Public Works Traffic Analysis Comments

Date: 07-22-2026

Subject: Albatros 71

Permit: PLAN-2507-0106

Date Submitted: 07-16-2026

Date Assigned: 07-16-2026

4th Review

Results of the Review:

[X] **Conditional Approval Recommended**

The Public Works Department has completed its review of the traffic analysis prepared by Bowman Consulting Group, Ltd. (Bowman) for the proposed Albatros 71 development located on north side of NW 41st Street, between NW 112th Avenue and NW 114th Avenue in Doral, Florida. The applicant is proposing a Mixed-Use Development. Development will consist of 15,584 Sq. Ft of Pharmacy with a Drive-Through (LU 881), 26,600 Sq. Ft of Strip Retail Plaza (<40K) (LU 822), and 3,053 Sq. Ft of Convenience Store/Gas Station (LU 945) with 18-fueling positions. The site is currently comprised of 7.6 acres of vacant land. The Public Works Department recommends conditional approval with the following information provided below:

1. Approval from Miami-Dade County Traffic Engineering Division is required prior to issuance of Final Certificate of Occupancy.

Advisory comments below are necessary during site plan review process and implementation of the project:

- Applicant is responsible for the extension of the eastbound left-turn lane at the intersection of NW 41st Street and NW 109th Avenue, relocation of a trolley stop from NW 114th Avenue to NW 41st Street including bus shelter improvement, installation of special emphasis crosswalks at driveway access locations at NW 114th Avenue and NW 112th Avenue, and installation of exclusive right-turn lanes for two (2) driveway connections at NW 41st Street and one (1) at NW 114th Avenue, prior to Final Certificate of Occupancy.
- Applicant is responsible for installation of appropriate signage to reinforce the approved truck delivery route from coordination with the City; vehicles not adhering to approved routing will be subject to enforcement from City Police Department.
- Any proposed future modifications to the approved site plan or land uses (Pharmacy with a Drive-Through, Retail, and Convenience Store/Gas Station), the City reserves the right to request the applicant to provide an updated traffic analysis in order for the City to assess any potential impacts to the Public Right of Way and future mitigations.
- Approval is subject to review from City of Doral Public Works Department - Plans Review.
- Compliance with the applicable sections of the City's Land Development Code Chapter 77.
- Implementation of the proposed project dealing with roadway construction work, installation of signage, pavement markings and other needed items shall conform to all applicable requirements, standards and regulations of the latest

version of the Manual on Uniform Traffic Control Devices (MUTCD), City of Doral, Miami-Dade County Department of Transportation and Public Works, and Miami-Dade Fire Rescue Department.

Bowman

Albatros 71

Traffic Analysis

Miami-Dade County, Florida

Bowman Project No. 314285-01-001

Prepared for:
MMG EQUITY Partners
9171 South Dixie Highway
Pinecrest, FL 33156

July 2026

Albatros 71 Traffic Analysis

Miami-Dade County, FL

Prepared for:

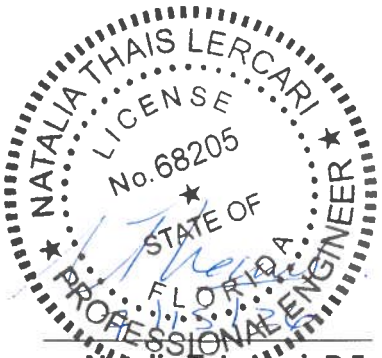
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July 2026

TABLE OF CONTENTS

Executive Summary i

Introduction 1

Existing (2025) Conditions Analysis 2

Field Review 2

Data Collection 2

Traffic Volumes 3

Intersection Capacity Analysis 4

Background (2028) Conditions Analysis 5

Background Growth Rate 5

Roadway Projects & Committed Development Traffic 5

Intersection Capacity Analysis 7

Total (2028) Conditions Analysis 8

Project Trip Generation 8

Project Driveway Access 9

Project Trip Distribution 9

Project Trip Assignment 10

Intersection Capacity Analysis 12

Diversion Analysis - NW 41 Street and NW 112 Avenue 13

Turn Lane Analysis 15

Roadway Capacity Analysis 15

Queuing Analysis 16

Pedestrian and Transit Facilities 17

Conclusion 19

LIST OF FIGURES

Figure 1 Site Location 1
Figure 2 Lane Geometry 3
Figure 3 2025 Existing Traffic Volumes 4
Figure 4 2028 Background Traffic Volumes 6
Figure 5 Project Distribution 9
Figure 6 Project Traffic 10
Figure 7 2028 Total Traffic Volumes 11
Figure 8 Driveway Volumes 11
Figure 9 Traffic Volumes with Diversion 14
Figure 10 Pedestrian Facilities 18

LIST OF TABLES

Table 1 2025 Peak Hour Existing Intersection Capacity Analysis Summary 4
Table 2 2025 Peak Hour Existing 95th Percentile Queue Summary 5
Table 3 City Transportation Master Plan Improvements Summary 6
Table 4 2028 Peak Hour Background Intersection Capacity Analysis Summary 7
Table 5 2028 Peak Hour Background 95th Percentile Queue Summary 7
Table 6 Trip Generation Analysis 8
Table 7 Project Traffic Distribution 9
Table 8 2028 Peak Hour Total Intersection Capacity Analysis Summary 12
Table 9 2028 Peak Hour Total 95th Percentile Queue Summary 13
Table 10 Intersection Capacity Analysis Summary with Diversion 14
Table 11 95th Percentile Queue Summary with Diversion 14
Table 12 Right Turn Lane Analysis Summary 15
Table 13 AM Peak Hour Roadway Capacity Analysis Summary 16
Table 14 PM Peak Hour Roadway Capacity Analysis Summary 16
Table 15 Drive Through Queuing Analysis Summary 17

APPENDICES

APPENDIX A Site Plan, Methodology Letter & Coordination with MDC
APPENDIX B Traffic Data
(TMC, 72-Hour ATR Data, PSCF, Transportation Master Plan Roadway Improvements, Committed Development, Growth Rate Calculations, TAZ, Trolley Routes, FDOT 2023 Multimodal Quality LOS Handbook Tables)
APPENDIX C Traffic Volume Calculations
APPENDIX D Signal Timing Sheets & Intersection Capacity Analysis Worksheets
APPENDIX E Trip Generation Calculations & Data
APPENDIX F Queuing Analysis

Executive Summary

Bowman Consulting Group, Ltd. (Bowman) completed a traffic analysis for the Albatros 71 mixed-use development that is located on the northeast corner of NW 41 Street and NW 114 Avenue in Doral, Florida. The site comprises 7.6 acres of vacant land. The proposed development will include 15,584 square feet of pharmacy with a drive-through facility, 26,600 square feet of shopping center, and an 18-fueling position gasoline station with a 3,053 square convenience store. The proposed development is expected to be built by 2028 and will have four (4) right-in/right-out roadway connections; one (1) connection to NW 114 Avenue, one (1) connection to NW 112 Avenue, and two (2) roadway connections to NW 41 Street. The proposed development is expected to generate 6,740 daily, 190 AM peak hour, 187 midday peak hour, and 259 PM peak hour vehicle trips. We prepared morning and afternoon peak hour intersection capacity analyses for five (5) signalized intersections, one (1) unsignalized intersection near the development site, and site's four (4) driveway connections. The intersections were analyzed for 2025 existing, 2028 background (future without project impacts), and 2028 total (future with project impacts) conditions. We conducted two-way roadway segment capacity analyses for nearby roadways.

Based on the 2028 total conditions analysis contained herein, the following can be concluded:

- All of the study intersections will operate at LOS E or better during the AM and PM peak hours except for the intersection of NW 41 Street and Florida's Turnpike northbound Ramp is expected to exceed LOS E during AM and PM peak hours with or without the impact of the development.
- For those intersections where the approaches and/or movements exceeded LOS E, the signal timing were optimized to reduce the delay to be less than or equal to the delay without the project's impacts (background conditions).
- At NW 41 Street and NW 112 Avenue, the northbound approach and movements are expected to exceed LOS E under total conditions; however, the proposed development does not add traffic to this approach or movements and total project traffic represents less than 5% of total intersection volume. Additionally, the south leg of the intersection was recently constructed. The 95th percentile queues increase by approximately five (5) vehicles for the southbound left turn during the AM peak hour between future background and total conditions. The storage limit is exceeded prior to the addition of project traffic during future background traffic projections. During coordination with the County, it was noted that a shared through/left-turn lane for the southbound approach was not considered a preferred option at the time of the intersection reconstruction.
- The 95th percentile queues are generally similar with background conditions and do not exceed available storage, except for the eastbound left turn at NW 41 Street and NW 109 Avenue. The queues increase by approximately five (5) vehicles for the eastbound left turn during the PM peak between future background and total conditions. The proposed development does not add traffic to this movement, and the intersection was recently reconstructed to include the south leg and signalization. Based on the queue results, it is recommended to extend the eastbound left turn lane from approximately 200 feet to 350 feet as a traffic mitigation measure. Coordination was conducted with the County regarding the need for additional eastbound left turn storage. The County indicated that they have no objection to extending the eastbound left turn lane.

- The site's four (4) driveway connections with public roadways will operate at LOS A during the AM and PM peak hours.
- Based on the diversion analysis, the addition of project traffic is not expected to change the overall intersection LOS at NW 41 Street and NW 112 Avenue. The projected queues under total conditions are generally similar to background conditions. The southbound left turn queues are reduced under both background and total conditions when compared to the analysis without diversion and do not exceed the available storage. The eastbound left turn queues are expected to exceed the available storage under background and total conditions; however, the eastbound left turn lane is immediately adjacent to a westbound left turn lane for the AcadeMir Charter School.
- Exclusive right turn lanes are warranted at the two site driveways on NW 41 Street and on NW 112 Avenue and NW 114 Avenue. The project will construct exclusive right turn lanes for the two driveway connections to NW 41 Street and the driveway connection on NW 114 Avenue. However, a southbound exclusive right turn lane cannot be constructed on NW 112 Avenue for the site driveway connection because there is insufficient right-of-way available north of the site.
- Directional roadway segment capacity analyses indicate that all study roadways will operate within their adopted LOS standards in the 2028 Total condition.
- The pharmacy drive-through queuing analysis indicates that the projected 95th percentile queue can be adequately accommodated within the available on-site stacking capacity, and no off-site spillback is anticipated.
- Coordination with the City was conducted to evaluate bus stop locations adjacent to the project site. One (1) Doral Trolley stop is proposed to be relocated from NW 114 Avenue, just north of NW 41 Street, to NW 41 Street, just east of NW 114 Avenue, and upgraded with a shelter.
- An approved truck delivery route was established in coordination with the City, with appropriate signage provided to reinforce the intended routing.
- We coordinated with Miami-Dade County Traffic Signals and Signs Division and Traffic Engineering Division regarding the recently constructed intersection of NW 41 Street/NW 112 Avenue and NW 41 Street/NW 109 Avenue and/or regarding signal optimization.
- The developer will construct the following offsite improvements:
    - Include special emphasis marked crosswalks at driveway access locations along NW 114 Avenue and NW 112 Avenue for pedestrian/bicycle safety and connectivity.
    - Exclusive right-turn lanes for the two (2) driveway connections to NW 41 Street and the driveway connection to NW 114 Avenue.
    - Extension of the eastbound left turn at the NW 41 Street/NW 109 Avenue intersection from approximately 200 feet to 350 feet of storage.

Introduction

Bowman prepared a traffic impact analysis for the Albatros 71 mixed-use development that is located on the northeast corner of NW 41 Street and NW 114 Avenue in Doral, Florida. The site comprises 7.6 acres of vacant land. The proposed development will include 15,584 square feet of pharmacy with a drive-through facility, 26,600 square feet of shopping center, and an 18-fueling position gasoline station. **Appendix A** contains a copy of the site plan and property appraiser data. The proposed development is anticipated to be built out by 2028. The study area includes the following study intersections.

- NW 41 Street and Florida's Turnpike SB Ramp (Signalized)
- NW 41 Street and Florida's Turnpike NB Ramp (Signalized)
- NW 41 Street and NW 114 Avenue (Signalized)
- NW 41 Street and NW 112 Avenue (Signalized)
- NW 41 Street and NW 109 Avenue (unsignalized)
- NW 41 Street and NW 107 Avenue (Signalized)

Figure 1 is an aerial photograph of the site location. This study evaluates the traffic impacts associated with the proposed development on the surrounding roadway network for three (3) scenarios: existing (2025) conditions, background (2028) conditions (future traffic without project), and total (2028) conditions (future traffic with project traffic). The analysis was prepared in accordance with the County's Level II and City of Doral traffic study guidelines. We met with the County and verified the study intersections. The City approved the methodology included in Appendix A. An approved truck delivery route was established in coordination with the City, with appropriate signage provided to reinforce the intended routing, as shown in the site plan (Appendix A).

Figure 1 Site Location



Existing (2025) Conditions Analysis

Field Review

A field review was conducted to obtain relevant roadway characteristics, including roadway geometries and speed limit information. The lane configurations for the study intersections are shown in **Figure 2**. However, three of the study intersections are proposed to be modified with new configurations and were evaluated under future conditions. The following information was collected for the study intersection roadways:

NW 41 Street

NW 41 Street is a six-lane, divided, County maintained principal arterial road with a 40 Miles Per Hour (MPH) posted speed limit.

NW 114 Avenue

NW 114 Avenue is a two-lane roadway with a two way left turn lane, undivided, City maintained major collector road with a 35 MPH posted speed limit.

NW 112 Avenue

NW 112 Avenue is a two-lane roadway with a two way left turn lane, undivided, City maintained major collector road with a 35 MPH posted speed limit.

NW 109 Avenue

NW 109 Avenue is a two-lane, undivided, City maintained local road with a 30 MPH posted speed limit.

NW 107 Avenue

NW 107 Avenue is a four-lane, divided, County maintained minor arterial road with a 40 MPH posted speed limit.

Florida's Turnpike South

Florida's Turnpike South Ramp is a two-lane, undivided, State-maintained principal arterial road with a 25 MPH posted speed limit.

Florida's Turnpike North

Florida's Turnpike North Ramp is a two-lane, undivided, State-maintained principal arterial road with a 25 MPH posted speed limit.

Data Collection

Turning movement counts were collected at the intersections on Tuesday, February 11, 2025, from 7:00 to 9:00 AM, 12:00 PM to 2:00 PM, and 4:00 to 6:00 PM. The intersection capacity analysis was performed for the two (2) highest peak hour periods which were the AM and PM peak hours. Individual intersection peak hours were used in the analysis.

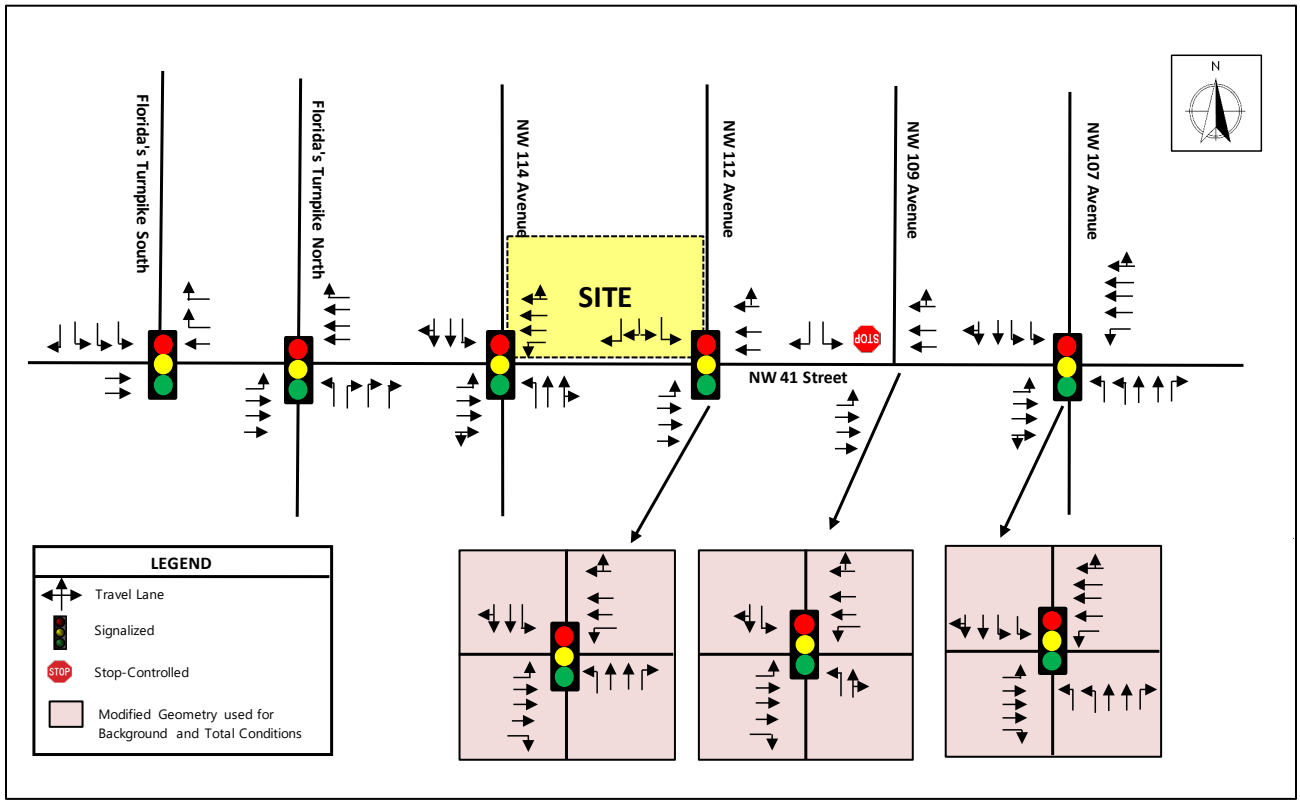
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72-hour bidirectional road counts were collected from April 7 (Tuesday) through April 9 (Thursday), 2026, along the following six nearby locations:

- NW 41 Street between NW 115 Avenue and NW 114 Avenue
- NW 41 Street between NW 114 Avenue and NW 112 Avenue
- NW 41 Street between NW 112 Avenue and NW 109 Avenue
- NW 41 Street between NW 109 Avenue and NW 107 Avenue
- NW 114 Avenue between NW 41 Street and NW 44 Street
- NW 112 Avenue between NW 41 Street and NW 43 Lane

All collected data are included in **Appendix B**. Signal timing data sheets are collected from Miami Dade County (MDC) and included in **Appendix D**.

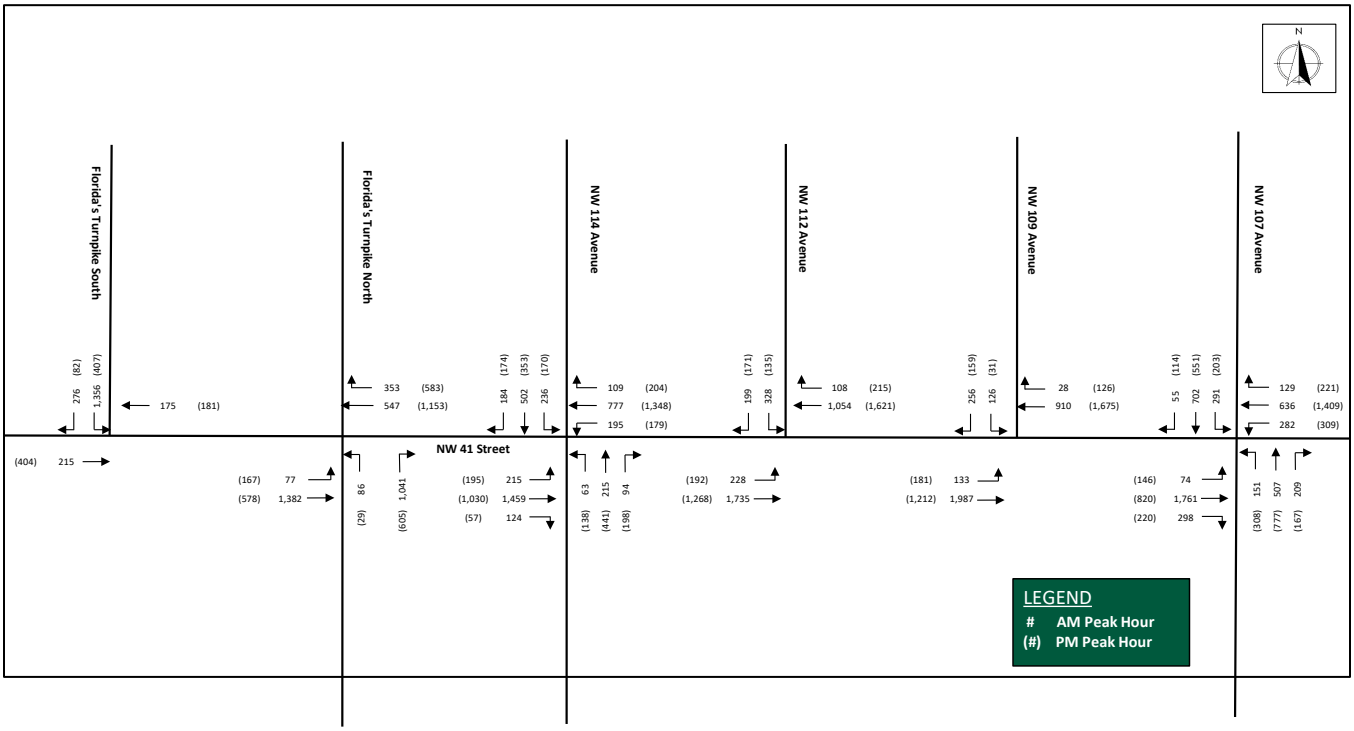
Figure 2 Lane Geometry



Traffic Volumes

The collected counts were adjusted to reflect existing (2025) peak season volumes. A Peak Season Conversion Factor (PSCF) of 1.0 was applied to the turning movement counts to develop peak-season volumes for each individual intersection. A PSCF of 1.01 was applied to the bidirectional counts to develop peak-season volumes for each roadway segment. The peak season factors were obtained from the 2024 Florida Department of Transportation (FDOT) *Peak Season Factor Category Report*, included in Appendix B. AM and PM peak hour intersection volume development tables for the study intersections are included in **Appendix C**. **Figure 3** graphically depicts the existing (2025) peak hour traffic volumes.

Figure 3 2025 Existing Traffic Volumes



Intersection Capacity Analysis

Intersection capacity analysis was performed for AM and PM peak hour conditions at the study intersections, using Synchro 12 software. Peak hour factors were based on the collected data. The HCM 7th edition outputs from Synchro were used where possible. The intersection capacity analysis reports are included in Appendix D. Results of the AM and PM peak hour intersection capacity analyses are summarized in **Table 1** and show that all of the study intersections are operating at LOS E or better, except for the intersection of NW 41 Street and Florida's Turnpike northbound Ramp, which is currently exceeding LOS E. **Table 2** summarizes the 95th percentile queue lengths for the exclusive turn lanes, using Synchro results for the signalized intersections and HCM 7th edition outputs for the unsignalized intersection. The LOS standard for County and State Roads is LOS E, and the City's LOS for City-maintained roads is LOS D.

Table 1 2025 Peak Hour Existing Intersection Capacity Analysis Summary

LOCATION	CONTROL TYPE	AM PEAK HOUR		PM PEAK HOUR	
		DELAY (sec/veh)	LOS	DELAY (sec/veh)	LOS
NW 41 Street and Florida's Turnpike SB Ramp	Signalized (Asset 5155)	23.4	C	17.5	B
NW 41 Street and Florida's Turnpike NB Ramp	Signalized (Asset 5154)	356.2	F	196.4	F
NW 41 Street and NW 114 Avenue	Signalized (Asset 5942)	34.2	C	63.8	E
NW 41 Street and NW 112 Avenue	Signalized (Asset 6457)	10.2	B	14.2	B
NW 41 Street and NW 109 Avenue	Unsignalized	15.6	C	16.9	C
NW 41 Street and NW 107 Avenue	Signalized (Asset 4887)	70.4	E	61.1	E

Table 2 2025 Peak Hour Existing 95th Percentile Queue Summary

Location	Time	95th Percentile Queue Lenghts (ft)													
		EBL		WBL		WBR		NBL		NBR		SBL		SBR	
		Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile
NW 41 Street and Florida's Turnpike SB Ramp (Asset 5155)	AM													200	36
	PM													200	38
NW 41 Street and Florida's Turnpike NB Ramp (Asset 5154)	AM	300	53			100	1	420	134	300	517				
	PM	300	42			100	0	420	77	300	53				
NW 41 Street and NW 114 Avenue (Asset 5942)	AM	190	236	255	417			215	87			535	288		
	PM	190	393	255	171			215	166			535	212		
NW 41 Street and NW 112 Avenue (Asset 6457)	AM	210	113									410	142	575	23
	PM	210	202									410	151	575	12
NW 41 Street and NW 109 Avenue (Unsignalized)	AM	200	38												
	PM	200	293												
NW 41 Street and NW 107 Avenue (Asset 4887)	AM	395	73	400	328			290	137	175	221	280	289		
	PM	395	243	400	248			290	243	175	107	280	172		

Background (2028) Conditions Analysis

Background Growth Rate

Traffic volumes for background traffic conditions (future conditions without project traffic) were calculated for 2028 by applying a growth rate to existing volumes. The growth rate applied to the peak season volumes was based on a review of 10 years of historical traffic volumes (2013 - 2023) trend analysis using the linear, exponential, and decaying exponential methods from FDOT count stations near the study intersections and a comparison of the 2015 and 2045 volumes from the county's Southeastern Regional Planning Model (SERPM). The FDOT volume data and growth rate calculation tables are included in Appendix B. An analysis of the data yielded a compound growth rate of 0.86 percent.

