------------|--------------------|--------------------|--|--|
| PEAK HOUR PEAK DIRECTION VOLUME        |           |                  |                    |                    |                    |                    |  |  |
|  |           |                  | l aval af Ca       |                    |                    |                    |  |  |
|  |           | Α                | Level of Se<br>B   | C                  | D                  | E                  |  |  |
| LAN                                    | IES<br>2  | 1,340            | 2,060              | 2,940              | 3,550              | 3,820              |  |  |
|  | 3         | 2,000            | 3,090              | 4,410              | 5,330              | 5,730              |  |  |
|  | 4<br>5    | 2,670<br>3,340   | 4,120<br>5,160     | 5,880<br>7,350     | 7,100<br>8,880     | 7,640<br>9,550     |  |  |
|  | 6         | 4,010            | 6,190              | 8,820              | 10,650             | 11,460             |  |  |
| <br>                                   | 7         | 4,680            | 7,220              | 10,290             | 12,430             | 13,370             |  |  |
|  |           | PEAK HO          | UR VOLUMI          | E (BOTH DI         | RECTIONS)          |                    |  |  |
|  |           |                  | Level of Se        | ervice             |                    |                    |  |  |
| <br>  LAN                              | IFS       | Α                | В                  | С                  | D                  | E                  |  |  |
|  | 4         | 1,940            | 3,000              | 4,280              | 5,170              | 5,550              |  |  |
|  | 6<br>8    | 2,920<br>3,890   | 4,500<br>6,000     | 6,420<br>8,550     | 7,750<br>10,330    | 8,330<br>11,110    |  |  |
| 10                                     | _         | 4,860            | 7,500              | 10,690             | 12,910             | 13,890             |  |  |
|  | 12<br>14  | 5,830<br>6,800   | 9,000<br>10,500    | 12,830<br>14,970   | 15,500<br>18,080   | 16,660<br>19,440   |  |  |
|  | . <b></b> |                  |                    |                    |                    |                    |  |  |
|  |           | AVEIVAG          |                    |                    | 110 (201)          |                    |  |  |
|  |           | Α                | Level of Se        | ervice<br>C        | D                  | E                  |  |  |
| LAN                                    | IES       |                  |                    | J                  | _                  | _                  |  |  |
|  | 4<br>6    | 26,100<br>39,200 | 40,300<br>60,500   | 57,500<br>86,200   | 69,400<br>104,100  | 74,700<br>112,000  |  |  |
|  | 8         | 52,300           | 80,600             | 115,000            | 138,900            | 149,300            |  |  |
| 10                                     | 12        | 65,300<br>78,400 | 100,800<br>120,900 | 143,700<br>172,500 | 173,600<br>208,300 | 186,600<br>224,000 |  |  |
|  | 14        | 91,500           | 141,100            | 201,200            | 243,000            | 261,300            |  |  |

| П          | Florida Department of Transportation                                    |  |  |  |  |  |  |
|------------|---|--|--|--|--|--|--|
|            | Freeway Level of Service Tables   |  |  |  |  |  |  |
|            | Based on the 1985 Highway Capacity Manual FREE TAB Version 1.0          |  |  |  |  |  |  |
| II<br>II   | Date: 12-14-91  |  |  |  |  |  |  |
| ï          | Developed by: E.Shenk, D.McLeod, W.McShane, and G.Brown                 |  |  |  |  |  |  |
| Ш          |   |  |  |  |  |  |  |
| 11         | DESCRIPTION   |  |  |  |  |  |  |
| III        |   |  |  |  |  |  |  |
| II<br>II   | ROAD NAME: SR 836/DOLPHIN EXPRESSWAY Study Time Period: PM PEAK         |  |  |  |  |  |  |
| ii         | Analysis Date: January 19, 1995   |  |  |  |  |  |  |
| II         | NAME: BPD   |  |  |  |  |  |  |
| П          | User Notes: SR 826 (PALMETTO) TO  |  |  |  |  |  |  |
|            | NW 87TH AVENUE [2244]   |  |  |  |  |  |  |
| II<br>II   | TRAFFIC CHARACTERISTICS   |  |  |  |  |  |  |
| ii         |   |  |  |  |  |  |  |
| Ш          | Range   |  |  |  |  |  |  |
|            | K FACTOR: 0.075 (0.06 - 0.20)   |  |  |  |  |  |  |
| 11         | D FACTOR: 0.664 (0.50 - 1.00)   |  |  |  |  |  |  |
| <br>       | PHF: 0.935 (0.70 - 1.00) ADJ. SATURATION FLOW RATE: 2,000 (1600 - 2400) |  |  |  |  |  |  |
| ''<br>     | 2,000 (1000 - 2400)   |  |  |  |  |  |  |
| ii<br>Ii   | ROADWAY CHARACTERISTICS   |  |  |  |  |  |  |
| <br>  <br> | DESIGN SPEED (mph): 70 (70, 60, or 50)                                  |  |  |  |  |  |  |
| Ш          |   |  |  |  |  |  |  |