Roadway Projects & Committed Development Traffic

Peak-hour traffic volumes from the Bridgepoint Doral, Doral Marketplace, Medical Office Building, SmartStop Storage, and Ritz Sky Mansions at Doral are included as committed development trips in the development of Background and Total conditions' traffic volumes. Appendix B includes excerpts from the committed development traffic study. The tables included in Appendix C summarize the AM and PM peak hour background volume calculations. **Figure 4** graphically depicts the background (2028) peak hour traffic volumes.

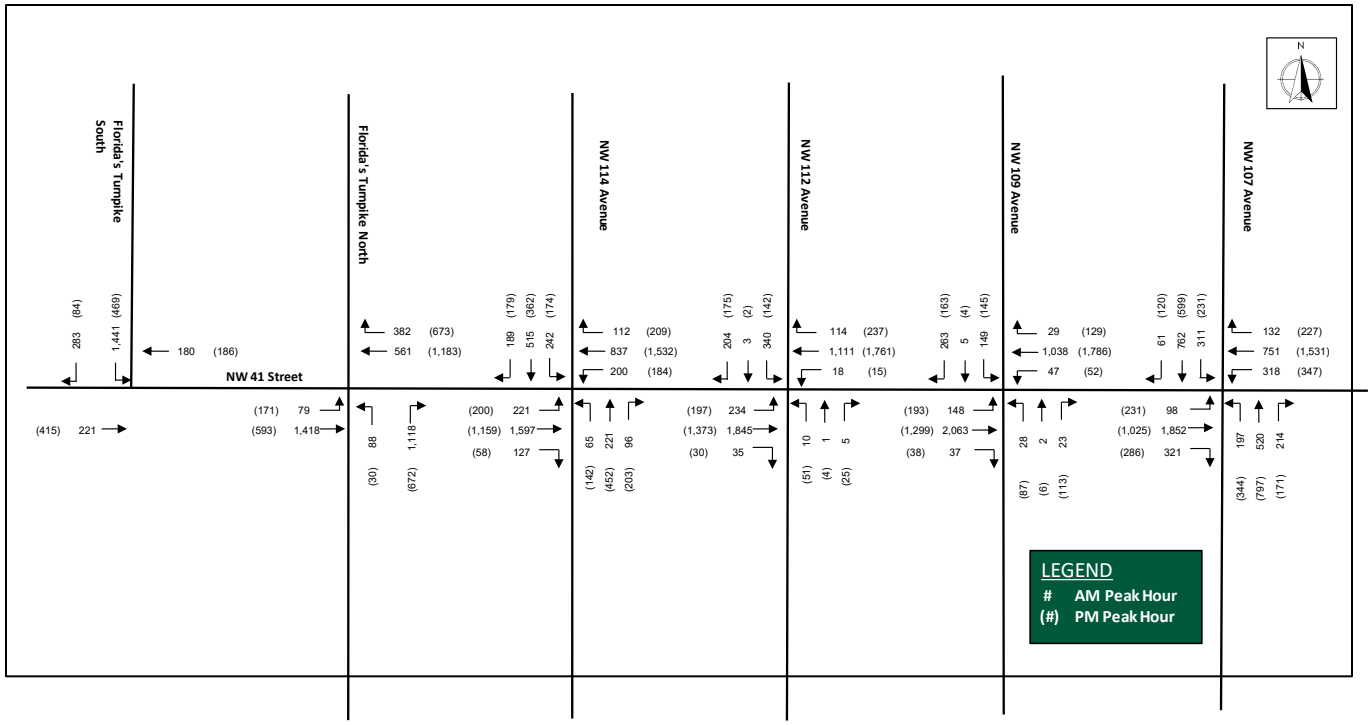
The City Transportation Master Plan identifies several roadway, crosswalk, transit, and bicycle/pedestrian improvements within the study area. These improvements were reviewed and a summary of the applicable City Transportation Master Plan improvements is provided in **Table 3**. Excerpts from the City Transportation Master Plan are included in Appendix B.

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Table 3 City Transportation Master Plan Improvements Summary

Proj. No.	Roadway / Facility Name	Project Limits	Summary of Improvement
S-1	NW 114 Avenue	NW 41 Street	Install new signal heads with backplates with retroreflective borders on all mast arm assemblies at the intersection. Install raised/retroreflective pavement markers for traffic separator pavement marking extensions on the south leg of the intersection.
S-12 to S-14	Various	Various	Provide special emphasis crosswalk markings at the north leg of NW 109 Avenue and NW 41 Street, north leg of NW 112 Avenue and NW 41 Street, and west leg of NW 107 Avenue and NW 41 Street intersections.
AT-19	Turnpike Trail	NW 41 Street	Construct a bicycle/pedestrian bridge over NW 41 Street to provide a safe separated connection and missing link for the Turnpike Trail.
T-1 to T-6	Trolley Stops	Various	Install Doral-branded transit stop shelters located near the project site along NW 41 Street and NW 114 Avenue.

Figure 4 2028 Background Traffic Volumes



Based on the approved Bridgepoint Doral development, the following roadway improvements are considered under background and total conditions:

- NW 112 Avenue and NW 41 Street is assumed to operate as a four-legged signalized intersection. The northbound approach is assumed to consist of one (1) left turn lane, two (2) through lanes, and one (1) right turn lane. The southbound approach is assumed to consist of one (1) left turn lane, one (1) through lane, and one (1) shared through/right turn lane. In addition, one (1) eastbound right turn lane and one (1) westbound left turn lane are assumed to be provided.
- NW 109 Avenue and NW 41 Street is assumed to operate as a four-legged signalized intersection. In addition, one (1) eastbound right turn lane and one (1) westbound left turn lane are assumed to be provided. The northbound approach is assumed to consist of one (1) left turn lane and one (1) shared through/right turn lane. The southbound approach is assumed to consist of one (1) left turn lane and one (1) shared through/right turn lane.

- At NW 107 Avenue and NW 41 Street, one (1) eastbound right turn lane is assumed to be added with an overlap phase.

Supporting information related to these roadway improvements is provided in Appendix B.

Intersection Capacity Analysis

Intersection capacity analysis was performed for AM and PM peak hour background conditions at the study intersections. For the intersections of NW 112 Avenue and NW 41 Street, and NW 109 Avenue and NW 41 Street, updated signal timings sheets were collected from MDC and included in Appendix D. The intersection capacity analysis worksheets are included in Appendix D. Results of the AM and PM peak hour intersection capacity analysis are summarized in **Table 4**. Five (5) of the six (6) study intersections are expected to operate at LOS E or better. The intersections of NW 41 Street and Florida's Turnpike northbound Ramp is expected to exceed LOS E during AM and PM peak hours. **Table 5** summarizes the 95th percentile queue lengths for the exclusive turn lanes, using Synchro results. Tables summarizing the LOS for all intersection approaches and a detailed 95th percentile queue summary are included in Appendix D.

Table 4 2028 Peak Hour Background Intersection Capacity Analysis Summary

Location	CONTROL TYPE	AM Peak Hour		PM Peak Hour	
		DELAY (sec/veh)	LOS	DELAY (sec/veh	LOS
NW 41 Street and Florida's Turnpike SB Ramp	Signalized (Asset 5155)	23.0	C	18.9	B
NW 41 Street and Florida's Turnpike NB Ramp	Signalized (Asset 5154)	403.7	F	238.7	F
NW 41 Street and NW 114 Avenue	Signalized (Asset 5942)	42.0	D	52.0	D
NW 41 Street and NW 112 Avenue	Signalized (Asset 6457)	29.8	C	29.9	C
NW 41 Street and NW 109 Avenue	Signalized (Asset 8195)	30.3	C	31.1	C
NW 41 Street and NW 107 Avenue	Signalized (Asset 4887)	75.9	E	71.7	E

Table 5 2028 Peak Hour Background 95th Percentile Queue Summary

Location	Time	95th Percentile Queue Lenghts (ft)															
		EBL		EBR		WBL		WBR		NBL		NBR		SBL		SBR	
		Storage	95th %tile	Storage	95th %tile	Storage	95th %tile	Storage	95th	Storage	95th	Storage	95th	Storage	95th	Storage	95th
NW 41 Street and Florida's Turnpike SB Ramp (Asset 5155)	AM															200	34
	PM															200	38
NW 41 Street and Florida's Turnpike NB Ramp (Asset 5154)	AM	300	66					100	4	420	133	300	572				
	PM	300	47					100	33	420	79	300	53				
NW 41 Street and NW 114 Avenue (Asset 5942)	AM	190	195			255	424			215	92			535	307		
	PM	190	402			255	188			215	178			535	247		
NW 41 Street and NW 112 Avenue (Asset 6457)	AM	210	188	280	3	440	11			190	30	190	0	410	603		
	PM	210	282	280	1	440	7			190	119	190	2	410	294		
NW 41 Street and NW 109 Avenue (Asset 8195)	AM	200	47	175	0	260	37			150	61						
	PM	200	189	175	1	260	36			150	172						
NW 41 Street and NW 107 Avenue (Asset 4887)	AM	420	69	580	72	400	381			290	296	175	227	280	320		
	PM	420	488	580	189	400	278			290	881	175	136	280	191		

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Total (2028) Conditions Analysis

Project Trip Generation

The proposed development will include 15,584 square feet of pharmacy with a drive-through facility, 26,600 square feet of shopping center, and an 18-fueling position gasoline station with a 3,053 square convenience store. Daily, AM, midday, and PM peak-hour trips generated by the proposed development were estimated based on trip generation rates and equations published in the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition. **Table 6** summarizes the results of the net new daily, AM peak hour, Midday peak hour, and PM peak hour trip generation analysis for the proposed development, which is expected to generate 6,740 daily, 190 AM peak hour, 187 midday peak hour, and 259 PM peak hour vehicle trips. Trip generation data are provided in **Appendix E**.

Table 6 Trip Generation Analysis

DAILY

LAND USE	ITE CODE	INTENSITY		NEW TRIPS IN	NEW TRIPS OUT	NEW TRIPS TOTAL
Proposed						
Pharmacy with Drive-Through	881	15,584	SF	845	844	1,689
Shopping Center (<40K)	822	26,600	SF	676	676	1,352
Convenience Store/Gas Station (2-4k)	945	18	FP	1,850	1,849	3,699
Total				**3,371**	**3,369**	**6,740**

AM PEAK HOUR

LAND USE	ITE CODE	INTENSITY		NEW TRIPS IN	NEW TRIPS OUT	NEW TRIPS TOTAL
Proposed						
Pharmacy with Drive-Through	881	15,584	SF	30	28	58
Shopping Center (<40K)	822	26,600	SF	38	25	63
Convenience Store/Gas Station (2-4k)	945	18	FP	35	34	69
Total				**103**	**87**	**190**

MIDDAY[2]

LAND USE	ITE CODE	INTENSITY		NEW TRIPS IN	NEW TRIPS OUT	NEW TRIPS TOTAL
Proposed						
Pharmacy with Drive-Through	881	15,584	SF	36	37	73
Shopping Center (<40K)	822	26,600	SF	26	27	53
Convenience Store/Gas Station (2-4k)	945	18	FP	30	31	61
Total				**92**	**95**	**187**

PM PEAK HOUR

LAND USE	ITE CODE	INTENSITY		NEW TRIPS IN	NEW TRIPS OUT	NEW TRIPS TOTAL
Proposed						
Pharmacy with Drive-Through	881	15,584	SF	41	41	82
Shopping Center (<40K)	822	26,600	SF	47	47	94
Convenience Store/Gas Station (2-4k)	945	18	FP	41	42	83
Total				**129**	**130**	**259**

(1) ITE Trip Generation Manual, 11th Edition.

(2) Midday based on ITE Highest Percentage of Midday Hourly Distribution.

(3) Includes pass-by reductions.

Project Driveway Access

The site will construct four (4) two-way, right-in/right-out roadway connections: one (1) connection to NW 114 Avenue, one (1) connection to NW 112 Avenue, and two (2) roadway connections to NW 41 Street. The site plan included in Appendix A shows the site's driveway connection.

Project Trip Distribution

The project traffic distribution was based on a review of the cardinal distribution for traffic analysis zone 733 based on the *Miami-Dade 2045 Long Range Transportation Plan*, *Directional Trip Distribution Report,* connectivity of the surrounding roadway network, and existing roadway characteristics. Information regarding the cardinal distribution is included in Appendix B. The project distribution is graphically shown on **Figure 5**. **Table 7** summarizes the project's traffic distribution.

Figure 5 Project Distribution

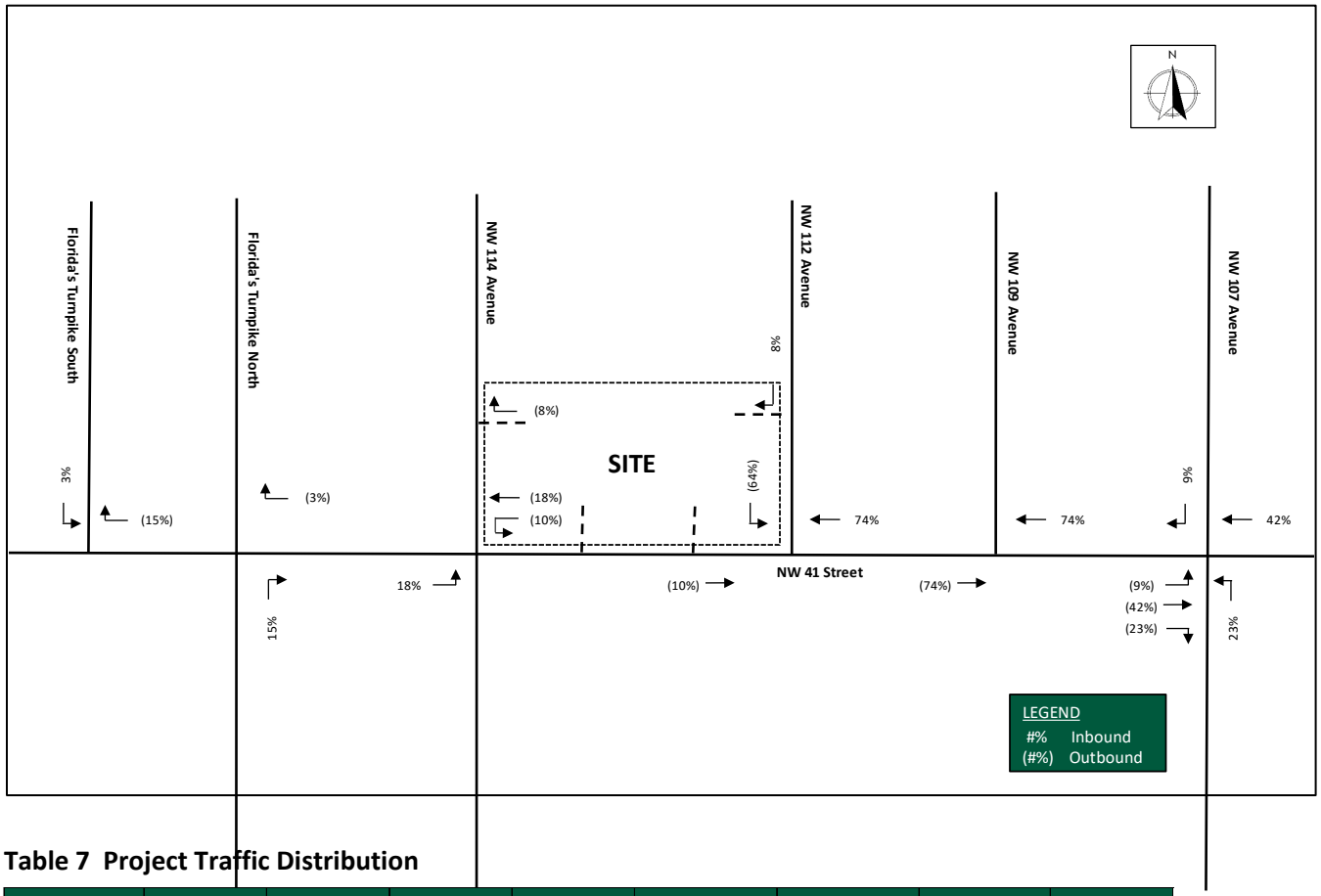


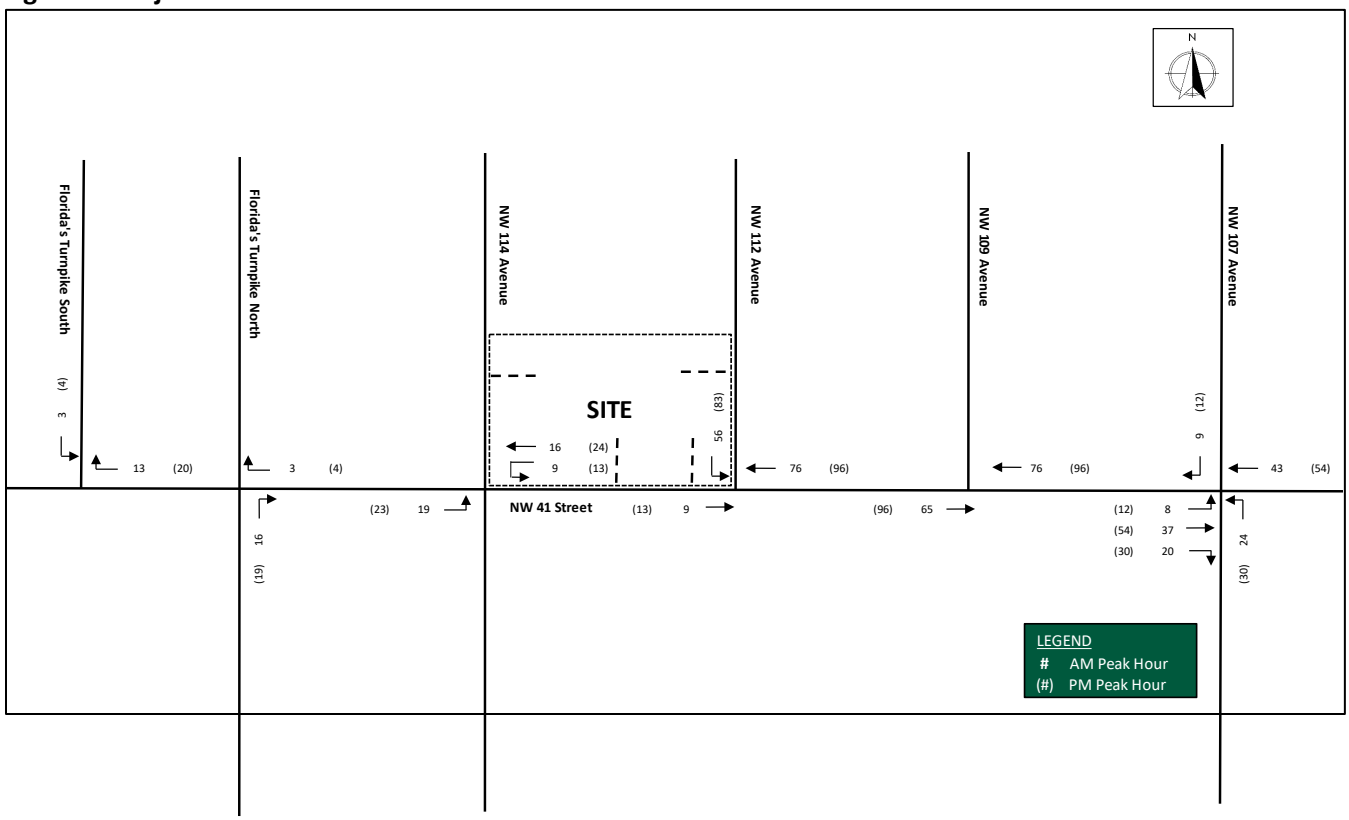
Table 7 Project Traffic Distribution

Year	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	15.90%	19.40%	22.50%	24.00%	14.40%	0.60%	0.00%	3.30%
2045	17.60%	19.20%	24.40%	21.20%	14.90%	0.40%	0.00%	2.40%
2028	**16.64%**	**19.31%**	**23.32%**	**22.79%**	**14.62%**	**0.51%**	**0.00%**	**2.91%**

Project Trip Assignment

The assignment of project trips at the study intersections and project driveways was based on the project distribution and trip generation analysis. The project trips are graphically shown on **Figure 6**. Detailed calculations of traffic volumes for the AM and PM peak hours are summarized in the tables in Appendix C. Total (2028) peak hour traffic volumes are graphically depicted on **Figure 7**. **Figure 8** graphically depicts the project traffic at the site's driveways.

Figure 6 Project Traffic



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Figure 7 2028 Total Traffic Volumes

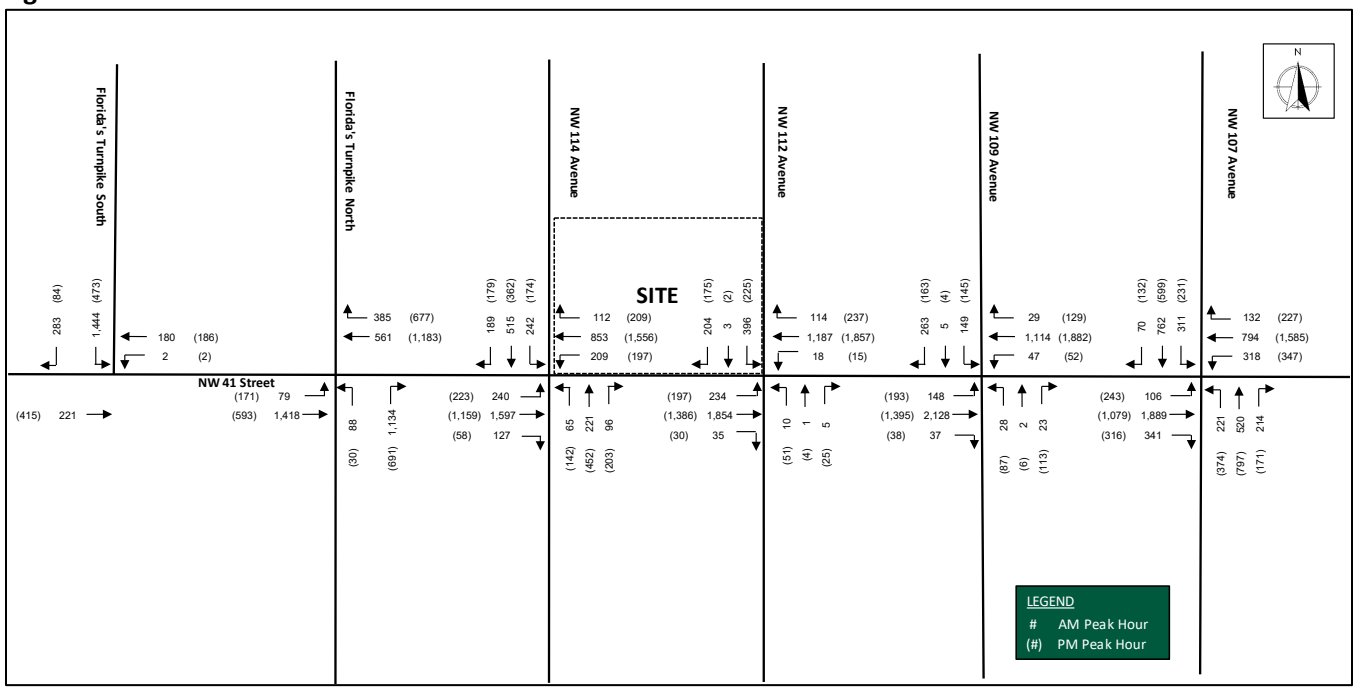
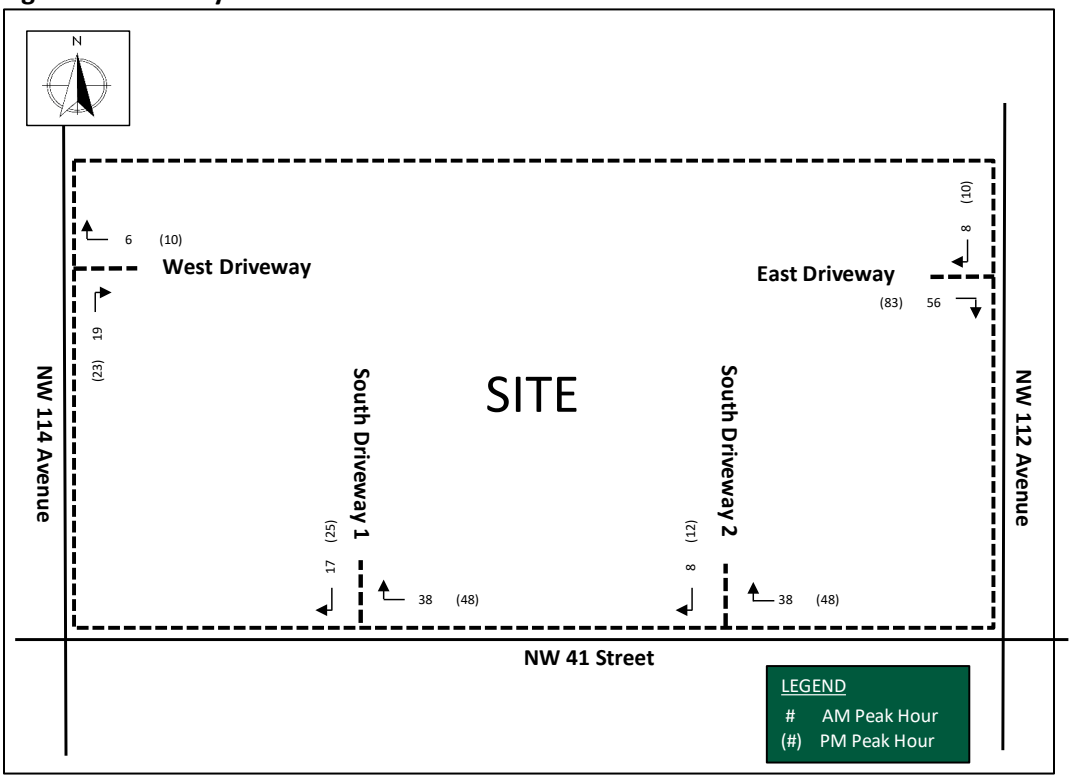


Figure 8 Driveway Volumes



Intersection Capacity Analysis

Intersection capacity analysis was performed for AM and PM peak hour total conditions at the study intersections. The intersection capacity analysis worksheets are included in Appendix D. Results of the AM and PM peak hour intersection capacity analysis are summarized in **Table 8**, which shows that five (5) of the six (6) study intersections are expected to operate at LOS E or better. The intersections of NW 41 Street and Florida's Turnpike northbound Ramp is expected to exceed LOS E during AM and PM peak hours. However, this intersection is expected to exceed their adopted LOS for the background conditions without the impacts of the proposed development. For those intersections where the approaches and/or movements exceeded LOS E, we optimized the signal timing to reduce the delay to be less than or equal to the delay without the project's impacts (background conditions). For the intersection of NW 41 Street and NW 112 Avenue the northbound approach and movements are expected to exceed LOS E under total conditions. However, the proposed development does not add traffic to this approach or movements. Additionally, the south leg of the intersection was recently reconstructed. Also, we verified that the total project traffic did not constitute a significant impact as they account for less than five percent (5%) of the total intersection volume. For those instances where the average vehicle delays could not be optimized to be better than or equal to the background conditions, we verified that the project traffic did not constitute a significant impact.

Table 8 2028 Peak Hour Total Intersection Capacity Analysis Summary

Location	CONTROL TYPE	AM Peak Hour		PM Peak Hour	
		DELAY (sec/veh)	LOS	DELAY (sec/veh)	LOS
NW 41 Street and Florida's Turnpike SB Ramp	Signalized (Asset 5155)	23.0	C	19.0	B
NW 41 Street and Florida's Turnpike NB Ramp [1]	Signalized (Asset 5154)	384.5	F	228.6	F
NW 41 Street and NW 114 Avenue [1]	Signalized (Asset 5942)	40.7	D	54.0	D
NW 41 Street and NW 112 Avenue [1]	Signalized (Asset 6457)	29.3	C	32.8	C
NW 41 Street and NW 109 Avenue [1]	Signalized (Asset 8195)	30.5	C	31.6	C
NW 41 Street and NW 107 Avenue [1]	Signalized (Asset 4887)	74.3	E	75.4	E
West Driveway	Unsignalized	0.0	A	0.1	A
South Driveway 1	Unsignalized	0.1	A	0.2	A
South Driveway 2	Unsignalized	0.0	A	0.1	A
East Driveway	Unsignalized	0.6	A	1.0	A

[1] Traffic Signal timings were optimized for AM and/or PM conditions.

Table 9 summarizes the 95th percentile queue lengths for the exclusive turn lanes, using Synchro results for the signalized intersections and 7th edition outputs for the unsignalized intersection. Tables summarizing the LOS for all intersection approaches and a detailed 95th percentile queue summary are included in Appendix D. Results of the AM and PM peak hour intersection capacity analysis for the driveway connections are also summarized in Table 8 and show that all the driveway connections overall LOS are expected to operate at LOS A.

The 95th percentile queues are generally similar with background conditions and do not exceed available storage, except for the eastbound left turn at NW 41 Street and NW 109 Avenue. At the intersection of NW 41 Street and NW 112 Avenue, 95th percentile queues increase by approximately five (5) vehicles for the southbound left turn during the AM peak hour between future background and total conditions. The storage limit is exceeded prior to the addition of project traffic during future background traffic projections. Coordination was conducted with the County, and it was noted that a shared through/left-turn lane for the southbound approach was not considered a preferred option at the time of the intersection reconstruction. At the intersection of NW 41 Street and NW 109 Avenue, 95th percentile queues increase by approximately five (5) vehicles for the eastbound left turn during the PM peak between future background and total conditions. The proposed development does not add traffic to this movement, and the intersection was recently reconstructed to include the south leg and signalization. Based on the queue results, it is recommended to extend the eastbound left turn lane from approximately 200 feet to 350 feet as a traffic mitigation measure. Coordination was conducted with the County regarding the need for additional eastbound left turn storage. The County indicated that they have no objection to extending the eastbound left turn lane. The related coordination and responses are provided in Appendix A.

Table 9 2028 Peak Hour Total 95th Percentile Queue Summary

Location	Time	95th Percentile Queue Lenghts (ft)															
		EBL		EBR		WBL		WBR		NBL		NBR		SBL		SBR	
		Storage	95th	Storage	95th	Storage	95th	Storage	95th	Storage	95th	Storage	95th	Storage	95th %tile	Storage	95th %tile
NW 41 Street and Florida's Turnpike SB Ramp (Asset 5155)	AM															200	34
	PM															200	38
NW 41 Street and Florida's Turnpike NB Ramp [1] (Asset 5154)	AM	300	67					100	3	420	131	300	581				
	PM	300	45					100	58	420	78	300	53				
NW 41 Street and NW 114 Avenue [1] (Asset 5942)	AM	190	211			255	441			215	92			535	306		
	PM	190	423			255	234			215	178			535	249		
NW 41 Street and NW 112 Avenue [1] (Asset 6457)	AM	210	227	280	0	440	7			190	31	190	0	410	720		
	PM	210	322	280	0	440	9			190	101	190	0	410	377		
NW 41 Street and NW 109 Avenue [1] (Asset 8195)	AM	200	33	175	0	260	46			150	61						
	PM	200	314	175	0	260	36			150	172						
NW 41 Street and NW 107 Avenue [1] (Asset 4887)	AM	420	94	580	80	400	381			290	190	175	225	280	296		
	PM	420	476	580	260	400	278			290	287	175	124	280	191		

[1] Traffic Signal timings were optimized for AM and/or PM conditions.

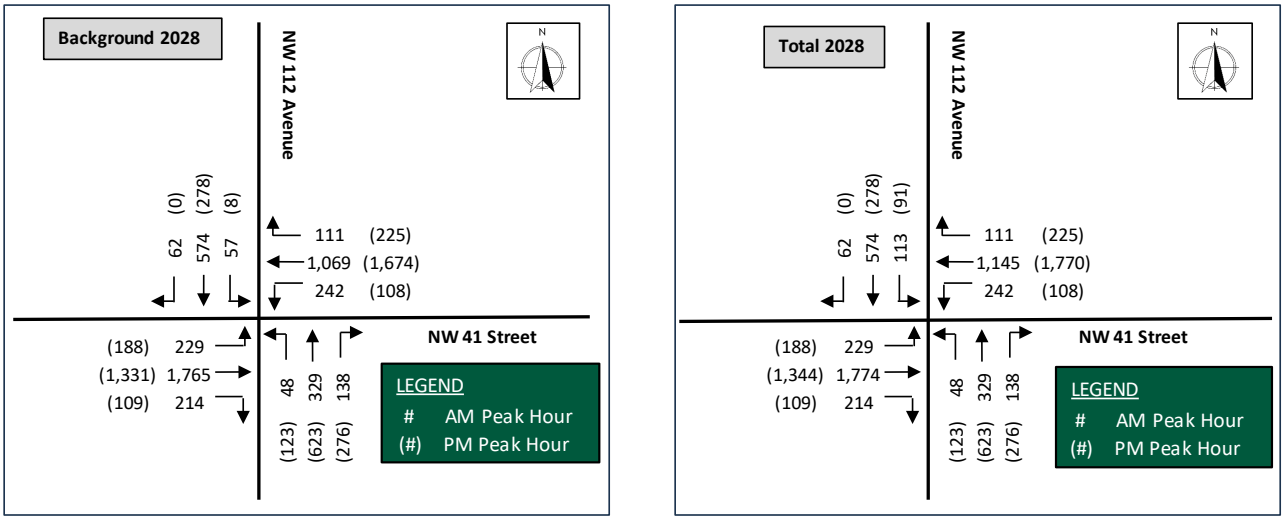
Diversion Analysis - NW 41 Street and NW 112 Avenue

A diversion analysis was conducted for the intersection of NW 41 Street and NW 112 Avenue for the updated intersection geometry with the extension of NW 112 Avenue to the south. The intersection capacity analysis worksheets are included in Appendix D. The diversion volumes were based on the Bridgepoint Doral project and were applied to both the future background and future total traffic conditions. The diversion volumes were added to or subtracted from the background traffic volumes, and the project traffic volumes were then added to the adjusted background volumes to develop the future total traffic volumes. **Figure 9** presents the background and total traffic volumes with diversion at the intersection during the AM and PM peak hours. Detailed traffic diversion and volume development worksheets for the intersection, along with excerpts from the Bridgepoint Doral peak hour traffic diversion, are included in Appendix C.

The results of the AM and PM peak hour intersection capacity analysis are summarized in **Table 10**. As shown in the table, the intersection is expected to operate at LOS E during the AM peak hour and LOS D during the PM peak hour under both background and total conditions with diversion. For approaches and/or movements that exceed LOS E, we optimized the signal timing to reduce the delay to be less than or equal to the delay without the project's impacts (background conditions). The 95th percentile queue lengths for the exclusive turn lanes, based on Synchro

results, are summarized in **Table 11**. As shown in the table, the projected queues under total conditions with diversion are generally similar to background conditions with diversion, with some increases in selected movements. Tables summarizing the LOS for all approaches and a detailed 95th percentile queue summary are included in Appendix D. The southbound left turn queues are reduced under both background and total conditions when compared to the analysis without diversion and do not exceed the available storage. The eastbound left turn queues are expected to exceed the available storage under background and total conditions; however, the eastbound left turn lane is immediately adjacent to a westbound left turn lane for the AcadeMir Charter School.

Figure 9 Traffic Volumes with Diversion



Note: Negative volumes resulting from diversion adjustments were assumed to be zero (0) vehicles.

Table 10 Intersection Capacity Analysis Summary with Diversion

Location	Scenario	AM Peak Hour		PM Peak Hour	
		DELAY (sec/veh)	LOS	DELAY (sec/veh)	LOS
NW 41 Street and NW 112 Avenue Signalized (Asset 6457)	Background 2028	60.8	E	43.9	D
	Total 2028	60.9	E	50.1	D

[1] Traffic Signal timings were optimized for Total condition.

Table 11 95th Percentile Queue Summary with Diversion

Location	Scenario	Time	95th Percentile Queue Lenghts (ft)											
			EBL		EBR		WBL		NBL		NBR		SBL	
			Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile	Storage (ft)	95th %tile
NW 41 Street and NW 112 Avenue Signalized (Asset 6457)	Background 2028	AM	210	219	280	144	440	597	190	82	190	121	410	89
		PM	210	356	280	29	440	95	190	204	190	267	410	24
	Total 2028	AM	210	333	280	254	440	599	190	83	190	139	410	160
		PM	210	313	280	29	440	66	190	205	190	397	410	153

[1] Traffic Signal timings were optimized for Total condition.

Turn Lane Analysis

The highest number of peak hours right turns at the site's roadway connections is 48 from NW 41 Street, 23 from NW 114 Avenue, and 10 from NW 112 Avenue. According to the City of Doral Code of Ordinances Chapter 77, Section 77-46 (Turning Lanes), a right-turn deceleration lane with at least 150 feet of storage and 100 feet of transition is required when the posted speed limit is 35 mph or higher or if the development will generate 100 or more right turn movements during the peak hour. Based on these guidelines, exclusive right turn lanes are warranted at the two site driveways on NW 41 Street and on NW 112 Avenue and NW 114 Avenue. The project will construct exclusive right turn lanes for the two driveway connections to NW 41 Street and the driveway connection on NW 114 Avenue. However, a southbound exclusive right turn lane cannot be constructed on NW 112 Avenue for the site driveway connection because there is insufficient right-of-way available north of the site. None of the site's driveway connections will serve left turn ingress volumes; therefore, no exclusive left turn lane warrant analysis is required. **Table 12** summarizes the right turn lane analysis results.

Table 12 Right Turn Lane Analysis Summary

Driveway	Peak Hour Right Turn Volume	Posted Speed Limit (mph)	Warrant Criteria		At Least One Criterion Met	Proposed Improvement
			Speed (≥35 mph)	Volume (≥100 RT/hr)		
West Driveway at NW 114 Avenue	23	35	Yes	No	Yes	Right turn lane proposed
South Driveway 1 at NW 41 Street	48	40	Yes	No	Yes	Right turn lane proposed
South Driveway 2 at NW 41 Street	48	40	Yes	No	Yes	Right turn lane proposed
East Driveway at NW 112 Avenue	10	35	Yes	No	Yes	Right turn lane warranted; not proposed due to insufficient right-of-way

Roadway Capacity Analysis

Directional roadway segment capacity analysis was performed for the study roadways. The analysis was based on LOS D thresholds from the FDOT 2023 Multimodal Quality LOS Handbook generalized tables and the collected counts. FDOT 2023 Multimodal Quality LOS handbook table excerpts are included in Appendix B. Based on a review of surrounding land uses, access characteristics, and Context Classification, a C3C classification was assumed for NW 41 Street and C3R Classification was assumed for NW 114 Avenue and NW 112 Avenue. **Table 13** and **Table 14** summarize the roadway capacity analysis for AM and PM peak hour conditions, respectively. Based on the 72-hour ATR data, the highest directional volumes collected over the three (3) day period were considered to ensure a conservative analysis. A peak season conversion factor of 1.01 was used and the same growth rate and committed development trips used in the intersection analysis were used in the roadway capacity analysis. Results of the analysis indicate that all study roadways will operate within their adopted LOS capacity in 2028 with the impacts of the proposed development.

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Table 13 AM Peak Hour Roadway Capacity Analysis Summary

ROADWAY	FROM	TO	CONTEXT CLASSIFICATION	NUMBER OF LANES	LOS D CAPACITY[1]	DIR	EXISTING 2026	BACKGROUND 2028				TOTAL 2028				
							2026 PEAK SEASON VOLUME[2]	2028 VOLUME WITH GROWTH [3]	COM DEV	2028 BACKGROUND VOLUME	VOLUME TO CAPACITY RATIO (V/C)	PROJECT TRIPS	2028 TOTAL VOLUME	VOLUME TO CAPACITY RATIO (V/C)	LOS	MEETS CAPACITY
NW 41 Street	NW 115 Avenue	NW 114 Avenue	C3C	6LD	2,533	EB	1,872	1,904	100	2,004	0.79	19	2,023	0.80	C	YES
					2,533	WB	1,013	1,031	40	1,071	0.42	3	1,074	0.42	C	YES
	NW 114 Avenue	NW 112 Avenue	C3C	6LD	2,533	EB	1,998	2,032	100	2,132	0.84	9	2,141	0.85	C	YES
					2,533	WB	1,133	1,153	40	1,193	0.47	76	1,269	0.50	C	YES
	NW 112 Avenue	NW 109 Avenue	C3C	6LD	2,533	EB	2,008	2,043	73	2,116	0.84	65	2,181	0.86	C	YES
					2,533	WB	1,093	1,112	132	1,244	0.49	76	1,320	0.52	C	YES
	NW 109 Avenue	NW 107 Avenue	C3C	6LD	2,533	EB	2,093	2,129	82	2,211	0.87	65	2,276	0.90	C	YES
					2,533	WB	942	959	151	1,110	0.44	76	1,186	0.47	C	YES
NW 114 Avenue	NW 41 Street	NW 44 Street	C3R	2L	999	NB	378	384	0	384	0.38	19	403	0.40	C	YES
					999	SB	880	895	0	895	0.90	0	895	0.90	C	YES
NW 112 Avenue	NW 41 Street	NW 43 Lane	C3R	2L	999	NB	300	305	4	309	0.31	0	309	0.31	C	YES
					999	SB	569	578	6	584	0.59	56	640	0.64	C	YES

(1) LOS Capacity Based on 2023 Quality/Level of Service Handbook.
(*) NW 41 Street (10% reduction for non-state signalized road, and 5% increase for exclusive right turn lane)
(**) NW 114 Avenue and NW 112 Avenue (10% reduction for non-state signalized road)
(2) 2026 Volume is Based on Application of Peak Season Factor 1.01
(3) 2028 Volume Based on Application of Compounded Annual Growth Rate 0.86%

Table 14 PM Peak Hour Roadway Capacity Analysis Summary

ROADWAY	FROM	TO	CONTEXT CLASSIFICATION	NUMBER OF LANES	LOS D CAPACITY[1]	DIR	EXISTING 2026	BACKGROUND 2028				TOTAL 2028				
							2026 PEAK SEASON VOLUME[2]	2028 VOLUME WITH GROWTH [3]	COM DEV	2028 BACKGROUND VOLUME	VOLUME TO CAPACITY RATIO (V/C)	PROJECT TRIPS	2028 TOTAL VOLUME	VOLUME TO CAPACITY RATIO (V/C)	LOS	MEETS CAPACITY
NW 41 Street	NW 115 Avenue	NW 114 Avenue	C3C	6LD	2,533	EB	1,185	1,205	102	1,307	0.52	23	1,330	0.53	C	YES
					2,533	WB	1,865	1,898	149	2,047	0.81	4	2,051	0.81	C	YES
	NW 114 Avenue	NW 112 Avenue	C3C	6LD	2,533	EB	1,253	1,275	102	1,377	0.54	13	1,390	0.55	C	YES
					2,533	WB	1,949	1,983	149	2,132	0.84	96	2,228	0.88	C	YES
	NW 112 Avenue	NW 109 Avenue	C3C	6LD	2,533	EB	1,317	1,340	100	1,440	0.57	96	1,536	0.61	C	YES
					2,533	WB	1,821	1,852	154	2,006	0.79	96	2,102	0.83	C	YES
	NW 109 Avenue	NW 107 Avenue	C3C	6LD	2,533	EB	1,373	1,396	325	1,721	0.68	96	1,817	0.72	C	YES
					2,533	WB	1,793	1,824	119	1,943	0.77	96	2,039	0.80	C	YES
NW 114 Avenue	NW 41 Street	NW 44 Street	C3R	2L	999	NB	722	735	0	735	0.74	23	758	0.76	C	YES
					999	SB	725	738	0	738	0.74	0	738	0.74	C	YES
NW 112 Avenue	NW 41 Street	NW 43 Lane	C3R	2L	999	NB	602	612	20	632	0.63	0	632	0.63	C	YES
					999	SB	467	475	5	480	0.48	83	563	0.56	C	YES

(1) LOS Capacity Based on 2023 Quality/Level of Service Handbook.
(*) NW 41 Street (10% reduction for non-state signalized road, and 5% increase for exclusive right turn lane)
(**) NW 114 Avenue and NW 112 Avenue (10% reduction for non-state signalized road)
(2) 2026 Volume is Based on Application of Peak Season Factor 1.01
(3) 2028 Volume Based on Application of Compounded Annual Growth Rate 0.86%

Queuing Analysis

We prepared queuing analysis for the pharmacy drive-through and determined that the expected 95th percentile queue length is not expected to exceed three (3) vehicles. We used an estimated average service time of four (4) minutes per vehicle and a peak hour arrival rate of eight (8) vehicles per hour. Approximately 20 percent of the pharmacy customers are expected to use the drive-through service. The shortest amount of onsite vehicle stacking for the drive-through service, measured from the drive-through window to the property line at NW 114th Avenue, is 360 feet which is sufficient to stack 16 vehicles. We used ITE drive-through queuing methodology from the ITE's *Transportation and Land Development* publication. **Table 15** summarizes the results of the queuing analysis, and **Appendix F** contains the queueing data.

Table 15 Drive Through Queuing Analysis Summary

Storage Capacity[1]		95th Percentile Queue Length		Sufficient Stacking?
Feet	Vehicles[2]	Feet	Vehicles[2]	
360	16	66	3	**YES**

1. Measured from Service Window to nearest ROW/Property Line
2. Queued Vehicle Length is 22 Feet Long

Pedestrian and Transit Facilities

There are sidewalks on NW 112 and NW 114 avenues along the site's frontage and the development will construct a sidewalk on the north side of NW 41 Street along the site's frontage. No uncontrolled marked crosswalks are proposed on any publicly dedicated roads. The project will provide special emphasis marked crosswalks at site driveway access locations along NW 114 Avenue and NW 112 Avenue for pedestrian/bicycle safety and connectivity. **Figure 10** is an aerial photograph showing the existing and proposed pedestrian facilities.

There are three (3) bus stops located near the project site along NW 41 Street, NW 114 Avenue, and NW 112 Avenue. City of Doral Trolley Routes 1, 2, and 3 are the closest public transit services to the site.

Routes 1, 2, and 3 run along NW 41 Street; however, the bus shelter located on the south side of NW 41 Street serves Routes 1 and 2. Routes 1 and 3 run along NW 114 Avenue; however, the bus stop with a bench located on the east side of NW 114 Avenue serves Route 3. Route 1 runs along NW 112 Avenue, and the bus stop located on the east side of NW 112 Avenue serves Route 1.

Route information is summarized below:

- Doral Trolley Route 1, also known as the Crosstown Connector, connects many places in the Miami area, including the Miami International Mall, Doral Academy, and Doral Oaks.
- Doral Trolley Route 2 connects key locations in Doral, including Downtown Doral, Doral Government Center, City Place, and Jackson West Hospital. The route primarily runs along 79 Avenue, 53 Street, 87 Avenue, 97 Avenue, 25 Street, and 41 Street, serving areas near Palmetto Expressway.
- Doral Trolley Route 3 connects Miami Dade College West, 74 Street, 58 Street, 41 Street, 114 Avenue, 107 Avenue, and 102 Avenue.

Appendix B contains an excerpt of the transit system map showing the site's location relative to the bus routes. Coordination with the City was conducted to evaluate bus stop locations adjacent to the project site. One (1) Doral Trolley stop is proposed to be relocated from NW 114 Avenue, just north of NW 41 Street, to NW 41 Street, just east of NW 114 Avenue, and upgraded with a shelter. The relocated trolley stop will be located approximately 195 feet east of NW 114 Avenue along the north side of NW 41 Street. Figure 10 illustrates the existing and proposed trolley stop locations. Additional details regarding the relocated stop are provided in Appendix A with the site plan.

Figure 10 Pedestrian Facilities



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Conclusion

Bowman completed a traffic impact analysis for the Albatros 71 mixed-use development that is located on the northeast corner of NW 41 Street and NW 114 Avenue in Doral, Florida. The site currently includes 7.6 acres of vacant land. The proposed development will include 15,584 square feet of pharmacy with a drive-through facility, 26,600 square feet of shopping center, and an 18-fueling position gasoline station with a 3,053 square convenience store. The proposed development is expected to generate 6,740 daily, 190 AM peak hour, 187 midday peak hour, and 259 PM peak hour vehicle trips. Based on the 2028 total conditions analysis contained herein, the following can be concluded:

- All of the study intersections will operate at LOS E or better during the AM and PM peak hours except for the intersection of NW 41 Street and Florida's Turnpike northbound Ramp is expected to exceed LOS E during AM and PM peak hours with or without the impact of the development.
- For those intersections where the approaches and/or movements exceeded LOS E, the signal timing were optimized to reduce the delay to be less than or equal to the delay without the project's impacts (background conditions).
- At NW 41 Street and NW 112 Avenue, the northbound approach and movements are expected to exceed LOS E under total conditions; however, the proposed development does not add traffic to this approach or movements and total project traffic represents less than 5% of total intersection volume. Additionally, the south leg of the intersection was recently constructed. The 95th percentile queues increase by approximately five (5) vehicles for the southbound left turn during the AM peak hour between future background and total conditions. The storage limit is exceeded prior to the addition of project traffic during future background traffic projections. During coordination with the County, it was noted that a shared through/left-turn lane for the southbound approach was not considered a preferred option at the time of the intersection reconstruction.
- The 95th percentile queues are generally similar with background conditions and do not exceed available storage, except for the eastbound left turn at NW 41 Street and NW 109 Avenue. The queues increase by approximately five (5) vehicles for the eastbound left turn during the PM peak between future background and total conditions. The proposed development does not add traffic to this movement, and the intersection was recently reconstructed to include the south leg and signalization. Based on the queue results, it is recommended to extend the eastbound left turn lane from approximately 200 feet to 350 feet as a traffic mitigation measure. Coordination was conducted with the County regarding the need for additional eastbound left turn storage. The County indicated that they have no objection to extending the eastbound left turn lane.
- The site's four (4) driveway connections with public roadways will operate at LOS A during the AM and PM peak hours.
- Based on the diversion analysis, the addition of project traffic is not expected to change the overall intersection LOS at NW 41 Street and NW 112 Avenue. The projected queues under total conditions are generally similar to background conditions. The southbound left turn queues are reduced under both background and total conditions when compared to the analysis without diversion and do not exceed the

available storage. The eastbound left turn queues are expected to exceed the available storage under background and total conditions; however, the eastbound left turn lane is immediately adjacent to a westbound left turn lane for the AcadeMir Charter School.