NOTE: Press Alt-P to Calculate and Print Spreadsheet

| ======= |                  | =======          |                   |                    | =======            | ===== |
|---------|------------------|------------------|-------------------|--------------------|--------------------|-------|
|         | PEAK HO          | OUR PEAK [       | DIRECTION         | VOLUME             |                    |       |
|         |                  | Level of Se      | ervice            |                    |                    |       |
|         | Α                | В                | С                 | D                  | E                  |       |
| LANES   | 4 646            |                  |                   | 0.400              | 0 = 10             |       |
| 2<br>3  | 1,310            | 2,020            | 2,880             | 3,480              | 3,740<br>5,610     |       |
| 4       | 1,960<br>2,620   | 3,030<br>4,040   | 4,320<br>5,760    | 5,220<br>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 HO          | UR VOLUME        | E (BOTH DIF       | RECTIONS)          |                    |       |
|         |                  | Level of Se      | ervice            |                    |                    |       |
|         | Α                | В                | С                 | D                  | E                  |       |
| LANES   | 1.070            | 0.040            | 4.040             | F 040              | F 000              |       |
| 4<br>6  | 1,970<br>2,960   | 3,040<br>4,560   | 4,340<br>6,510    | 5,240<br>7,860     | 5,630<br>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             |       |
|         | AVERAG           | E ANNUAL I       | DAILY TRAF        | FIC (AADT)         | ·                  |       |
|         |                  | Level of Se      | ervice            |                    |                    |       |
|         | Α                | В                | С                 | D                  | E                  |       |
| LANES   | 00.500           | 40.000           | E0 000            | 70.000             | 75.000             |       |
| 4       | 26,500<br>39,700 | 40,800           | 58,200            | 70,300             | 75,600             |       |
| 6<br>8  | 39,700<br>52,900 | 61,200<br>81,700 | 87,300<br>116,400 | 105,500<br>140,600 | 113,400<br>151,200 |       |
| 10      | 66,200           | 102,100          | 145,500           | 175,800            | 189,000            |       |
| 12      | 79,400           | 122,500          | 174,700           | 210,900            | 226,800            |       |
|         |                  |                  |                   |                    |                    |       |

| 1            |   |  |  |  |  |  |  |  |
|--------------|---|--|--|--|--|--|--|--|
| l            | Florida Department of Transportation                                    |  |  |  |  |  |  |  |
| li<br>       | Freeway Level of Service Tables   |  |  |  |  |  |  |  |
| 11<br>11     | Based on the 1985 Highway Capacity Manual FREE_TAB Version 1.0          |  |  |  |  |  |  |  |
| ''<br>       | Date: 12-14-91  |  |  |  |  |  |  |  |
| 11           | Developed by: E.Shenk, D.McLeod, W.McShane, and G.Brown                 |  |  |  |  |  |  |  |
| <br>  <br>   | DESCRIPTION   |  |  |  |  |  |  |  |
| <br>         | ROAD NAME: SR 821/H.E.F.T.  |  |  |  |  |  |  |  |
|              | Study Time Period: PM PEAK  |  |  |  |  |  |  |  |
| II<br>II     | Analysis Date: January 19, 1995<br>NAME: BPD                            |  |  |  |  |  |  |  |
| 11<br>[]     | User Notes: SR 836 (DOLPHIN) TO   |  |  |  |  |  |  |  |
| Ï            | SW 8TH STREET [2250]  |  |  |  |  |  |  |  |
| <br>         | TRAFFIC CHARACTERISTICS   |  |  |  |  |  |  |  |
| <br>         | TRAFFIC CHARACTERISTICS   |  |  |  |  |  |  |  |
|              | Range   |  |  |  |  |  |  |  |
|              | K FACTOR: 0.078 (0.06 - 0.20)   |  |  |  |  |  |  |  |
| <br> 1       | D FACTOR: 0.622 (0.50 - 1.00) PHF: 0.989 (0.70 - 1.00)                  |  |  |  |  |  |  |  |
| 11<br>11     | PHF: 0.989 (0.70 - 1.00) ADJ. SATURATION FLOW RATE: 2,000 (1600 - 2400) |  |  |  |  |  |  |  |
| Ï            |   |  |  |  |  |  |  |  |
| <br>         | ROADWAY CHARACTERISTICS   |  |  |  |  |  |  |  |
| ;;<br>{{<br> | DESIGN SPEED (mph): 70 (70, 60, or 50)                                  |  |  |  |  |  |  |  |