- Exclusive right turn lanes are warranted at the two site driveways on NW 41 Street and on NW 112 Avenue and NW 114 Avenue. The project will construct exclusive right turn lanes for the two driveway connections to NW 41 Street and the driveway connection on NW 114 Avenue. However, a southbound exclusive right turn lane cannot be constructed on NW 112 Avenue for the site driveway connection because there is insufficient right-of-way available north of the site.
- Directional roadway segment capacity analyses indicate that all study roadways will operate within their adopted LOS standards in the 2028 Total condition.
- The pharmacy drive-through queuing analysis indicates that the projected 95th percentile queue can be adequately accommodated within the available on-site stacking capacity, and no off-site spillback is anticipated.
- Coordination with the City was conducted to evaluate bus stop locations adjacent to the project site. One (1) Doral Trolley stop is proposed to be relocated from NW 114 Avenue, just north of NW 41 Street, to NW 41 Street, just east of NW 114 Avenue, and upgraded with a shelter.
- An approved truck delivery route was established in coordination with the City, with appropriate signage provided to reinforce the intended routing.
- We coordinated with Miami-Dade County Traffic Signals and Signs Division and Traffic Engineering Division regarding the recently constructed intersection of NW 41 Street/NW 112 Avenue and NW 41 Street/NW 109 Avenue and/or regarding signal optimization.
- The developer will construct the following offsite improvements:
    - Include special emphasis marked crosswalks at driveway access locations along NW 114 Avenue and NW 112 Avenue for pedestrian/bicycle safety and connectivity.
    - Exclusive right-turn lanes for the two (2) driveway connections to NW 41 Street and the driveway connection to NW 114 Avenue.
    - Extension of the eastbound left turn at the NW 41 Street/NW 109 Avenue intersection from approximately 200 feet to 350 feet of storage.

Bowman

Appendix A

Site Plan, Methodology Letter & Coordination with MDC

PAVING, GRADING AND DRAINAGE PLAN FOR

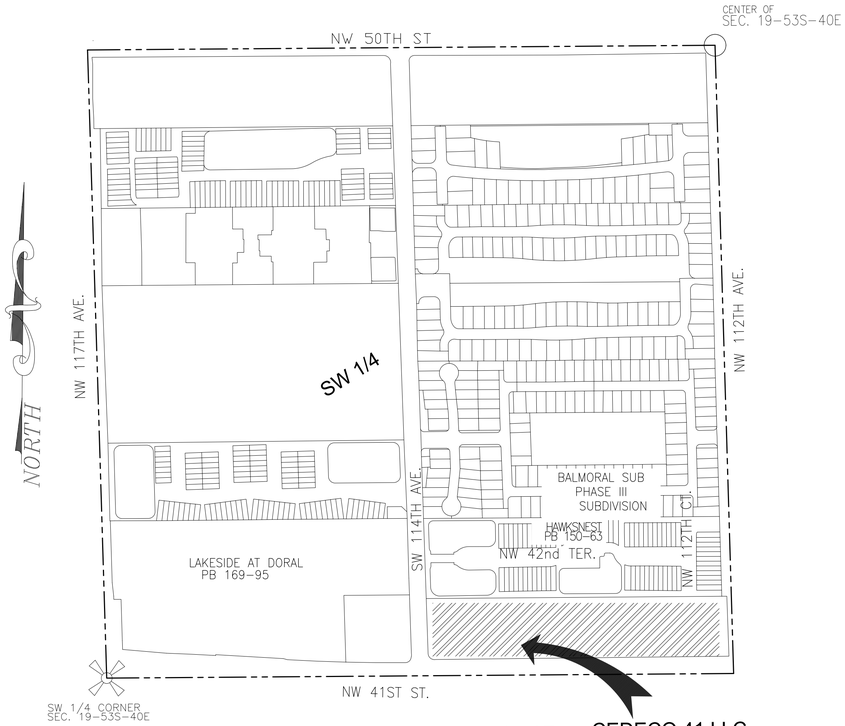
CEDECO 41 LLC

INDEX FOR PAVING AND DRAINAGE PLANS

1.	COVER SHEET
2.	EXISTING CONDITIONS AND BASIN MAP
3.	PAVING, GRADING & DRAINAGE PLAN
4.	PAVING, GRADING & DRAINAGE PLAN PG 2
5–6	TYPICAL SECTIONS
7.	DRAINAGE NOTES AND DETAILS
8.	EROSION CONTROL PLANS
9.	SIGNING AND MARKING PLAN
10.	TRUCK MANEUVERING PATH
11.	TROLLEY BUS STOP DETAIL

LOCATION MAP

SCALE: NTS



THE S.W. 1/4 OF SEC. 19-53S-40E

CEDECO 41 LLC

SITE ADDRESS: 114XX N.W. 41st ST., MIAMI , FL. 33178
JOB NUMBER: 25-446
DATE OF SURVEY: MAY 28, 2025
FOLIO NUMBER: 35-3019-001-0370

ENCROACHMENTS AND OTHER POINTS OF INTEREST:
- THERE ARE NO VISIBLE ENCROACHMENT ON THE SUBJECT PROPERTY
- THE SUBJECT PROPERTY IS WITHIN A FLOOD ZONE AH/X (SEE NOTE 1)
- THERE NO PLATTED UTIL. EASEMENT ON THE SUBJECT PROPERTY

JOB SPECIFIC SURVEYOR NOTES:

① THE PROPERTY DESCRIBED ON THIS SURVEY DOES LIE WITHIN A SPECIAL HAZARD AREA AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY; THE PROPERTY LIES WITHIN A FLOOD ZONE **"AH/X"** OF THE FLOOD INSURANCE RATE MAP IDENTIFIED AS COMMUNITY PANEL No. **12086C-0259L**, WITH AN EFFECTIVE DATE OF SEPTEMBER 11, 2009. **BASE FLOOD ELEVATION OF 7.00 FEET** (NGVD)

② LAND AREA OF SUBJECT PROPERTY: (FOLIO : 30-3019-001-0370) 331,059 SF (+/-) AS PER OFFICIAL RECORDS/ 329,845 SF (+/-) (C)

③ ELEVATIONS ARE BASED ON THE NATIONAL GEODETIC VERTICAL DATUM (NGVD) OF N-3065, AS PER MIAMI DADE COUNTY **BENCH MARK No. 4932**, WITH AN ELEVATION OF 8.**04 FEET.**

④ BEARINGS SHOWN HEREON ARE BASED ON AN ASSUME MERIDIAN OF S.01°41'49"E. OF N.W. 122nd AVE., LYING AND BEING INS SECTION 19, TOWNSHIP 53 SOUTH, RANGE 40 EAST IN MIAMI DADE COUNTY, FLORIDA.

THE SUBJECT PROPERTY IS ZONED " "

⑤ DEVELOPMENT INFORMATION: TRACT "A" - COMMERCIAL SITE DRUGSTORE PHARMACY 15,584 SF
TRACT "B" - TWO COMMERCIAL BUILDINGS (RETAIL) 16,600 SF
RACT "C" - GAS STATION 4,736 SF
NUMBER OF LOTS: 3 TRACTS

⑥ SITE FLOOD CRITERIA: 8.57 FEET (NGVD) AS PER MIAMI-DADE COUNTY DERM.

TRAFFIC GENERAL NOTES & CONDITIONS

1. Engineer shall prepare signing & pavement markings plans in a separate sheet (1"=50' scale minimum).
2. Engineer shall visit site & verify field conditions before preparing proposed signing & pavement markings plans.
3. Contractor shall be responsible for the removal of all pavement markings and sign conflicting with the proposed roadway construction.
4. Contractor shall be responsible for the installation of all pavement markings signs as shown in the plans and applicable traffic design standards.
5. Contractor shall be responsible for matching existing pavement markings at the beginning and at the end of the project, and at all intersecting side streets.
6. Contractor shall be responsible for the installation of reflective pavement markers along the entire length of the project.
7. Any signing material, including supports to be removed, shall be delivered by the contractor to Dade County's Traffic Signals and Signs Maintenance Facility located at 7100 N.W. 36 Street, Miami, Florida.
8. Sign assembly locations shown in the plans which are in conflict with street lighting utilities, driveways, pedestrian ramps, etc., may be adjusted as directed by the Engineer/Inspector.
9. The contractor shall be responsible for providing Ped Ramps where sidewalks is existing or proposed (as per ADA–Pwm)

GENERAL NOTES–GRADING AND DRAINAGE

1. ALL CMP SHALL BE HELICAL ALUMINUM UNLESS ATHERWISE APPROVED BY THE ENGINEER.
2. ALL UTILITES AND DRAINAGE INSTALLEMENTS WITHIN THE PUBLIC RIGHT–OF–WAY SHALL BE CONSTRUCTED AND INSTALLED PRIOIR TO COMMENCING SUBGRADE WORK ON THE ROADS.
3. THE EXISTING ELEVATIONS SHOWN ON THE GRADING PLAN INDICATES THE ELEVATION AT THE POINT DEPICTED ONLY, AND SHOOULD NOT BE INTERPRETED AS INDICATING THE ELEVATION OF ANY OTHER POINT. THESE EXISTING ELEVATIONS ARE IN NO WAY AN INDICATOR OF SURFACE OR SUBSURFACE SOIL CONDITIONS.
4. ALL CONCRETE SHALL HAVE A MINIMM COMPRESSIVE STRENGTH OF 4000 PSI AT 28 DAYS.
5. PRECAST CONCRETE MANHOLES AND CATCH BASINS SHALL MEET THE REQUIREMENTS OF A.S.T. SPECS. C–478 AND 64 T.
6. CONCRETE AND PRECAST MANHOLES AND CATCH BASINS SHALL HAVE A MINIMUM COMPRESSIVE STENGTH OF 3000 PSI AT 28 DAYS.
7. REINFORCING STEEL FOR MANHOLES AND CATCH BASINS SHALL CONFORM TO A.S.T.M. SPECIFICATIONS A–615 AND A–305, LATEST REVISION.
8. ALL RE–BAR SPLICES IN CONCRETE STRUCTURES SHALL HAVE A MINIMUM LAP OF 24 BAR DIAMETERS.
9. ALL JOINTS IN CONCRETE STRUCTURES SHALL BE FINISHED WATER TIGHT.
10. ALL SPACES AROUND PIPING ENTERING OR LEAVING MANHOLES AND CATCH BASINS SHALL BE COMPLETELY FILLED WITH 2;1 CEMENT MORTAR.
11. ALL CORRUGATED STEEL PIPE SHALL CONFORM TO THE REQUERIMENTS OF SECTION 943 OF FLORIDA D.O.T. STANDARDS SPECIFICATIONS AND AASHTO DESIGNATION M 36. COATING SHALL BE IN ACCORDANCE WITH D.O.T. SECTION 943 AND AASHTO DESIGNATION M 190.
12. ALL CORRUGATED ALUMINUM PIPE SHALL CONFORM TO THE REQUERIMENTS OF SECTION 945 OF FLORIDA A.O.T. STANDARD SPECIFICATIONS AND AASHTO DESIGNATION M 196.
13. JOINTS IN CORRUGATED STEEL PIPE AND CORRUGATED METAL BANDS OF SIMILAR METAL AND CORRUGATIONS WITH NEOPREME, RAM–NFK OR BITUMASTIC GASKEIS INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS.
14. ALL LABOR, MATERIALS, AND METHODS OF CONSTRUCTION SHALL BE IN STRICT ACCORDANCE WITH THE MINIMUM ENGINEERING AND CONSTRUCTION STANDARDS ADOPTED BY DADE COUNTY AND THE PLANS AND CONSTRUCTION SPECIFICATIONS.WHERE CONFLICTS OR OMISSIONS EXIST, THE CITY OF MIAMI STANDARDS SHALL DICTATE. SUBSTITUTIONS AND DEVIATIONS FROM PLANS AND SPECIFICATIONS SHALL BE PERMITTED ONLY WHEN WRITTEN APPROVAL HAS BEEN ISSUED BY THE ENGINEER.
15. A SEPARATE SURFACE COURSE JOB MIX DETERMINATION SHALL NOT BE REQUIERED FOR EACH SPECIFIC PROJECT. PROJECT JOB MIX SHALL BE THE CONTRACTOR'S MOST RECENTLY APPROVED APPLICABLE JOB MIX FORMULA AS DETERMINED BY THE FLORIDA DEPARTMENT OF TRANSPORTATION.
16. ASPHALTIC CONCRETE SURFACE COURSE SHALL BE BITUMINOUS CONCRETE MIX TYPE S–1 EXEPT THAT THE MINIMUM MARSHALL STABILITY SHALL BE 2200 LBS, AND THE BITUMINOUS MATERIAL (AC–30) CONTENTS SHALL BE NOT LESS THAN THAT NEEDED TO PRODUCE MAXIMUM STABILITY BASED ON 75 BLOW MARSHALL TESTING.
17. THE CONTRACTOR MAY ALSO FURNISH AND PLACE AN APPROVED BITUMINOUS CONCRETE MIXTURE MEETING THE REQUIREMENT OF DCAD SPECIFICATIONS SECTION P–401. THE PROPOSED JOB MIX FORMULA SHALL HAVE BEEN PREVIOUSLY APPROVED AND USED (WITHIN THE LAST 12 MONTHS) AT ONE OF DCAD's AIRPORTS AND PRODUCED FROM AN APPOVED BITUMINOUS CONCRETE PLANT.
18. SURFACE TREATMENT SHALL BE USED TO BIND OVERLAYS TO EXISTING PAVEMENT. BITUMINOUS MATERIAL FOR SURFACE TREATMENT SHALL BE TYPE RS–2 MEETING THE REQUIREMENTS OF AASHTO M 140, AND SHALL BE APPLIED AT THE RATE OF 0.25 GALLONS/ S.Y. COVER AGGREGATE MATERIAL SHALL BE MANUFACTURED, BITUMINOUS IMPREGNATED, CRUSHED, WASHED AND SCREENED LIMEROCK, 5/16" GRADE (MEETING THE REQUIREMENTS OF TABLE I BELOW), APPLIED AT APPROXIMATELY 13 POUNDS/S.Y.,THE BITUMINOUS IMPREGNATED AGGREGATE SHALL CONTAIN 4 0/0 ASPHALT CEMENT VISCOSITY GRADE AC–20 WHEN TESTED IN ACCORDANCE WITH ASTM;D 2172. THE ENTIRE SURFACE SHALL THEN BE ROLLED (WITHOUT LAPPING) WITH A 3–5 TON STEEL WHEEL TANDEM ROLLER AND DRAGGED WITH A DRAG BROOM TO PROVIDE EVEN DISTRIBUTION OF GRAVEL, BEFORE ROLLING WITH A TRAFFIC ROLLER.

SUBMITTALS		
DATE	BY	DESCRIPTION
7/9/25	E.P.	P&D DRYRUN
2/20/26	E.P.	P&D V02
5/7/26	E.P.	P&D V03

PREPARED FOR
MMG EQUITY PARTNERS
PREPARED BY
AMERICAN SERVICES OF MIAMI, CORP.
CONSULTING ENGINEERS - PLANNERS-SURVEYORS
266 GIRALDA AVENUE, CORAL GABLES FLORIDA - 33134
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FRANCISCO J. RODRIGUEZ LICENSE No. 42716 STATE OF FLORIDA PROFESSIONAL ENGINEER

DATE: MAY 7, 2026

REVISED

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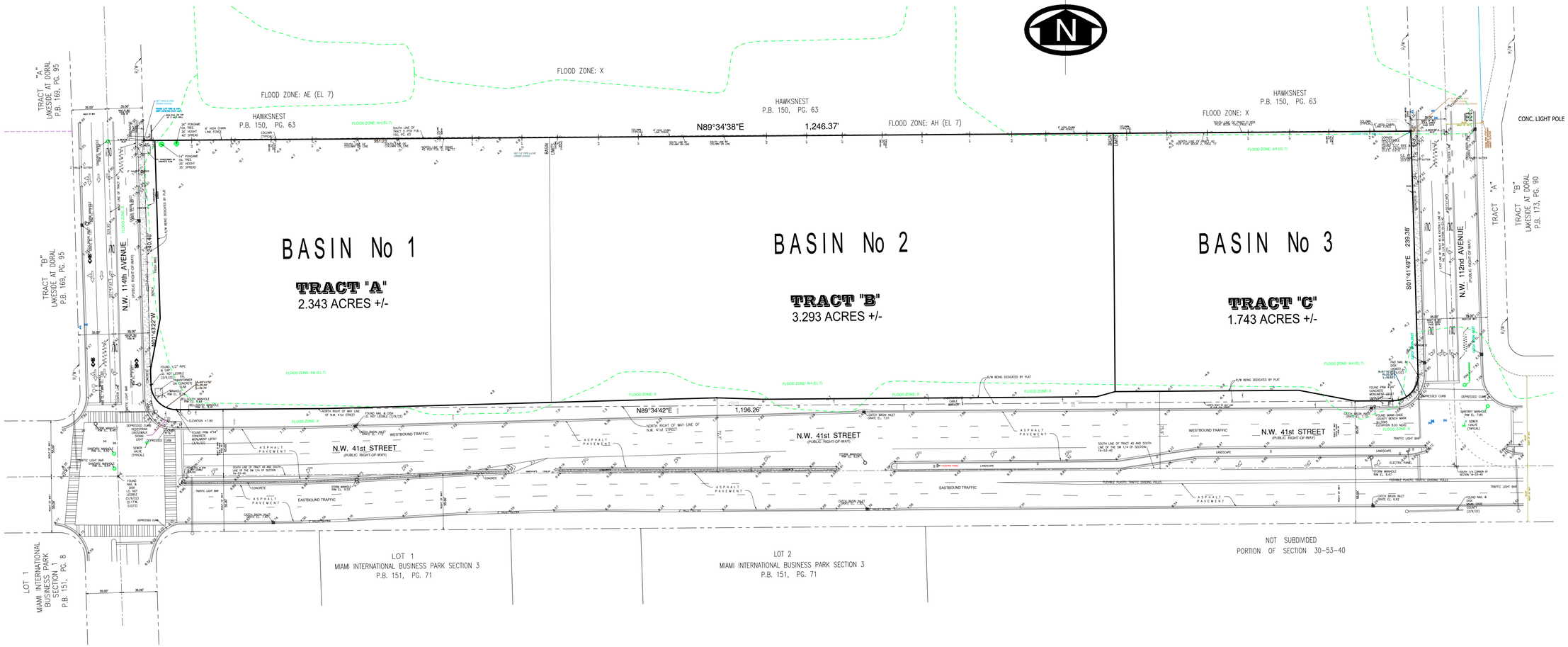
FOR: MMG EQUITY PARTNERS
SCALE: 1"=50'
DATE: 12/9/24
DESIGNED BY: E.P.
APPROVED BY: E.P.
DRAWN BY: DG
CHECKED BY: E.P.
FIELD BOOK No.
PAGE No. 1

ORDER No. 24–1125
SHEET No. 1

DRAINAGE BASIN PLAN FOR

CEDECO 41 LLC

ORIGINAL JOB



DESIGN CRITERIA:

LOCATION: SECTION 19-53-40

FLOOD CRITERIA: 8.56

TOTAL PROJECT AREA: 7.57 ACRES

TOTAL PROJECT AREA AFTER DEDICATION: 7.38 ACRES

PERCOLATION TESTS RESULTS (11/8/24)

① K= 1.42 x 10^{-2}
② K= 9.23 x 10^{-3}
② K= 1.11 x 10^{-2}

ELEVATION OF WATER TABLE AS PER WC 2.2 = 4.5'(NGVD)

ALL CATCH BASINS TO P-BOXES

SHOWN ELEVATION ARE BASED ON NGVD 1929

DESIGN CRITERIA:
BASIN 1 (CVS SITE)
TOTAL AREA: 2.34 ACRES
IMPERVIOUS AREA: 1.56 AC
PERVIOUS AREA: 0.78 AC
COEFFICIENT OF RUNOFF: 0.66
K VALUE: $1.42x10^{-2}$

DESIGN CRITERIA:
BASIN 2 (RETAIL SITE)
TOTAL AREA: 3.29 ACRES
IMPERVIOUS AREA: 1.35 AC
PERVIOUS AREA: 1.94 AC
COEFFICIENT OF RUNOFF: 0.55
K VALUE: $9.23x10^{-3}$

DESIGN CRITERIA:
BASIN 3 (C-STORE)
TOTAL AREA: 1.74 ACRES
IMPERVIOUS AREA: 1.04 AC
PERVIOUS AREA: 0.7 AC
COEFFICIENT OF RUNOFF: 0.62
K VALUE: $1.11x10^{-2}$

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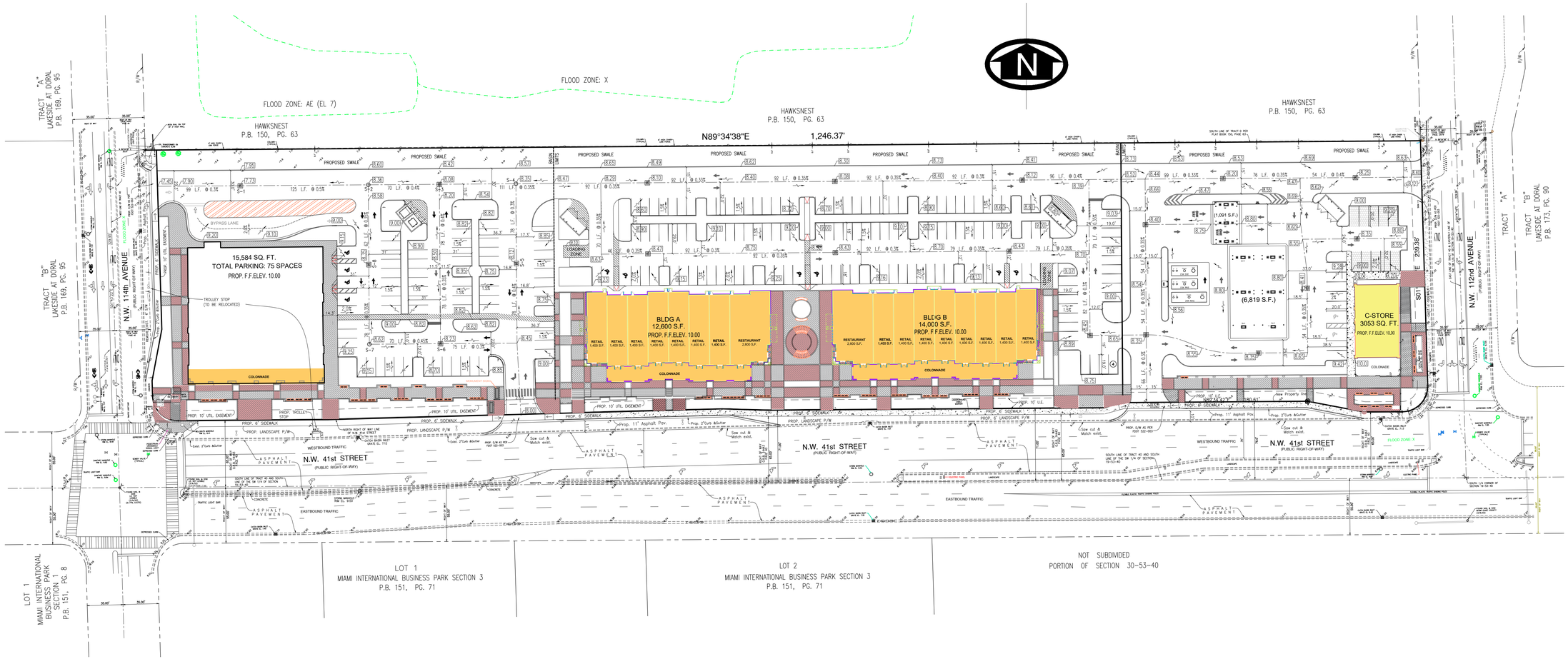
FOR: MAG EQUITY PARTNERS
SCALE: 1"=50'
DATE: 12/9/24
DRAWN BY: DG
DESIGNED BY: E.P.
CHECKED BY: E.P.
APPROVED BY: E.P.
FIELD BOOK No.
PAGE No. 1