NOTE: Press Alt-P to Calculate and Print Spreadsheet

|        | PEAK H                                | IOUR PEAK I | DIRECTION   | VOLUME     |         |  |
|--------|---------------------------------------|-------------|-------------|------------|---------|--|
|        |                                       | Level of Se | ervice      |            |         |  |
|        | Α                                     | В           | С           | D          | E       |  |
| LANES  |                                       | 0.440       | 0.050       | 0.000      |         |  |
| 2      | •                                     | 2,140       | 3,050       | 3,680      | 3,960   |  |
| 3      | · · · · · · · · · · · · · · · · · · · | 3,210       | 4,570       | 5,520      | 5,940   |  |
| 4      | •                                     | 4,270       | 6,090       | 7,360      | 7,910   |  |
| 5<br>6 | •                                     | 5,340       | 7,620       | 9,200      | 9,890   |  |
| 7      | ,                                     | 6,410       | 9,140       | 11,040     | 11,870  |  |
| ,      | 4,850                                 | 7,480       | 10,660      | 12,880     | 13,850  |  |
|        | PEAK H                                | OUR VOLUM   | E (BOTH DII | RECTIONS)  |         |  |
|        |                                       | Level of Se | ervice      |            |         |  |
|        | Α                                     | В           | С           | D          | E       |  |
| LANES  | <b>5</b>                              |             |             |            |         |  |
| 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     | -,                                    | 10,300      | 14,690      | 17,750     | 19,080  |  |
| 14     | 7,790                                 | 12,020      | 17,140      | 20,700     | 22,260  |  |
|        | AVERA                                 | GE ANNUAL   | DAILY TRAF  | FIC (AADT) | )       |  |
|        |                                       | Level of Se | ervice      |            |         |  |
|        | Α                                     | В           | C           | D          | E       |  |
| LANES  | 8                                     |             |             |            |         |  |
| 4      | 28,700                                | 44,200      | 63,000      | 76,100     | 81,900  |  |
| 6      | 43,000                                | 66,300      | 94,500      | 114,200    | 122,800 |  |
| 8      |                                       | 88,400      | 126,100     | 152,300    | 163,700 |  |
| 10     | 71,600                                | 110,500     | 157,600     | 190,300    | 204,600 |  |
| 12     | •                                     | 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: D FACTOR: 0.127 (0.06 - 0.20) 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

| ==== | ====     | ======                                | =======          | =======          | ===== <b>=</b> := | =======          | ===== |
|------|----------|---------------------------------------|------------------|------------------|-------------------|------------------|-------|
|      |          | PEAK HO                               | OUR PEAK [       | DIRECTION        | VOLUME            |                  |       |
|      |          |                                       |                  | •                |                   |                  |       |
|      |          | Α                                     | Level of Se<br>B | ervice<br>C      | D                 | E                |       |
| LAN  | IES      | , , , , , , , , , , , , , , , , , , , | D                | O                | J                 | <b>-</b>         |       |
|      | 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<br>6   | 3,240                                 | 5,000<br>6,000   | 7,130<br>8,560   | 8,610<br>10,330   | 9,260<br>11,110  |       |
|      | 7        | 3,890<br>4,540                        | 7,000            | 9,980            | 12,060            | 12,960           |       |
|      |          |                                       |                  |                  |                   |                  |       |
|      |          | PEAK HO                               | UR VOLUMI        | E (BOTH DIF      | RECTIONS)         |                  |       |
|      |          |                                       | Level of Se      | ervice           |                   |                  |       |
|      | 150      | Α                                     | В                | С                | D                 | E                |       |
| LAN  | 1ES<br>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           |       |
|      |          | AVERAG                                | E ANNUAL I       | DAILY TRAF       | FIC (AADT)        |                  |       |
|      |          |                                       | Level of Se      | ervice           |                   |                  |       |
|      |          | Α                                     | В                | С                | D                 | E                |       |
| LAN  |          |                                       |                  |                  | 00.000            | 44.555           |       |
|      | 4        | 14,600                                | 22,600           | 32,200           | 38,900            | 41,800           |       |
|      | 6<br>8   | 22,000<br>29,300                      | 33,900<br>45,200 | 48,300<br>64,400 | 58,400<br>77,800  | 62,800<br>83,700 |       |
| 10   | 0        | 29,300<br>36,600                      | 45,200<br>56,500 | 80,500           | 97,300            | 104,600          |       |
| 10   | 12       | 43,900                                | 67,800           | 96,600           | 116,700           | 125,500          |       |
|      | - —      | ,                                     | 0.,000           | ,                | ,                 | ,                |       |

#### MEMORANDUM

To: Those listed below

From: Carey L. Rawlinson, Director

MSF 101 CLL
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

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,

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,

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

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:

- 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.
- 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.
- 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.
- 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.

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.

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.   |

# 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.

c:\conc\techscop