ORDER No. 24-1125
SHEET No. 2

PAVING, GRADING AND DRAINAGE PLAN FOR

CEDECO 41 LLC

0 40 80 120



DESIGN CRITERIA:

LOCATION: SECTION 19-53-40

FLOOD CRITERIA: 8.56

TOTAL PROJECT AREA: 7.57 ACRES

TOTAL PROJECT AREA AFTER DEDICATION: 7.38 ACRES

PERCOLATION TESTS RESULTS (11/8/24)

① K= 1.42 x 10^{-2}
② K= 9.23 x 10^{-3}
② K= 1.11 x 10^{-2}

ELEVATION OF WATER TABLE AS PER WC 2.2 = 4.5'(NGVD)

ALL CATCH BASINS TO P-BOXES

SHOWN ELEVATION ARE BASED ON NGVD 1929

DESIGN CRITERIA:
BASIN 1 (NAVARRO SITE)
TOTAL AREA: 2.34 ACRES
IMPERVIOUS AREA: 1.56 AC
PERVIOUS AREA: 0.78 AC
COEFFICIENT OF RUNOFF: 0.66
K VALUE: 1.42x10^{-2}

DESIGN CRITERIA:
BASIN 2 (RETAIL SITE)
TOTAL AREA: 3.29 ACRES
IMPERVIOUS AREA: 1.35 AC
PERVIOUS AREA: 1.94 AC
COEFFICIENT OF RUNOFF: 0.55
K VALUE: 9.23x10^{-3}

DESIGN CRITERIA:
BASIN 3 (C-STORE)
TOTAL AREA: 1.74 ACRES
IMPERVIOUS AREA: 1.04 AC
PERVIOUS AREA: 0.7 AC
COEFFICIENT OF RUNOFF: 0.62
K VALUE: 1.11x10^{-2}

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PAVING, GRADING AND DRAINAGE PLAN FOR

CEDECO 41 LLC

0 40 80 120

DESIGN CRITERIA:

LOCATION: SECTION 10-59-39

FLOOD CRITERIA: 8.56

TOTAL PROJECT AREA: 6.56 ACRES

PERCOLATION TESTS RESULTS (3/27/2025)

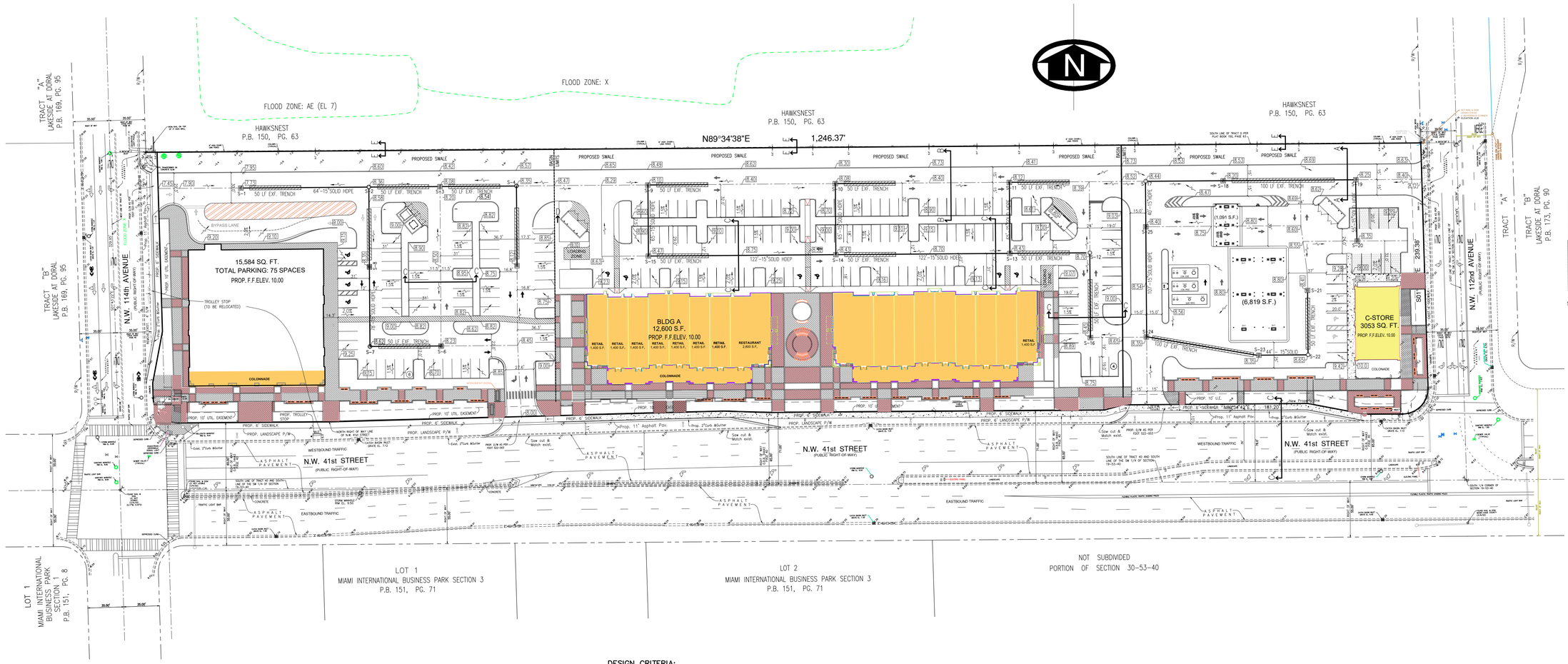
① K= 1.03 x 10^{-3}

② K= 1.01 x 10^{-3}

ELEVATION OF WATER TABLE AS PER WC 2.2 = 5.0'(NGVD)

ALL CATCH BASINS TO P-BOXES

SHOWN ELEVATION ARE BASED ON NGVD 1929



DESIGN CRITERIA:

LOCATION: SECTION 19-53-40

FLOOD CRITERIA: 8.56

TOTAL PROJECT AREA: 7.57 ACRES

TOTAL PROJECT AREA AFTER DEDICATION: 7.38 ACRES

PERCOLATION TESTS RESULTS (11/8/24)

① K= 1.42 x 10^{-2}

② K= 9.23 x 10^{-3}

② K= 1.11 x 10^{-2}

ELEVATION OF WATER TABLE AS PER WC 2.2 = 4.5'(NGVD)

ALL CATCH BASINS TO P-BOXES

SHOWN ELEVATION ARE BASED ON NGVD 1929

DESIGN CRITERIA:

BASIN 1 (NAVARRO SITE)

TOTAL AREA: 2.34 ACRES
IMPERVIOUS AREA: 1.56 AC
PERVIOUS AREA: 0.78 AC
COEFFICIENT OF RUNOFF: 0.66
K VALUE: $1.42x10^{-2}$

CATCH BASIN INFORMATION

CATCH BASIN No.	LF OF TRENCH	RIM ELEV.	INV. ELEV.	PIPE SIZE	STRUCTURE TYPE	INLET TYPE USF #	SKIMMER LOCATION
S-1	50	7.73	4.00	18" HDPE	TYPE P	5120-6167	EAST
S-2	50	8.36	4.25	18" HDPE	TYPE P	US No 310A	N/A
S-3	50	8.08	4.50	18" HDPE	TYPE P	5120-6167	E&W
S-4	N/A	8.35	4.50	18" HDPE	TYPE P	US No 310A	N/A
S-5	50	8.12	4.50	18" HDPE	TYPE P	5120-6167	NORTH
S-6	N/A	8.23	4.50	18" HDPE	TYPE P	5120-6167	WEST
S-7	50	8.62	4.50	18" HDPE	TYPE P	US No 310A	N/A
S-8	50	8.35	4.50	18" HDPE	TYPE P	5120-6167	N&S

TOTAL 300

DESIGN CRITERIA:

BASIN 2 (RETAIL SITE)

TOTAL AREA: 3.29 ACRES
IMPERVIOUS AREA: 1.35 AC
PERVIOUS AREA: 1.94 AC
COEFFICIENT OF RUNOFF: 0.55
K VALUE: $9.23x10^{-3}$

CATCH BASIN INFORMATION

CATCH BASIN No.	LF OF TRENCH	RIM ELEV.	INV. ELEV.	PIPE SIZE	STRUCTURE TYPE	INLET TYPE USF #	SKIMMER LOCATION
S-9	50	8.10	4.50	18" HDPE	TYPE P	5120-6167	E&S
S-10	50	8.08	4.50	18" HDPE	TYPE P	5120-6167	E&S
S-11	50	8.12	4.50	18" HDPE	TYPE P	5120-6167	E&S
S-12	N/A	8.70	4.50	18" HDPE	TYPE P	US No 310A	N/A
S-13	50	8.43	4.50	18" HDPE	TYPE P	5120-6167	E,W,N
S-14	50	8.43	4.50	18" HDPE	TYPE P	5120-6167	E,W,N
S-15	50	8.47	4.50	18" HDPE	TYPE P	5120-6167	E&N
S-16	50	8.45	4.50	18" HDPE	TYPE P	5120-6167	NORTH

TOTAL 350

DESIGN CRITERIA:

BASIN 3 (C-STORE)

TOTAL AREA: 1.74 ACRES
IMPERVIOUS AREA: 1.04 AC
PERVIOUS AREA: 0.7 AC
COEFFICIENT OF RUNOFF: 0.62
K VALUE: $1.11x10^{-2}$

CATCH BASIN INFORMATION

CATCH BASIN No.	LF OF TRENCH	RIM ELEV.	INV. ELEV.	PIPE SIZE	STRUCTURE TYPE	INLET TYPE USF #	SKIMMER LOCATION
S-17	N/A	8.44	4.50	18" HDPE	TYPE P	US No 310A	N/A
S-18	100	8.20	4.50	18" HDPE	TYPE P	5120-6167	EAST
S-19	N/A	8.25	4.50	18" HDPE	TYPE P	5120-6167	WEST
S-20	N/A	8.35	4.50	18" HDPE	TYPE P	5120-6167	N/A
S-21	50	8.41	4.50	18" HDPE	TYPE P	5120-6167	NORTH
S-22	N/A	8.65	4.50	18" HDPE	TYPE P	US No 310A	N/A
S-23	100	8.35	4.50	18" HDPE	TYPE P	5120-6167	E&W
S-24	N/A	8.35	4.50	18" HDPE	TYPE P	5120-6167	N&S
S-25	N/A	8.35	4.50	18" HDPE	TYPE P	5120-6167	N/A

TOTAL 250

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DATE: MAY 7, 2026

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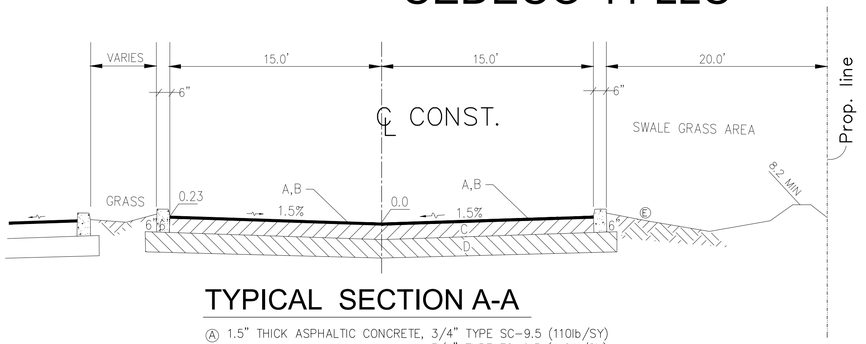
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FOR: MMG EQUITY PARTNERS
SCALE: 1"=60'
DATE: 5/29/25
DESIGNED BY:
DRAWN BY: DG
CHECKED BY: E.P.
APPROVED BY:
FIELD BOOK No.
PAGE No. 1

ORDER No. 25-446

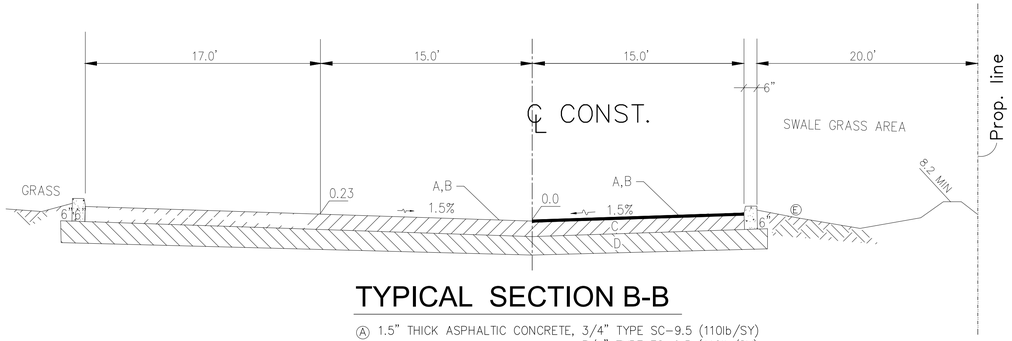
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TYPICAL SECTIONS FOR
CEDECO 41 LLC



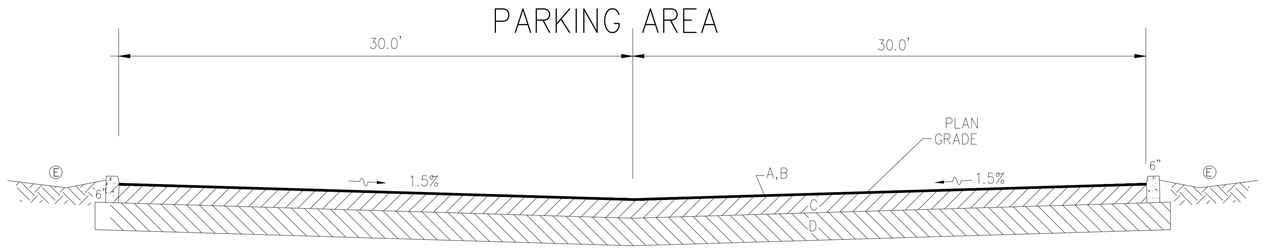
TYPICAL SECTION A-A

Ⓐ 1.5" THICK ASPHALTIC CONCRETE, 3/4" TYPE SC-9.5 (110lb/SY) 3/4" TYPE FC-9.5 (110lb/SY)
Ⓑ PRIME AND TACK COAT
Ⓒ 8" BASE COURSE COMPACTED TO 98% MAXIMUM DENSITY AASHTO T-180
Ⓓ 12" SUBGRADE COMPACTED TO 98% MAXIMUM DENSITY AASHTO T-180, STABILIZE AS REQUIRED
Ⓔ SWALE (SOLID SOD)



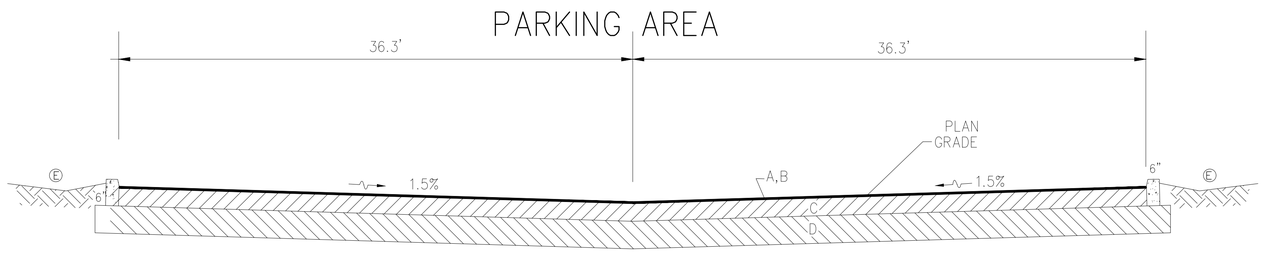
TYPICAL SECTION B-B

Ⓐ 1.5" THICK ASPHALTIC CONCRETE, 3/4" TYPE SC-9.5 (110lb/SY) 3/4" TYPE FC-9.5 (110lb/SY)
Ⓑ PRIME AND TACK COAT
Ⓒ 8" BASE COURSE COMPACTED TO 98% MAXIMUM DENSITY AASHTO T-180
Ⓓ 12" SUBGRADE COMPACTED TO 98% MAXIMUM DENSITY AASHTO T-180, STABILIZE AS REQUIRED
Ⓔ SWALE (SOLID SOD)



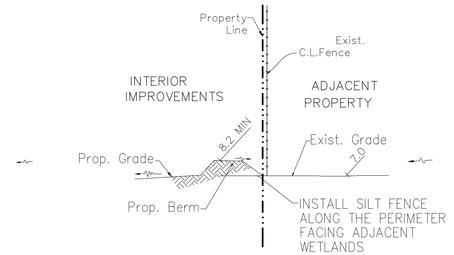
TYPICAL SECTION C-C

Ⓐ 1.5" THICK ASPHALTIC CONCRETE, 3/4" TYPE SC-9.5 (110lb/SY) 3/4" TYPE FC-9.5 (110lb/SY)
Ⓑ PRIME AND TACK COAT
Ⓒ 8" BASE COURSE COMPACTED TO 98% MAXIMUM DENSITY AASHTO T-180
Ⓓ 12" SUBGRADE COMPACTED TO 98% MAXIMUM DENSITY AASHTO T-180, STABILIZE AS REQUIRED
Ⓔ SWALE (SOLID SOD)



TYPICAL SECTION D-D

Ⓐ 1.5" THICK ASPHALTIC CONCRETE, 3/4" TYPE SC-9.5 (110lb/SY) 3/4" TYPE FC-9.5 (110lb/SY)
Ⓑ PRIME AND TACK COAT
Ⓒ 8" BASE COURSE COMPACTED TO 98% MAXIMUM DENSITY AASHTO T-180
Ⓓ 12" SUBGRADE COMPACTED TO 98% MAXIMUM DENSITY AASHTO T-180, STABILIZE AS REQUIRED
Ⓔ SWALE (SOLID SOD)



TYPICAL SECTION E-E

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DATE: MAY 7, 2026

Email: Info@asomiami.com

For the firm

REVISED

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Consulting Engineers . Planners . Surveyors

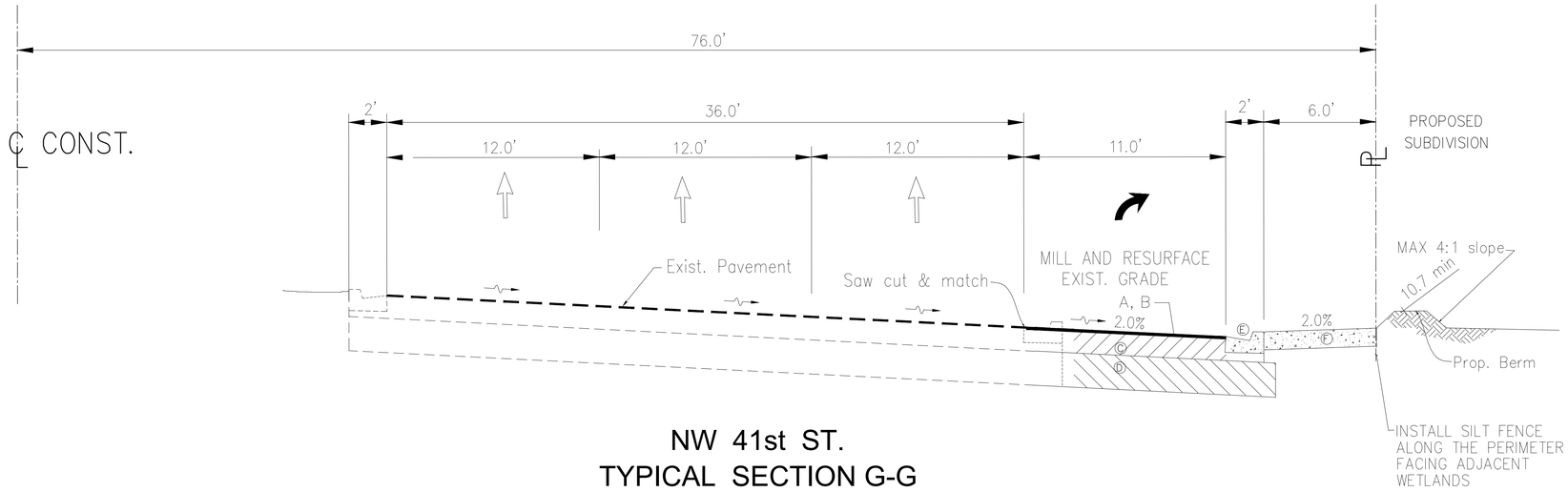
TYPICAL SECTIONS

FOR: MMG PARTNERS
SCALE: 1"=40'
DATE: 3/13/25
DESIGNED BY: EP
APPROVED BY: EP
DRAWN BY: TP
FIELD BOOK No.
CHECKED BY: EP
PAGE No. 1

ORDER No. 24-1125

SHEET No. 5

TYPICAL SECTIONS FOR
CEDECO 41 LLC



NW 41st ST.
TYPICAL SECTION G-G

Ⓐ 3" THICK ASPHALTIC CONCRETE, 2" TYPE SC-12.5
1" TYPE FC-9.5 (110lb/SY)

Ⓑ PRIME WITH HOT MIX ASPHALT

Ⓒ 8" BASE COURSE COMPACTED TO 98% MAXIMUM DENSITY AASHTO T-180

Ⓓ 12" SUBGRADE COMPACTED TO 98% MAXIMUM DENSITY AASHTO T-180, STABILIZE AS REQUIRED

Ⓔ PROP. 2' CURVE & GUTTER

Ⓕ 4" THICK CONCRETE SIDEWALK (6" @ DRIVEWAYS)

REVISED

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TYPICAL SECTIONS

FOR: MMG PARTNERS
SCALE: 1"=40'
DESIGNED BY: EP
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DATE: 3/13/25
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24-1125

SHEET No.
6

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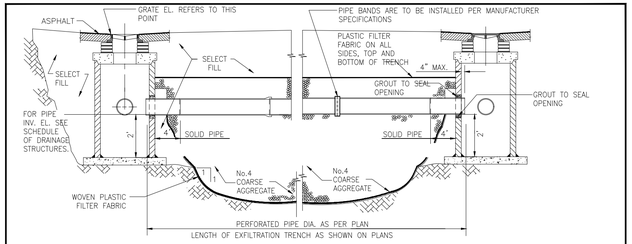
FRANCISCO J. RODRIGUEZ
LICENSE
No. 42716
STATE OF FLORIDA
PROFESSIONAL ENGINEER

DATE: MAY 7, 2026

Email. Info@asomiami.com

For the firm

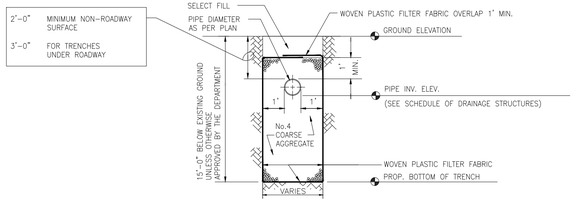
STANDARD DETAILS



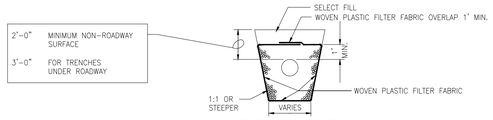
LONGITUDINAL SECTION

NOTE

1–AFTER THE COARSE AGGREGATE HAS BEEN PLACED TO THE PROPER ELEVATION IT SHALL BE CAREFULLY WASHED DOWN WITH CLEAN WATER, OR TAMPERED, TO ALLOW FOR INITIAL SETTLEMENT THAT MAY OCCUR. IF SETTLEMENT DOES TAKE PLACE, ADDITIONAL No.4 COARSE AGGREGATE SHALL BE ADDED TO RESTORE THE PROPER ELEVATION SO THAT THE EXFILTRATION TRENCH IS COMPLETED IN ACCORDANCE WITH THE DETAILS.



TRANSVERSE SECTION



ALT. TRANS. SECTION*

NOTE

1. PLASTIC FILTER FABRIC SHALL BE WOVEN MONOFILAMENT POLYPROPYLENE GEOTEXTILE, PERMITTIVITY SHALL BE GREATER THAN 0.50 SEC AND FLOW RATE GREATER OR EQUAL TO 50 gal/min.
2. MAXIMUM EXFILTRATION RATE WHICH CAN BE USED IN CALCULATING FRENCH DRAIN LENGTH IS 0.1 cfs/lf.
3. THE MINIMUM PIPE DIAMETER FOR ALL PROPOSED EXFILTRATION TRENCH PIPE IS 18 INCHES.

* MAY BE USED IN AREAS WHERE TRENCH WALLS WILL NOT STAND VERTICAL, OR WHERE CAVE–IN BELOW THE WATER TABLE IS LIKELY TO OCCUR. TO BE USED AT THE ENGINEER'S DISCRETION.

MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS	APPROVED 04/16/2015	REVISED 02/08/2011 09/26/2012 10/19/2012	STANDARD STORM DRAINAGE DETAIL EXFILTRATION TRENCH (FRENCH DRAIN)	SD 1.1 SHEET_1_OF_2_

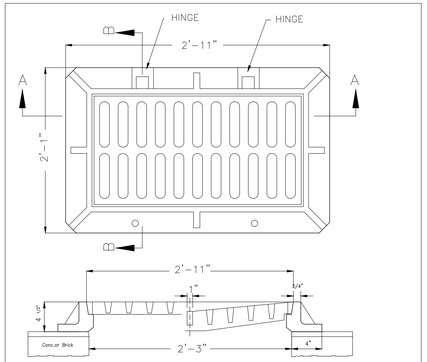
CONTRACTOR HAS THE OPTION OF INSTALLING ANY PIPE MEETING THE REQUIREMENTS OF SECTION 443–2 OF THE FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AS LONG AS THE MANUFACTURER IS LISTED, AT THE TIME OF PIPE INSTALLATION, IN FDOT'S LIST OF PRODUCERS WITH ACCEPTED QUALITY CONTROL PROGRAMS. PIPES WITH LESS THAN A 100–YEAR CERTIFICATION CANNOT BE USED ON SECTION LINE, HALF SECTION LINE, AND COLLECTOR ROADWAYS. 50–YEAR PIPE CERTIFICATION REQUIRED FOR ALL OTHER MINOR/LOCAL ROADWAYS.

MINIMUM NUMBER OF PERFORATION IN PIPE CULVERTS

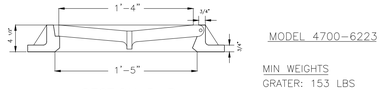
PIPE DIAMETER (inches)	OUTER SHELL	LINER
	No. of ⅜" Dia. Holes (PER LIN. FT. OF PIPE)	No. of ⅜" Dia. Holes (PER LIN. FT. OF PIPE)
15	100	50
18	120	60
24	160	80
30	200	100
36	240	120
42	275	140
48	315	150
54	355	180
60	395	200
72	470	235
84	550	275

PERFORATIONS SHALL BE UNIFORMLY SPACED AROUND THE FULL PERIPHERY OF THE PIPE TO WITHIN 4" OF EACH END OF EACH LENGTH OF PIPE. THE NUMBER OF PERFORATIONS PER LINEAR FOOT OF PIPE AND THE DIAMETER OF THE PERFORATIONS SHALL BE AS SHOWN ON THE ABOVE TABLE.

MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS	APPROVED 04/16/2015	REVISED 06-04-86 10-22-13 05-02-81	STANDARD STORM DRAINAGE DETAIL EXFILTRATION TRENCH (PIPE CULVERT NOTES)	SD 1.1 SHEET_2_OF_2_



SECTION A–A



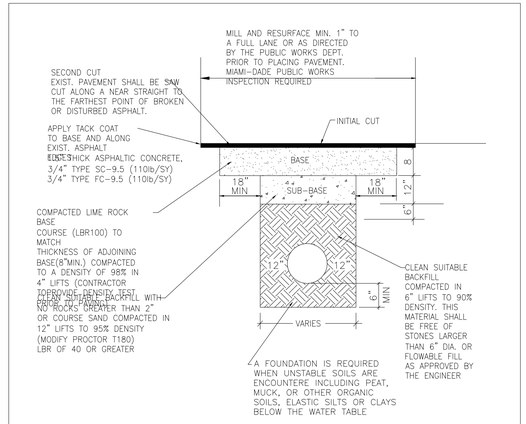
SECTION B–B

MODEL 4700–6223

MIN. WEIGHTS
GRATER: 153 LBS
FRAME: 215 LBS

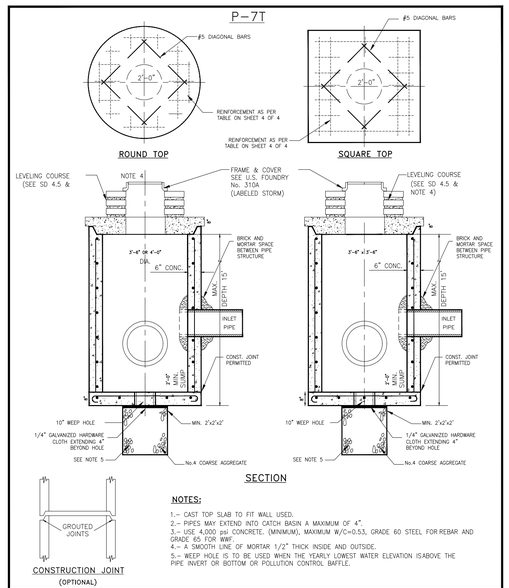
CATCH BASIN FRAME AND HINGE GRATE DETAIL

N.T.S.



TYPICAL UTILITY TRENCH RESTORATION UNDER ASPHALTED PAVEMENT

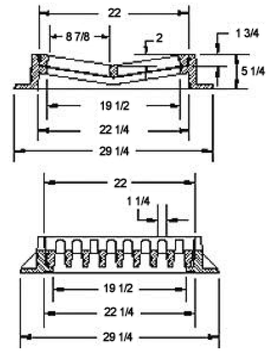
N.T.S.

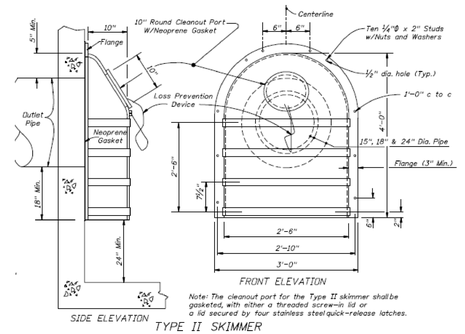


NOTES:

1.– CAST TOP SLAB TO FIT WALL USED.
2.– PIPES MAY EXTEND INTO CATCH BASIN A MAXIMUM OF 4".
3.– USE 4,000 psi CONCRETE, (MINIMUM), MAXIMUM W/C=0.53, GRADE 60 STEEL FOR REBAR AND GRADE 65 FOR WWF.
4.– A SMOOTH LINE OF MORTAR 1/2" THICK INSIDE AND OUTSIDE.
5.– WEEP HOLE IS TO BE USED WHEN THE YEARLY LOWEST WATER ELEVATION ISABOVE THE PIPE INVERT OR BOTTOM OR POLLUTION CONTROL BAFFLE.

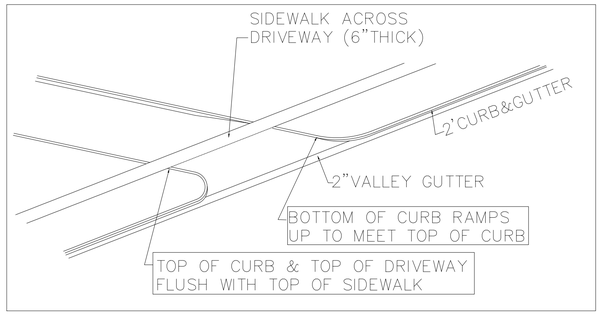
MIAMI–DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS	APPROVED _____	STANDARD STORM DRAINAGE DETAIL INLET, MANHOLE AND JUNCTION BOX (TYPE P)	SD 2.7 SHEET_1_OF_4_





TYPE II SKIMMER

CURBED RADIUS RETURN DETAIL



ATTENTION IS DIRECTED TO THE FACT THAT THESE PLANS MAY HAVE BEEN REDUCED IN SIZE BY REPRODUCTION. THIS MUST BE CONSIDERED WHEN OBTAINING SCALED DATA.

ENGINEER'S CERTIFICATION:
THIS PLAN WAS PREPARED UNDER MY DIRECTION AND TOT HE BEST OF MY KNOWLEDGE AND BELIEF COMPLIES WITH THE INTENT OF THE MANUAL OF UNIFORM MINIMUM STANDARDS FOR DESIGN, CONSTRUCTION AND MAINTENANCE FOR STREETS AND HIGHWAYS, AS ADOPTED BY THE STATE OF FLORIDA LEGISLATURE, CHAPTER 72–328 F.S.

This item has been digitally signed and sealed by Francisco J. Rodriguez, P.E. on the date adjacent to the seal.

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FRANCISCO J. RODRIGUEZ LICENSE No. 42716 STATE OF FLORIDA PROFESSIONAL ENGINEER

DATE: MAY 7, 2026

Email. Info@asomiami.com

For the firm

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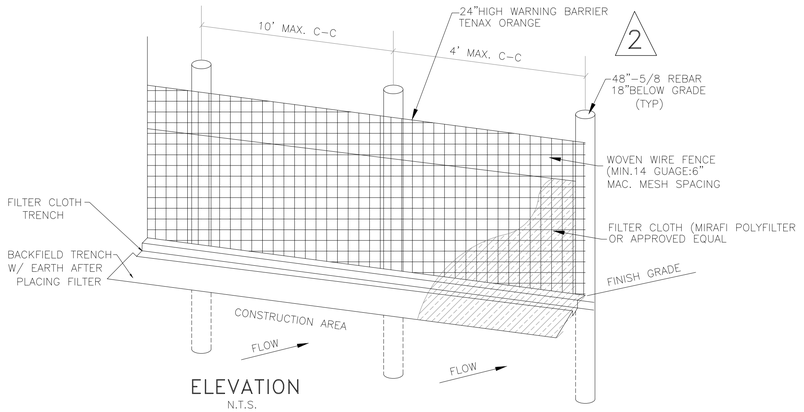
DRAINAGE NOTES AND DETAILS

FOR: MMG PARTNERS
SCALE:
DESIGNED BY: E.P.
DRAWN BY: T.P.
CHECKED BY: F.J.R.
DATE: 3/13/25
APPROVED BY: M.D.
FIELD BOOK No.
PAGE No. 429

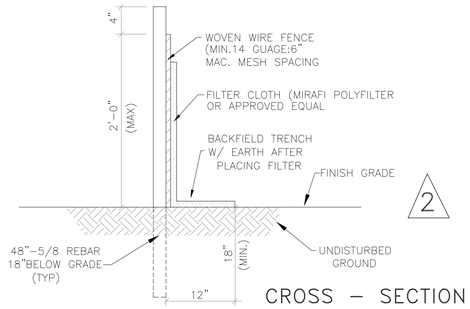
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SHEET No.
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STORM WATER POLLUTION, EROSION AND SEDIMENTATION CONTROL PLAN



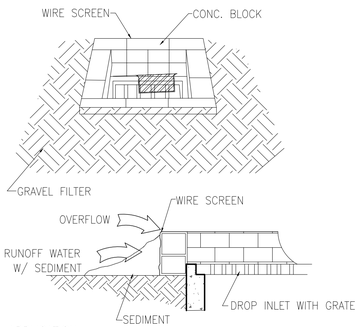
ELEVATION
N.T.S.



CROSS – SECTION

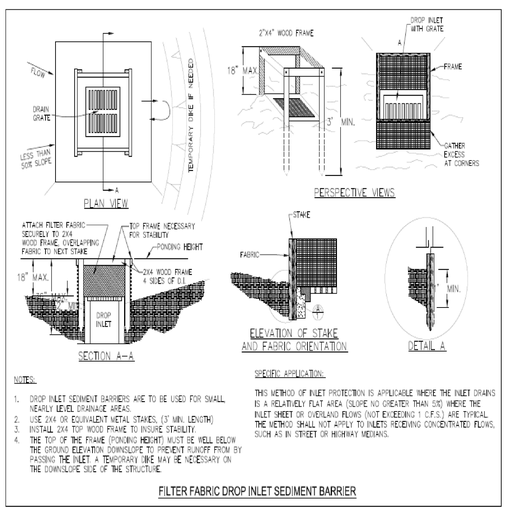
1. WARNING BARRIER TO BE FASTENED SECURELY TO REBARS WITH WIRE TIES OR STAPLES.
2. SILT BARRIER TO BE FASTENED SECURELY TO PLATIC FENCE WITH TIES, SPACED EVERY 24" AT TOP AND MID SECTION.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.
4. MAINTENANCE SHALL BE PERFORMED AS NOTED IN THE EROSION NOTES. COLLECTED MATERIAL SHALL BE REMOVED WHEN SEDIMENT ACCUMULATES TO HALF THE HEIGHT OF THE SILT FENCE.

SEDIMENTATION/SILT FENCE
EROSION CONTROL DETAIL
N.T.S.



SPECIFIC APPLICATION:
THIS METHOD OF INLET PROTECTION IS APPLICABLE WHERE HEAVY FLOWS ARE EXPECTED AND WHERE OVERFLOW CAPACITY IS NECESSARY TO PREVENT EXCESSIVE POUNDING AROUND THE EXISTING STRUCTURE

BLOCK AND GRAVEL DROP
INLET SEDIMENT FILTER



NOTES:
1. DROP INLET SEDIMENT BARRIERS ARE TO BE USED FOR SMALL NEARLY LEVEL DRAINAGE AREAS.
2. USE 2X4 OR EQUIVALENT METAL STAKES. (3' MIN. LENGTH)
3. INSTALL 2X4 TOP WOOD FRAME TO INSURE STABILITY.
4. THE TOP OF THE FRAME (PONDING HEIGHT) MUST BE WELL BELOW THE GROUND ELEVATION DOWNSLOPE TO PREVENT RUNOFF FROM BY PASSING THE INLET. A TEMPORARY DIKE MAY BE NECESSARY ON THE DOWNSLOPE SIDE OF THE STRUCTURE.

SPECIFIC APPLICATION:
THIS METHOD OF INLET PROTECTION IS APPLICABLE WHERE THE INLET DRAINS IS A RELATIVELY FLAT AREA (SLOPE NO GREATER THAN 5%) WHERE THE INLET SHEET OR OVERLAND FLOWS (NOT EXCEEDING 1 C.F.S.) ARE TYPICAL. THE METHOD SHALL NOT APPLY TO INLETS RECEIVING CONCENTRATED FLOWS, SUCH AS IN STREET OR HIGHWAY MEDIANS.

FILTER FABRIC DROP INLET SEDIMENT BARRIER

BEST MANAGEMENT PRACTICES (BMPS):

THIS PLAN HAS BEEN PREPARED TO ENSURE COMPLIANCE WITH APPROPRIATE CONDITIONS OF THE MIAMI DADE COUNTY LAND DEVELOPMENT REGULATIONS, THE RULES OF THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP), CHAPTER 17-25, FAC,, THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT (SFWMD), CHAPTER 40D-4, FAC. AND THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (EPA)DOCUMENT NO. EPA 832/R-92-005 (SEPTEMBER 1992). THE PLAN ADDRESSES THE FOLLOWING:

1. PREVENT LOSS OF SOIL DURING CONSTRUCTION BY STORM WATER RUNOFF AND/OR WIND EROSION, INCLUDING PROTECTING TOPSOIL BY STOCK PILING FOR REUSE.
2. SEDIMENTATION PROTECTION OF STORM SEWER OR RECEIVING STREAM.
3. PREVENT POLLUTING THE AIR WITH DUST AND PARTICULATE MATTER. THE VARIOUS TECHNIQUES OR ACTIONS IDENTIFIED UNDER EACH SECTION INDICATE THE APPROPRIATE SITUATION WHEN THE TECHNIQUES SHOULD BE EMPLOYED.ALSO IDENTIFIED IS A CROSS-REFERENCE TO A DIAGRAM OR FIGURE REPRESENTING THE TECHNIQUE, IT SHOULD BE NOTED THAT THE MEASURES IDENTIFIED ON THIS PLAN ARE ONLY SUGGESTED BMP(S), THE CONTRACTOR SHALL PROVIDE POLLUTION PREVENTION AND EROSION CONTROL MEASURES AS SPECIFIED IN ACCORDANCE WITH THE CURRENT FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) REQUIREMENTS. CONTRACTOR SHALL PREPARE REQUIRED NPDES DOCUMENTATION AND OBTAIN PERMIT PRIOR TO COMMENCEMENT OF CONSTRUCTION. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO PREPARE THE REQUIRED NPDES DOCUMENT AND OBTAIN THE NPDES PERMIT. ALL COST ASSOCIATED WITH SUCH WORK SHALL BE DEEMED INCIDENTAL TO THE PROJECT LUMP SUM COST.

GENERAL EROSION CONTROL NOTES:

1. THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS COMPRISED OF THESE EROSION CONTROL DRAWINGS, THE STANDARD DETAILS, THE NPOES PERMIT (TO BE OBTAINED BY CONTRACTOR)AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS,
2. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THIS DRAWING AND THE STATE OF FLORIDA NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT (NPDES PERMIT) AND BECOME FAMILIAR WITH THEIR CONTENTS.
3. CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES (BMP) IN ALL CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO THE FOLLOWING:

3.1. FUEL SPILLS AND LEAKS PREVENTION
3.2. PREVENT/REDUCE VEHICLE AND EQUIPTMENTWASHING AND STEAM CLEANING
3.3. VEHICLE AND EQUIPTMENT MAINTENANCE AND REPAIR
3.4. PROPER OUTDOOR LOADING/UNLOADING OF MATERIALS
3.5. PREVENT/REDUCE OUTDOOR STORAGE OF RAW MATERIALS, PRODUCTS, AND BY-PRODUCTS
3.6. SOLID WASTE MANAGEMENT
3.7. HAZARDOUS WASTE MANAGEMENT
3.8. CONCRETE WASTE MANAGEMENT
3.9. SANDBLASTING WASTE MANAGEMENT
3.10. STRUCTURE CONSTRUCTION AND PAINTING
3.11. SPILL PREVENTION AND CONTROL
3.12. CONTAMINATED SOIL MANAGEMENT
3.13. SANITARY/SEPTIC WASTE MANAGEMENT
3.14. SOIL EROSION CONTROL
3.15. STORM WATER TURBIDITY MANAGEMENT

ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST TO THE OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.

4. BEST MANAGEMENT PRACTICES (BMPS)AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY OR OWNER.
5. SITE MAP MUST CLEARLY DELINEATE ALL STATE WATERS. CONTRACTOR MUST MAINTAIN ALL PERMITS FOR ANY CONSTRUCTION ACTIVITY IMPACTING STATE WATERS OR REGULATED WETLANDS ON SITE AT ALL TIMES.
6. CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE GENERAL PERMIT.
7. CONTRACTOR SHALL BEGIN CLEARING AND GRUBBING THOSE PORTIONS OF THE SITE NECESSARY TO IMPLEMENT PERIMETER CONTROL MEASURES. CLEARING AND GRUBBING FOR THE REMAINING PORTIONS OF THE PROPOSED SITE SHALL COMMENCE ONCE PERIMETER CONTROLS ARE IN PLACE. PERIMETER CONTROLS SHALL BE ACTIVELY MAINTAINED UNTIL SAID AREAS HAVE BEEN STABILIZED AND SHALL BE REMOVED ONCE FINAL STABILIZATION IS COMPLETE.
8. GENERAL EROSION CONTROL BMPS SHALL BE EMPLOYED TO MINIMIZE SOIL EROSION AND POTENTIAL LAKE SLOPE CAVE-INS. WHILE THE VARIOUS TECHNIQUES REQUIRED WILL BE SITE AND PLAN SPECIFIC, THEY SHOULD BE EMPLOYED AS SOON AS POSSIBLE DURING CONSTRUCTION.
9. ON-SITE & OFF-SITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATIONOF BEST MANAGEMENT PRACTICES. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE SITE MAP AND PERMITTED IN ACCORDANCE WITH GENERAL PERMIT REQUIREMENTS.
10. SURFACE WATER QUALITY SHALL BE MAINTAINED BY EMPLOYING THE FOLLOWING BMP'S IN THE CONSTRUCTION PLANNING AND CONSTRUCTION OF ALL IMPROVEMENTS.
11. ALL TURBIDITY CONTROL DEVICES AND TEMPORARY BARRIERS REQUIRED ALONG THE PROJECT LIMITS MUST BE INSTALLED PRIOR TO ANY CONSTRUCTION ACTIVITIES BEING DONE.

STORM WATER EROSION CONTROL PRACTICES:

1. CONTRACTORS OR SUBCONTRACTORS WILL BE RESPONSIBLE FOR REMOVING SEDIMENT FROM DETENTION PONDS AND ANY SEDIMENT THAT MAY HAVE COLLECTED IN THE STORM SEWER DRAINAGE SYSTEMS IN CONJUNCTION WITH THE STABILIZATION OF THE SITE.
2. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
3. DUE TO THE GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (COMPOST SOCK DEVICES, ETC.) TO PREVENT EROSION.
4. WHERE PRACTICAL, STORMWATER SHALL BE CONVEYED BY SWALES.
5. EROSION CONTROL MEASURES SHALL BE EMPLOYED TO MINIMIZE TURBIDITY OF SURFACE WATERS LOCATED DOWNSTREAM OF ANY CONSTRUCTION ACTIVITY. WHILE THE VARIOUS MEASURES REQUIRED WILL BE SITE SPECIFIC, THEY SHALL BE EMPLOYED AS NEEDED IN ACCORDANCE WITH THE FOLLOWING:
   5.1. IN GENERAL, EROSION SHALL BE CONTROLLED AT THE FURTHEST PRACTICAL UPSTREAM LOCATION.
   5.2. STORMWATER INLETS SHALL BE PROTECTED DURING CONSTRUCTION. PROTECTION MEASURES SHALL BE EMPLOYED AS SOON AS PRACTICAL DURING THE VARIOUS STAGES OF INLET CONSTRUCTION. SILT BARRIERS SHALL REMAIN IN PLACE UNTIL SODDING AROUND INLETS IS COMPLETE.
   5.3. WHEN NEEDED A TEMPORARY SEDIMENT TRAP SHOULD BE CONSTRUCTED TO DETAIN SEDIMENT-LADEN RUNOFF FROM DISTURBED AREAS.
6. SILT BARRIERS, ANY SILT WHICH ACCUMULATES BEHIND THE BARRIERS, AND ANY FILL USED TO ANCHOR THE BARRIERS SHALL BE REMOVED PROMPTLY AFTER THE END OF THE MAINTENANCE PERIOD SPECIFIED FOR THE BARRIERS.
7. SLOPES OF BANKS OF RETENTION/DETENTION PONDS SHALL BE CONSTRUCTED NOT STEEPER THAN 3H:1V FROM TOP OF BANK TO TWO FEET BELOW NORMAL WATER LEVEL, AS APPLICABLE.
8. SOD SHALL BE PLACED FOR A 2-FOOT WIDE STRIP ADJOINING ALL CURBING AND AROUND ALL INLETS. SOD SHALL BE PLACED BEFORE SILT BARRIERS ARE REMOVED.
9. WHERE REQUIRED TO PREVENT EROSION FROM SHEET FLOW ACROSS BARE GROUND FROM ENTERING A LAKE OR SWALE, A TEMPORARY SEDIMENT SUMP SHALL BE CONSTRUCTED.
10. FILTER FABRIC SHOULD BE USED FOR STORM DRAIN INLET PROTECTION BEFORE FINAL STABILIZATION.
11. ALL TURBIDITY CONTROL DEVICES AND TEMPORARY BARRIERS REQUIRED ALONG THE PROJECT LIMITS MUST BE INSTALLED PRIOR TO ANY CONSTRUCTION ACTIVITIES BEING DONE.

OFFSITE TRACKING:

1. STABILIZED CONSTRUCTION ENTRANCE SHALL BE PROVIDED TO REDUCE SEDIMENT TRACKING OFFSITE. THE MAJOR ROAD CONNECTED TO THE PROJECT SHALL BE CLEANED ONCE A DAY TO REMOVE ANY EXCESS MUD, DIRT OR ROCK RESULTING FROM CONSTRUCTION TRAFFIC. ALL TRUCKS HAULING MATERIALS OFFSITE SHALL BE COVERED WITH A TARPAULIN.
2. GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATION PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES. HEAVY CONSTRUCTION EQUIPMENT PARKING AND MAINTENANCE AREAS SHALL BE DESIGNED TO PREVENT OIL, GREASE, AND LUBRICANTS FROM ENTERING SITE DRAINAGE FEATURES INCLUDING STORMWATER COLLECTION AND TREATMENT SYSTEMS. CONTRACTORS SHALL PROVIDE BROAD DIKES, HAY BALES OR SILT SCREENS AROUND, AND SEDIMENT SUMPS WITHIN, SUCH AREAS AS REQUIRED TO CONTAIN SPILLS OF OIL, GREASE OR LUBRICANTS. CONTRACTORS SHALL HAVE AVAILABLE, AND SHALL USE, ABSORBENT FILTER PADS TO CLEAN UP SPILLS AS SOON AS POSSIBLE AFTER OCCURRENCE.
3. ALL WASH WATER FROM CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC. SHALL BE DETAINED ON SITE AND SHALL BE PROPERLY TREATED OR DISPOSED.
4. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD, IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.
5. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.

MAINTENANCE:

ALL MEASURES STATED ON THIS EROSION AND SEDIMENT CONTROL PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A 0.5" RAINFALL EVENT, AND CLEANED AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING, OR DETERIORATION.
2. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED, AND RESEEDED AS NEEDED.
3. THE COMPOST ROCK FILTRATION DEVICE SHALL BE INSPECTED PERIODICALLY FOR HEIGHT OF SEDIMENT AND CONDITION OF DEVICE. COMPOST SOCK SHALL BE REPAIRED TO ITS ORIGINAL CONDITIONS IF DAMAGED, SEDIMENT SHALL BE REMOVED FROM THE COMPOST SOCK WHEN IT REACHES ONE-THIRD THE HEIGHT OF THE COMPOST SOCK.
4. THE CONSTRUCTION ENTRANCES SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION ENTRANCES AS CONDITIONS DEMAND.
5. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION (SUITABLE FOR PARKING AND STORAGE). THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE TEMPORARY PARKING AS CONDITIONS DEMAND.
6. OUTLET STRUCTURES IN THE SEDIMENTATION BASINS SHALL BE MAINTAINED IN OPERATIONAL CONDITIONS AT ALL TIMES. THE SEDIMENT BASINS/DITCHES SHALL BE CHECKED MONTHLY FOR DEPTH OF SEDIMENT. SEDIMENT SHALL BE REMOVED FROM SEDIMENT BASINS OR TRAPS WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY 10% AND AFTER CONSTRUCTION IS COMPLETE.
7. ALL MAINTENANCE OPERATIONS SHALL BE DONE IN A TIMELY MANNER BUT IN NO CASE LATER THAN SEVEN CALENDAR DAYS FOLLOWING THE INSPECTION.DIVERSION DIKES SHALL BE INSPECTED MONTHLY.ANY BREACHES SHALL BE PROMPTLY REPAIRED.
8. A MAINTENANCE REPORT SHALL BE COMPLETED DAILY AFTER EACH INSPECTION OF THE SEDIMENT AND EROSION CONTROL METHODS. THE REPORTS SHALL BE FILED IN AN ORGANIZED MANNER AND RETAINED ON-SITE DURING CONSTRUCTION. AFTER CONSTRUCTION IS COMPLETED, THE REPORTS SHALL BE SAVED FOR AT LEAST THREE YEARS. THE REPORTS SHALL BE AVAILABLE FOR ANY AGENCY THAT HAS JURISDICTION OVER EROSION CONTROL.
9. ALL REPAIRS MUST BE MADE WITHIN 24 HOURS OF REPORT .
10. THE SUPERINTENDENT SHALL ORGANIZE THE TRAINING FOR INSPECTION PROCEDURES AND PROPER EROSION CONTROL METHODS FOR EMPLOYEES THAT COMPLETE INSPECTIONS AND REPORTS.
11. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE-HALF THE HEIGHT OF THE SILT FENCE.

SEQUENCE OF CONSTRUCTION

UPON IMPLEMENTATION AND INSTALLATION OF THE FOLLOWING AREAS: TRAILER, PARKING,LAY DOWN, PORTA-POTTY, WHEEL WASH, CONCRETE WASHOUT, FUEL AND MATERIAL STORAGE CONTAINERS, SOLID WASTE CONTAINERS, ETC., IMMEDIATELY DENOTE THEM ON THE SITE MAPS AND NOTE ANY CHANGES IN LOCATION AS THEY OCCUR THROUGHOUT THE CONSTRUCTION PROCESS.

1. CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE AND INSTALL SILT FENCE
2. DEMOLISH EXISTING STRUCTURES, (IF APPLICABLE)
3. CONSTRUCT AND STABILIZE SEDIMENT BASIN AND DRAINAGE SWALES WITH APPROPRIATE OUTFALL STRUCTURES CLEAR ONLY THOSE AREAS NECESSARY TO INSTALL CONTROL DEVICES LISTED ABOVE)
4. INSTALL AND STABILIZE ANY NECESSARY HYDRAULIC CONTROL STRUCTURES (DIKES, CHECK DAMS, OUTLET TRAPS, ETC.)
5. PREPARE CLEARING AND GRUBBING OF THE SITE, (IF APPLICABLE)
6. START CONSTRUCTION OF THE BUILDING PAD AND STRUCTURES.
7. PERFORM MASS GRADING, ROUGH GRADE TO ESTABLISH PROPOSED DRAINAGE PATTERNS
8. TEMPORARILY SEED, THROUGHOUT CONSTRUCTION, DISTURBED AREAS THAT WILL BE INACTIVE FOR 7 DAYS OR MORE AS REQUIRED BY GENERIC PERMIT
9. OFFSITE HEADWALL CONNECTION TO OPWCD SHALL BE MADE AFTER THE ENTIRE ONSITE DRAINAGE SYSTEM HAS BEEN INSTALLED,

HALT ALL ACTIVITIES AND CONTACT THE CIVIL ENGINEER CONSULTANT TO PERFORM INSPECTION AND CERTIFICATION OF BMPS. GENERAL CONTRACTOR SHALL SCHEDULE AND CONDUCT STORM WATER PRE-CONSTRUCTION MEETING WITH ENGINEER AND ALL GROUND DISTURBING CONTRACTORS BEFORE PROCEEDING WITH CONSTRUCTION.

CONTRACTOR TO BE RESPONSIBLE FOR OBTAINING ALL DEWATERING PERMITS NECESSARY FOR CONSTRUCTION

This item has been digitally signed and sealed by Francisco J. Rodriguez, P.E. on the date adjacent to the seal.

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FRANCISCO J. RODRIGUEZ LICENSE No. 42716 STATE OF FLORIDA PROFESSIONAL ENGINEER

DATE: MAY 7, 2026

Email. Info@asomiami.com

For the firm

This drawing is the property of American Services of Miami, Corp. and shall not be used or reproduced, in whole or in part, without permission of American Services of Miami, Corp.

REVISED

AMERICAN SERVICES OF MIAMI, CORP.
Consulting Engineers . Planners
266 GERALDA AVENUE
CORAL GABLES, FL 33134
PHONE: (305)598-5101 FAX: (305)598-8627
ASOMIAMI.COM

EROSION AND SEDIMENTATION CONTROL PLAN

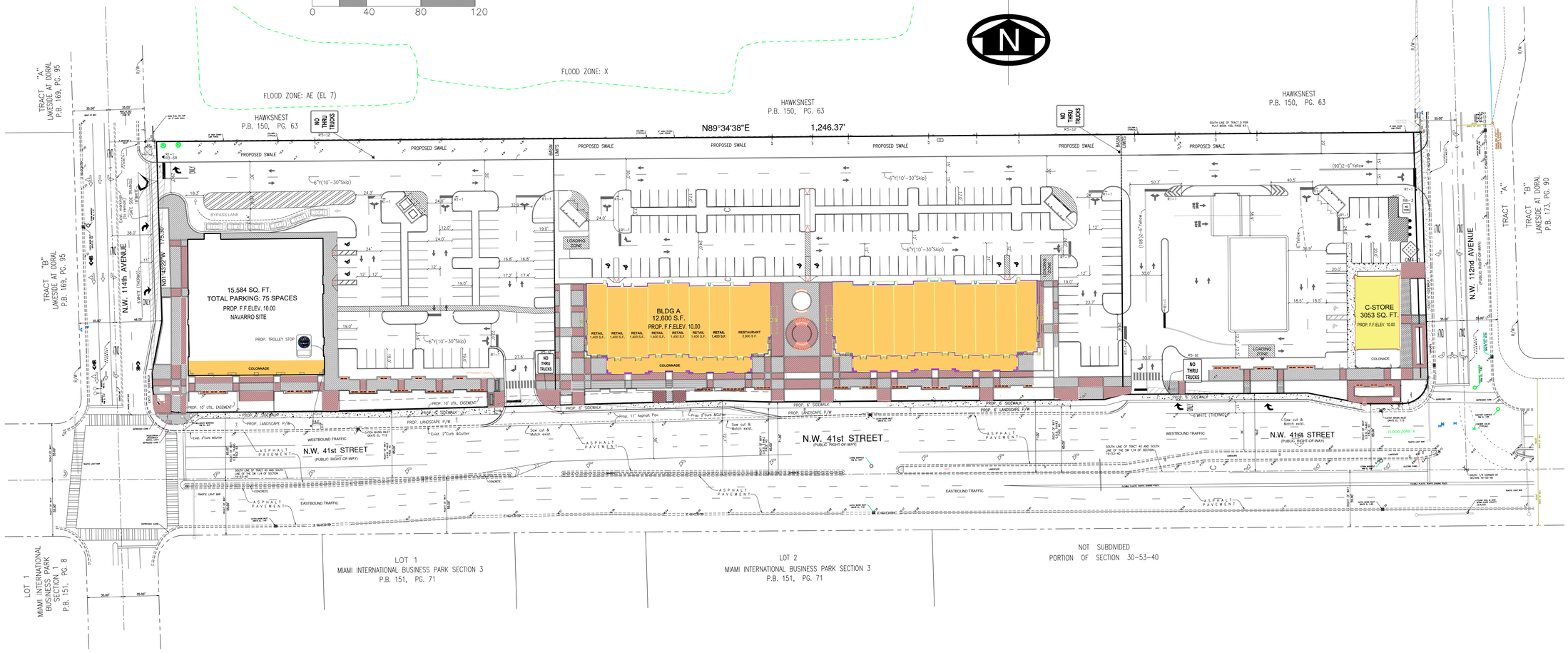
FOR: MMG PARTNERS
SCALE:
DESIGNED BY: E.P.
DRAWN BY: T.P.
CHECKED BY: F.J.R.
APPROVED BY: M.D.
FIELD BOOK No.
PAGE No. 429
DATE: 3/13/25

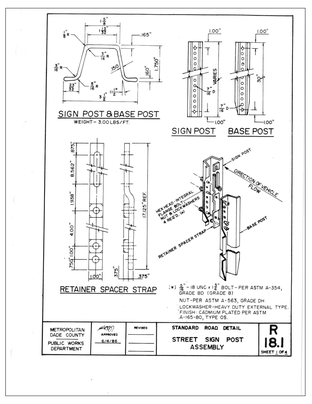
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SHEET No. 8

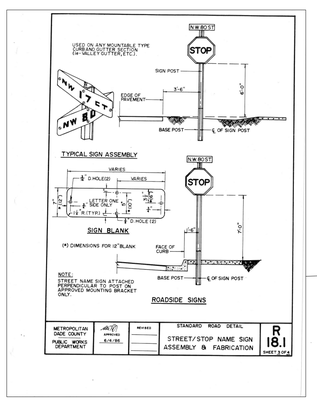
SIGNING AND MARKING PLANS
CEDECO 41 LLC

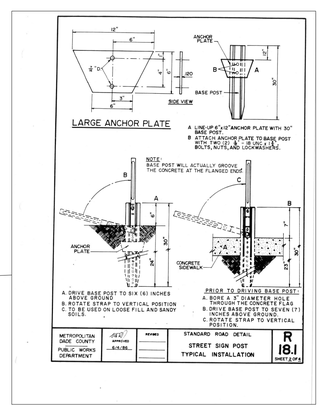
SCALE: 1" = 40'

0 40 80 120









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FRANCISCO J. RODRIGUEZ LICENSE No. 42716 STATE OF FLORIDA PROFESSIONAL ENGINEER

DATE: MAY 7, 2026

Email. Info@asomiami.com

For the firm

AMERICAN SERVICES OF MIAMI, CORP.
Consulting Engineers . Planners . Surveyors

REVISED

SIGNING AND MARKING PLANS

FOR: MMG PARTNERS | DRAWN BY: TP | CHECKED BY:
SCALE: 1"=40' | DESIGNED BY: EP | FIELD BOOK No. | PAGE No.
DATE: 3/13/25 | APPROVED BY: EP

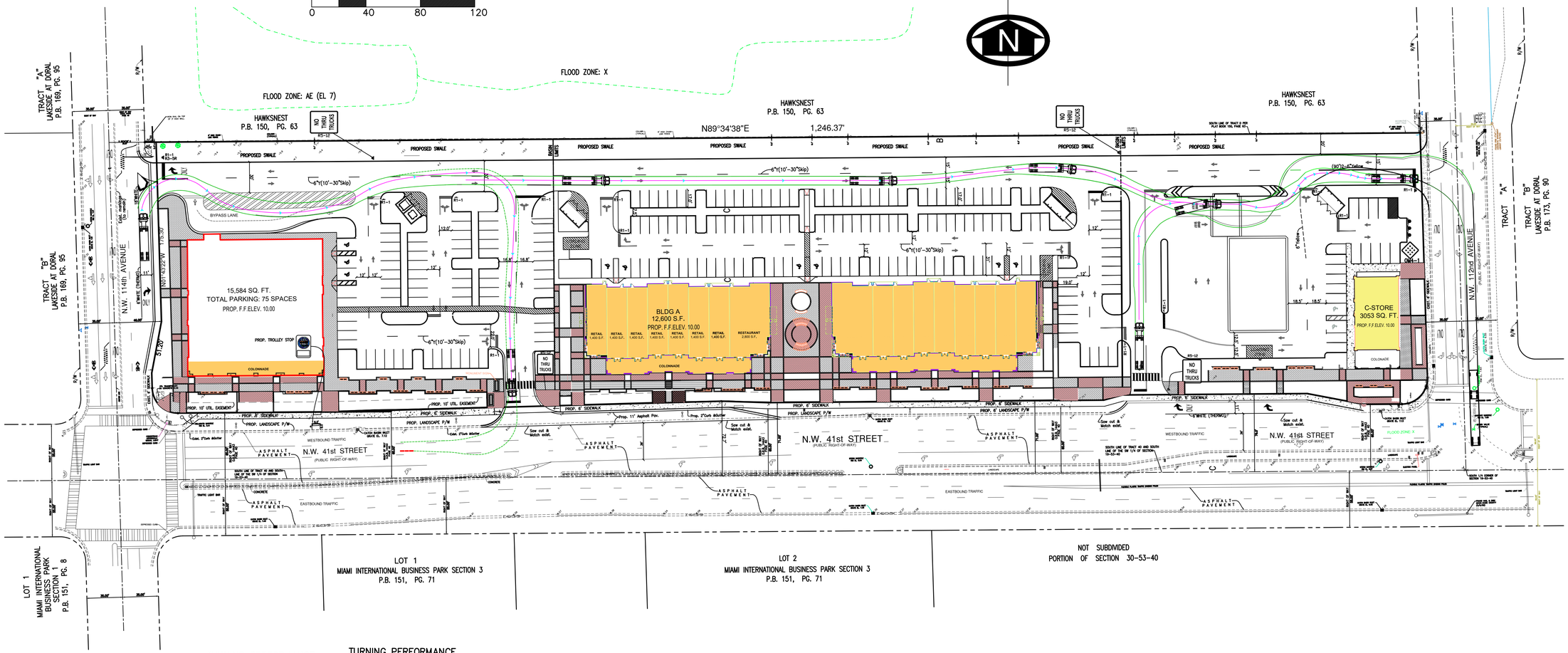
ORDER No. 24-1125

SHEET No. 9

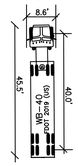
TRUCK MANEUVERING PATH
CEDECO 41 LLC

SCALE: 1" = 40'

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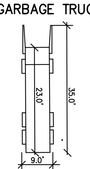
TURNING PERFORMANCE ANALYSIS FOR FIRE TRUCK



CALCULATED TURNING RADII

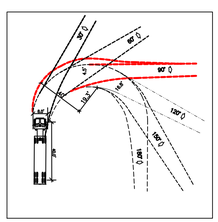
INSIDE TURN: 36.0'
CURB TO CURB: 44.0'
WALL TO WALL: 46.0'

TURNING PERFORMANCE ANALYSIS FOR FRONT LOADER GARBAGE TRUCK



CALCULATED TURNING RADII

INSIDE TURN: 33.0'
CURB TO CURB: 30.7'
WALL TO WALL: 33.0'



TRAFFIC GENERAL NOTES & CONDITIONS

1. Engineer shall prepare signing & pavement markings plans in a separate sheet (1"=50' scale minimum).
2. Engineer shall visit site & verify field conditions before preparing proposed signing & pavement markings plans.
3. Contractor shall be responsible for the removal of all pavement markings and sign conflicting with the proposed roadway construction.
4. Contractor shall be responsible for the installation of all pavement markings signs as shown in the plans and applicable traffic design standards.
5. Contractor shall be responsible for matching existing pavement markings at the beginning and at the end of the project, and at all intersecting side streets.
6. Contractor shall be responsible for the installation of reflective pavement markers along the entire length of the project.
7. Any signing material, including supports to be removed, shall be delivered by the contractor to Dade County's Traffic Signals and Signs Maintenance Facility located at 7100 N.W. 36 Street, Miami, Florida.
8. Sign assembly locations shown in the plans which are in conflict with street lighting utilities, driveways, pedestrian ramps, etc., may be adjusted as directed by the Engineer/Inspector.
9. The contractor shall be responsible for providing Ped Ramps where sidewalks is existing or proposed (as per ADA-Pwm)

HANDICAP RAMP NOTE:

PROPOSED RAMPS TO BE AS PER FDOT 522-002, SHEET 4 OF 7, CR-F (OPTION A)
PROPOSED DRIVEWAYS TO COMPLY WITH FDOT 515 STANDARDS.

KEY MANEUVERING & TURNING DATA

Minimum Turning Radius: A WB-40 requires a minimum outer turning radius of approximately 40' to 40'10" (12.2-12.4 m) to perform a 180° turn.

Minimum Inner Radius (Offtracking): The rear wheels will track significantly inside the front wheels, requiring a minimum inner turning radius of 19'4" (5.9 m).

Swept Path: When turning, the overall width of the maneuver (swept path) needs to account for the vehicle width (8'-8'6") plus offtracking, often requiring wide turning lanes to prevent rear wheels from mounting curbs.

Operational Maneuvering Notes
Wide Turns: The driver must swing wide to the far left of the approach lane when making a right turn to avoid clipping the corner curb or sidewalk with the rear wheels.

Intersection Encroachment: In constrained intersections, WB-40 trucks often require the use of opposing traffic lanes on the destination street to complete turns without mounting curbs.

Backup Method: To move the trailer to the right, the driver must turn the steering wheel to the left (turn left to go right).

Offset Law: When backing, any offset between the tractor and trailer will increase until a jackknife occurs, requiring careful steering management to control the rate of offtracking.

This item has been digitally signed and sealed by Francisco J. Rodriguez, P.E. on the date adjacent to the seal.

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FRANCISCO J. RODRIGUEZ LICENSE No. 42716 STATE OF FLORIDA PROFESSIONAL ENGINEER

DATE: MAY 7, 2026

Email. Info@asomiami.com

For the firm

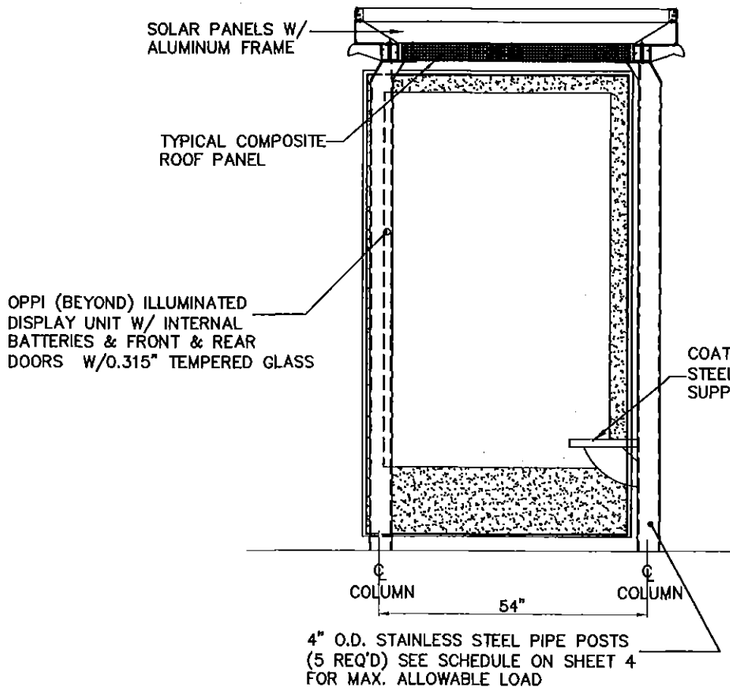
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REVISED

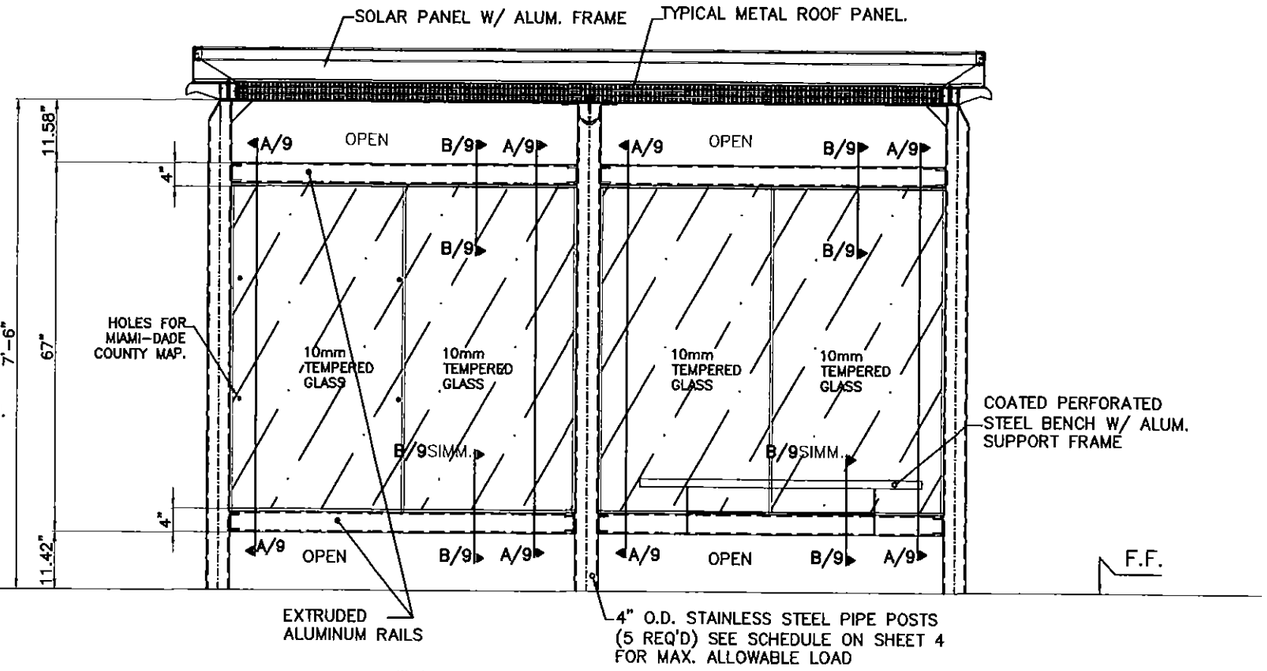
FOR: MMG PARTNERS
SCALE: 1"=40'
DATE: 3/13/25
DESIGNED BY: EP
APPROVED BY: EP
DRAWN BY: TP
FIELD BOOK No.
CHECKED BY:
PAGE No.

ORDER No. 24-1125

SHEET No. 10

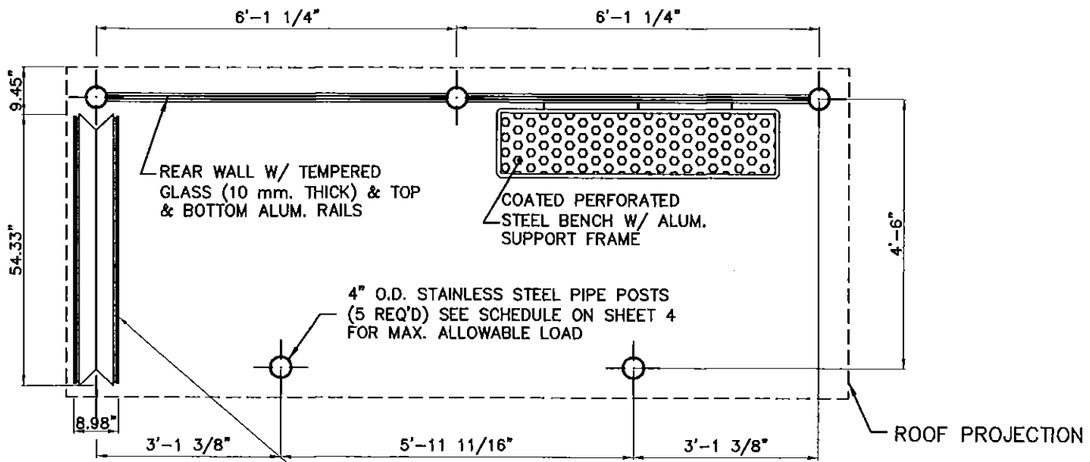


RIGHT SIDE ELEVATION

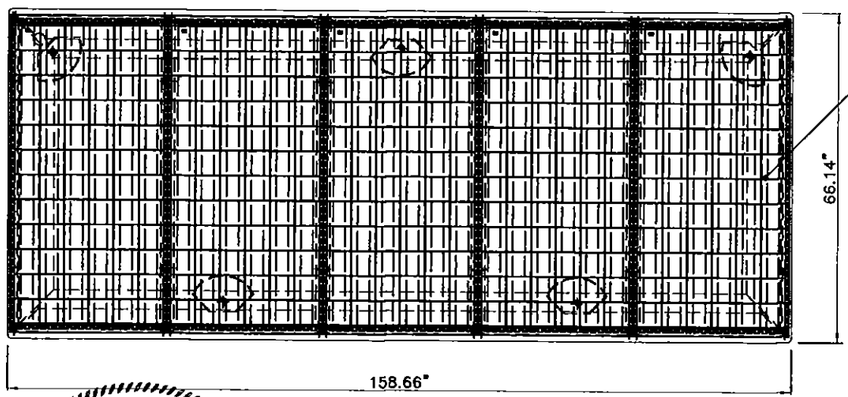


REAR WALL ELEVATION

NOTE : OPPI ILLUMINATED DISPLAY DO NOT SHOWN FOR CLARITY



FLOOR PLAN



ROOF PLAN

PRODUCT REVISED
as complying with the Florida Building Code
Acceptance No 15-0818.15
Expiration Date 10/02/2018
By Miami Dade County

MIAMI DADE COUNTY

WALTER A. TILLIT JR. LICENSE NO. 44167 STATE OF FLORIDA PROFESSIONAL ENGINEER

P.E. SEAL/SIGNATURE/DATE

TILLECO INC.
TILLIT TESTING & ENGINEERING COMPANY
6355 N.W. 36th. St., Ste. 305,
VIRGINIA GARDENS, Fl. 33166
Phone:(305)871-1530. Fax:(305)871-1531
e-mail: tilleco@aol.com
EB-0006719
WALTER A. TILLIT Jr., P. E.
FLORIDA Lic. # 44167

BUS SHELTER
MIAMI

MIAMI-DADE COUNTY TRANSIT DEPARTMENT
701 NW 1ST COURT, SUITE 1700
MIAMI, FLORIDA 33136-3922

PLANS & ELEVATIONS

No.	Date:	Description: Revisions
1	05/04/15	OLD 12-032

DRAWING BY: M.L.
05/04/15
DATE:
15-119
DRAWING No.
SHEET 2 OF 33

OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On: 01/11/2024

PROPERTY INFORMATION

Folio	35-3019-001-0370
Property Address	0 , FL
Owner	CEDECO 41 LLC
Mailing Address	18851 NE 29 AVE 700 AVENTURA, FL 33180
Primary Zone	6400 COMMERCIAL - CENTRAL
Primary Land Use	9981 ACREAGE NOT CLASSIFIED AG : VACANT LAND
Beds / Baths /Half	0 / 0 / 0
Floors	0
Living Units	0
Actual Area	0 Sq.Ft
Living Area	0 Sq.Ft
Adjusted Area	0 Sq.Ft
Lot Size	331,056 Sq.Ft
Year Built	0
Year Annexed	2004

ASSESSMENT INFORMATION

Year	2023	2022	2021
Land Value	$6,952,176	$6,952,176	$6,952,176
Building Value	$0	$0	$0
Extra Feature Value	$0	$0	$0
Market Value	$6,952,176	$6,952,176	$6,952,176
Assessed Value	$6,952,176	$6,952,176	$4,336,733

BENEFITS INFORMATION

Benefit	Type	2023	2022	2021
Non-Homestead Cap	Assessment Reduction			$2,615,443

Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).

SHORT LEGAL DESCRIPTION

19 53 40 7.60 AC M/L

FLA FRUIT LAND CO SUB PB 2-17

TR 40 LESS E & W35FT & S65FT &

EXT AREA OF CURVE IN SE COR R/W

FAU 30 3019 001 0370



TAXABLE VALUE INFORMATION

Year	2023	2022	2021
COUNTY			
Exemption Value	$0	$0	$0
Taxable Value	$6,952,176	$6,952,176	$4,336,733
SCHOOL BOARD			
Exemption Value	$0	$0	$0
Taxable Value	$6,952,176	$6,952,176	$6,952,176
CITY			
Exemption Value	$0	$0	$0
Taxable Value	$6,952,176	$6,952,176	$4,336,733
REGIONAL			
Exemption Value	$0	$0	$0
Taxable Value	$6,952,176	$6,952,176	$4,336,733

SALES INFORMATION

Previous Sale	Price	OR Book-Page	Qualification Description
02/18/2021	$100	32364-2051	Corrective, tax or QCD; min consideration
11/01/1976	$195,000	00000-00000	Sales which are qualified
12/01/1975	$1	00000-00000	Sales which are disqualified as a result of examination of the deed

The Office of the Property Appraiser is continually editing and updating the tax roll. This website may not reflect the most current information on record. The Property Appraiser and Miami-Dade County assumes no liability, see full disclaimer and User Agreement at http://www.miamidade.gov/info/disclaimer.asp

Bowman

November 6, 2024; **Revised: February 5, 2025**

Edna Sibila
Transportation Manager
City of Doral
8401 Northwest 53 Terrace, 2nd Floor
Doral, FL 33166

RE: Albatros 71 Traffic Methodology Letter
Bowman Project No. K22609.01

Dear Ms. Sibila:

Please accept this letter as the proposed Traffic Methodology for the Albatros 71 mixed-use development on the northeast corner of NW 41 Street and NW 114 Avenue in Doral, Florida. The 7.6-acre site is vacant. The proposed development is expected to be built by 2027. **Figure** 1 below is an aerial photograph of the site and **Attachment A** contains a copy of the preliminary site plan and property appraiser data. We coordinated with the County's Traffic Engineering Division to determine the study intersections they will require included in the analysis. We propose the following traffic methodology for the proposed development, which is expected to be built by 2027 or sooner.

Figure 1 Site Location



2090 Palm Beach Lakes Boulevard, Suite 400, West Palm Beach, FL 33409
P: 561.840.8650
bowman.com

Bowman

Study Intersections

- NW 41 Street and Florida's Turnpike SB Ramp (Signalized)
- NW 41 Street and Florida's Turnpike NB Ramp (Signalized)
- NW 41 Street and NW 114 Avenue (Signalized)
- NW 41 Street and NW 112 Avenue (Signalized)
- NW 41 Street and NW 109 Avenue (unsignalized)
- NW 41 Street and NW 107 Avenue (Signalized)

Analysis Scenarios

The analysis scenarios for this study are as follows:

- Existing Year: 2024
- Project buildout year (2027) without project trips (background traffic)
- Project buildout year (2027) with project trips (total traffic)

Data Collection

Turning movement counts will be collected during peak hour conditions (7:00 AM – 9:00 AM; 11:00 AM – 1:00 PM; and 4:00 PM – 6:00 PM) on a typical weekday (Tuesday, Wednesday or Thursday) at the study intersections. Bidirectional road counts will be collected during a typical weekday for 72 hours (Tuesday through Thursday).

Field Reviews

Field reviews will be performed to assess the traffic operations at the study intersections.

Existing Conditions Analysis

Collected counts will be adjusted to reflect peak season, AM and PM peak hour traffic volumes by applying a peak-season conversion factor obtained from the 2023 Florida Department of Transportation (FDOT) Peak Season Factor Category Report. Intersection capacity analyses will be evaluated for the study intersections using the Synchro Software, HCM output, if possible.

Future Conditions Analysis – Background Traffic Conditions

We will determine future background traffic volumes by applying a compound growth rate to existing volumes. We will base the growth rate on a review of historical volumes obtained from FDOT. If the historical growth rate is calculated to be less than 0.5 percent, 0.5 percent will be used for analysis purpose. Committed developments (Medical Office Building; Bridgepoint Warehouse; & Marketplace Retail) provided by the city will be included in the analysis. Intersection capacity analyses will be performed. Signal timings may be optimized for future conditions analyses. Peak hour factors will be based on the collected data. The future conditions analysis will account for future transportation improvements listed on the Transportation Planning Organization's Traffic Improvement Program or City of Doral Long Range Transportation Plan.

Bowman

Project Trip Generation

We will estimate daily, morning peak-hour, midday, and afternoon peak-hour vehicle trips generated by the proposed development using the Institute of Transportation Engineers' *Trip Generation Manual*, 11th Edition. **Table 1** summarizes the trip-generation calculations. The proposed fast-food restaurant will replace the existing drive-in bank. **Attachment B** contains the trip generation calculations and ITE data.

Table 1 Trip Generation Summary

DAILY

LAND USE	ITE CODE	INTENSITY	IN	OUT	NEW TRIPS IN	NEW TRIPS OUT	NEW TRIPS TOTAL
Proposed							
Pharmacy with Drive-Through	881	15,584 SF	50%	50%	780	780	1,560
Shopping Center (<40K)	822	26,600 SF	50%	50%	676	676	1,352
Convenience Store/Gas Station	945	12 FP	50%	50%	1,543	1,543	3,086
Total					**2,999**	**2,999**	**5,998**

AM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	IN	OUT	NEW TRIPS IN	NEW TRIPS OUT	NEW TRIPS TOTAL
Proposed							
Pharmacy with Drive-Through	881	15,584 SF	52%	48%	30	28	58
Shopping Center (<40K)	822	26,600 SF	60%	40%	33	22	55
Convenience Store/Gas Station	945	12 SF	50%	50%	39	39	78
Total					**102**	**89**	**191**

MIDDAY[2]

LAND USE	ITE CODE	INTENSITY	IN	OUT	NEW TRIPS IN	NEW TRIPS OUT	NEW TRIPS TOTAL
Proposed							
Pharmacy with Drive-Through	881	15,584 SF	50%	50%	34	34	68
Shopping Center (<40K)	822	26,600 SF	50%	50%	29	29	58
Convenience Store/Gas Station	945	12 SF	50%	50%	25	26	51
Total					**88**	**89**	**177**

PM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	IN	OUT	NEW TRIPS IN	NEW TRIPS OUT	NEW TRIPS TOTAL
Proposed							
Pharmacy with Drive-Through	881	15,584 SF	50%	50%	41	41	82
Shopping Center (<40K)	822	26,600 SF	50%	50%	51	52	103
Convenience Store/Gas Station	945	12 SF	50%	50%	34	34	68
Total					**126**	**127**	**253**

(1) ITE Trip Generation Manual, 11th Edition.

(2) Midday based on ITE Highest Percentage of Midday Hourly Distribution

(3) Includes pass-by reductions.

Project Trip Distribution

We will use data from the Miami-Dade County Long Range Transportation Plan model for the corresponding Traffic Analysis Zone (TAZ 733) to determine traffic distribution percentage for the proposed development. **Table 2** summarizes the interpolated distribution for 2024. **Attachment C** contains the TAZ data and an aerial photograph showing the study intersection locations and preliminary project traffic distribution.

Table 2 Project Traffic Distribution Summary

Year	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	15.90%	19.40%	22.50%	24.00%	14.40%	0.60%	0.00%	3.30%
2045	17.60%	19.20%	24.40%	21.20%	14.90%	0.40%	0.00%	2.40%
2027	**16.58%**	**19.32%**	**23.26%**	**22.88%**	**14.60%**	**0.52%**	**0.00%**	**2.94%**

Bowman

Future Conditions Analysis – Total Traffic Conditions

Future total traffic volumes will be determined by summing together project trips with background traffic volumes. Intersection capacity analyses will be performed. Signal timings may be optimized for future conditions analyses. Peak hour factors will be based on the collected data. Traffic mitigation will be proposed, if necessary. Site road/driveway connections to abutting public roads will be analyzed for the total traffic conditions. A queuing analysis will be provided for the pharmacy drive-through operation. We will evaluate the need for exclusive turn lanes on public roads abutting the site for the site's driveways using FDOT turn lane warrant criteria.

Other Transportation Modes

Existing and proposed bicycle, pedestrian and transit infrastructure and services will be identified in the report. The report will discuss the need to coordinate with the City regarding Trolley and bus shelter locations relevant to this project.

Report

The study methodology, analysis and findings will be summarized in a report that will be signed and sealed by a Florida registered professional engineer. The report will include trip generation, traffic distribution, and peak hour intersection capacity analyses and will include summary tables, figures, and data. We will summarize overall intersection LOS and delays in the report body and summarize LOS and delays for intersection approaches for the existing, background, and total conditions in a table and include them in the appendices. 95th percentile queue lengths for the exclusive turn lanes at the study intersections will be summarized in a table and included in the report appendices. We will include narrative in the report discussing the existing and proposed transit, pedestrian, and bicycle facilities and amenities within and near the site and will include discussion regarding existing marked crosswalks, bicycle route, sidewalks, and the nearest bus stops. Should you have any questions or comments regarding this methodology, please do not hesitate to contact me.

Sincerely,



John P. Kim, P.E.
Senior Project Manager

JPK/gm

Attachments

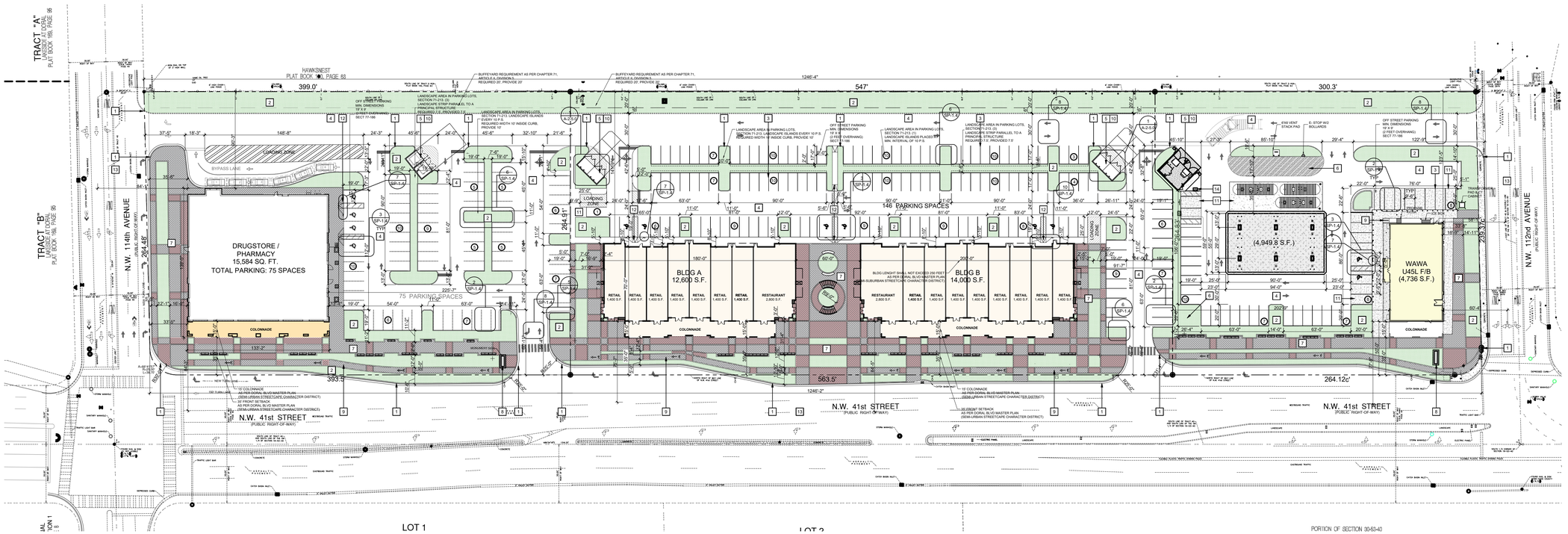
Attachment A – Preliminary Site Plan & Property Appraiser Data
Attachment B – Trip Generation Calculations & ITE Data
Attachment C – TAZ Data & Distribution Aerial Photograph

2090 Palm Beach Lakes Boulevard, Suite 400, West Palm Beach, FL 33409
P: 561.840.8650
Bowman.com

Bowman

Attachment A

Site Plan &
Property Appraiser Data



OVERALL SITE PLAN

SCALE: 1" = 50'-0"

SITE KEY PLAN LEGEND:

- PROPERTY LINE
- LANDSCAPE AREA
- CONCRETE SLAB
- PAVER AREA
- DETECTABLE WARNING IN SIDEWALK RAMP. REFER TO CIVIL DETAILS
- XXX — AMOUNT OF PARKING
- INDICATES A PARKING SPACE WHICH IS FBC-A / ADA ACCESSIBLE

SITE PLAN KEYED NOTES:

ITEM #	DESCRIPTION
1	NEW CURB, TYPICAL ENTIRE PROJECT. SEE SHEET 1SP-1.4
2	LANDSCAPE AREA (136,833 SQFT.)
3	WHITE STRIPES TWO COATS, TYPICAL ALL PARKING SPACES. SEE SHEET 2. SP-1.4
4	NEW ASPHALT PAVEMENT (144,652 SQ FT)
5	TRASH ENCLOSURE. SEE SHEET 1. A-2-5.0
6	PROPOSED PAINTED STRIPE
7	CONCRETE SIDEWALK FROM STREET CURB TO BUILDINGS.
8	NEW MONUMENT SIGN UNDER SEPARATE PERMIT
9	BICICLE PATH
10	CONCRETE DRIVE
11	CONCRETE SLAB
12	CONCRETE SIDEWALK SLOPE DN (1" PER FT). SEE SHEET 10. A-1.4
13	EXISTING ASPHALT PAVEMENT.

PARKING REQUIREMENTS (CVS BUILDING)

REQUIRED		PROVIDED
CVS BLDG - 15,584 S.F. (1 P.S. X 250 S.F.)	= 63 P.S.	
TOTAL REQUIRED BY CODE	= **63 P.S.**	**TOTAL PROVIDED** = **75 P.S.**

PARKING REQUIREMENTS (RETAIL BUILDING)

REQUIRED		PROVIDED
BLDG A - 12,600 S.F. RETAIL 9,800 S.F (1 P.S. X 250 S.F.)	= 39.2 P.S.	
RESTAURANT 2,800 S.F. (1 P.S. X 45 S.F OF PATRON AREA) PATRON AREA 1,400 X 45	= 31.11 P.S.	
PARKING REQUIRED PER CODE	= 70.31 P.S.	
BLDG B - 14,000 S.F. RETAIL 11,200 S.F (1 P.S. X 250 S.F.)	= 44.8 P.S.	
RESTAURANT 2,800 S.F. (1 P.S. X 45 S.F OF PATRON AREA) PATRON AREA 1,400 X 45	= 31.11 P.S.	
PARKING REQUIRED PER CODE	= 75.91 P.S.	
SUB TOTAL PARKING	= **146.22 P.S.**	
TOTAL REQUIRED BY CODE	= **147 P.S.**	**TOTAL PROVIDED** = **145 P.S.**

PARKING REQUIREMENTS (WAWA.)

REQUIRED		PROVIDED
WAWA - 4,736 S.F. (1 P.S. X 250 S.F.)	= 18.9 P.S.	
TOTAL REQUIRED BY CODE	= **19 P.S.**	**TOTAL PROVIDED** = **40 P.S.**

TOTAL SITE REQUIRED PARKING = 229 P.S

TOTAL SITE PROVIDED PARKING = 245 P.S

ZONING DATA SHEET

ITEM #	ZONING INFORMATION		FOLIO NUMBER:
1	PROPERTY LOCATION:		NW CORNER OF 41TH STREET & NW 112TH AVE, DORAL FL 33178
2	FOLIO NUMBER:		35-3019-001-0370
3	LOT AREA (MIN REQ. 1 ACRE)		329,838.4 S.F. (7.57 ACRE)
4	ZONING	CITY ZONING:	CC (COMMERCIAL CORRIDOR DISTRICT)
		MASTER PLAN	DORAL BOULEVARD MASTER PLAN CORRIDOR (**SEMI-URBAN** STREET CHARACTER)
5	LAND USE		BUSINESS
6	BASE FLOOD ELEVATION		AH (EL 7) AND X ZONE, AS PER SURVEY.
7	MINIMUM REQUIRED LOT WIDTH		100' AT SOUTH, AND 100' AT NORTH.
8	LOT DIMENSION	LOT WIDTH	1246.2' AT SOUTH, AND 1246.4' AT NORTH.
		LOT DEPTH	264.48' AT WEST, AND 239.37' AT EAST.
9	FAR	ALLOWED	PROVIDED
		0.5 MAX	.17
10	ZONING BOUNDARIES	FROM THE NORTH	MF-1 (MULTI-FAMILY RESIDENCE)
		FROM THE SOUTH	SW 41TH STREET (DORAL BLVD)
		FROM THE EAST	CC (COMMERCIAL CORRIDOR DISTRICT)
		FROM THE WEST	PUD (PLANNED UNIT DEVELOPMENT)

	SETBACKS	REQUIRED	PROPOSED
16	FRONT	20' (PER CITY OF DORAL ZONING) 35' TO COLONNADE AND 15' COLONNADE TO BLDG FACADE (PER DORAL BLVD MASTER PLAN)	35' TO FACE OF 15' COLONNADE (50' TO BLDG FACADE)
17	INTERIOR SIDE (EAST)	5'	33'-8"
17	INTERIOR SIDE (WEST)	5'	35'-6"
18	SIDE STREET	N/A	
19	REAR	15'	90'-3" (141'-9",90'-3",123'-5")

	OPEN SPACE	REQUIRED	PROPOSED
22	PERCENT OF LOT (329,838.4 S.F.)	17% MIN.(56,072.5 S.F.)	41.5% (136,833 S.F.)

	MAX BLDG COVERAGE	ALLOWED	PROPOSED
22	PERCENT OF LOT (329,838.4 S.F.)	50% MAX. (164,919.2 S.F.)	14.2 % (46,920 S.F.)

LOADING ZONE	REQUIRED	PROPOSED
BETWEEN 10,001 & 30, 000 S.F. OF BLDG AREA	2	2

DTI ARCHITECTS
Associates, Inc. AA26001933
ARCHITECTURE | PLANNING | INTERIOR DESIGN
14125 NW 80th Avenue Suite 303
Miami Lakes - Florida -33016
info@dtiarchitect.com
www.dtiarchitect.com

NOTE:
THIS DRAWING IS CONCEPTUAL AND PREPARED FOR THE OWNERS REVIEW. DTI PREPARED THIS DRAWING WITHOUT THE BENEFIT OF A CERTIFIED BOUNDARY SURVEY, TRAFFIC IMPACT ANALYSIS, ZONING RESTRICTIONS, UTILITY AVAILABILITY, PLAT, PLAT RESTRICTIONS ETC. THIS SITE DESIGN IS NOT INTENDED AS A FINAL LAYOUT PERMIT OR TO BE USED FOR CONSTRUCTION.

REVISIONS:

OWNER/ DEVELOPER: **ALBATROS 71, INC**

DORAL, FL

PROJECT: **RETAIL SITE @ NWC OF 41ST ST & 112 AVE**

NORTHWEST CORNER OF 41st ST & 112 AVE, DORAL, FL 33178

Job Number:	23068.01
File Name:	
Issued Date:	10.16.2024
Drawn by:	J.A/E.H/A.S
Checked by:	T.R

SHEET NAME

SITE PLAN

SHEET NUMBER

SP-2.0

OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On: 01/11/2024

PROPERTY INFORMATION

Folio	35-3019-001-0370
Property Address	0 , FL
Owner	CEDECO 41 LLC
Mailing Address	18851 NE 29 AVE 700 AVENTURA, FL 33180
Primary Zone	6400 COMMERCIAL - CENTRAL
Primary Land Use	9981 ACREAGE NOT CLASSIFIED AG : VACANT LAND
Beds / Baths /Half	0 / 0 / 0
Floors	0
Living Units	0
Actual Area	0 Sq.Ft
Living Area	0 Sq.Ft
Adjusted Area	0 Sq.Ft
Lot Size	331,056 Sq.Ft
Year Built	0
Year Annexed	2004

ASSESSMENT INFORMATION

Year	2023	2022	2021
Land Value	$6,952,176	$6,952,176	$6,952,176
Building Value	$0	$0	$0
Extra Feature Value	$0	$0	$0
Market Value	$6,952,176	$6,952,176	$6,952,176
Assessed Value	$6,952,176	$6,952,176	$4,336,733

BENEFITS INFORMATION

Benefit	Type	2023	2022	2021
Non-Homestead Cap	Assessment Reduction			$2,615,443

Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).

SHORT LEGAL DESCRIPTION

19 53 40 7.60 AC M/L

FLA FRUIT LAND CO SUB PB 2-17

TR 40 LESS E & W35FT & S65FT &

EXT AREA OF CURVE IN SE COR R/W

FAU 30 3019 001 0370



TAXABLE VALUE INFORMATION

Year	2023	2022	2021
COUNTY			
Exemption Value	$0	$0	$0
Taxable Value	$6,952,176	$6,952,176	$4,336,733
SCHOOL BOARD			
Exemption Value	$0	$0	$0
Taxable Value	$6,952,176	$6,952,176	$6,952,176
CITY			
Exemption Value	$0	$0	$0
Taxable Value	$6,952,176	$6,952,176	$4,336,733
REGIONAL			
Exemption Value	$0	$0	$0
Taxable Value	$6,952,176	$6,952,176	$4,336,733

SALES INFORMATION

Previous Sale	Price	OR Book-Page	Qualification Description
02/18/2021	$100	32364-2051	Corrective, tax or QCD; min consideration
11/01/1976	$195,000	00000-00000	Sales which are qualified
12/01/1975	$1	00000-00000	Sales which are disqualified as a result of examination of the deed

The Office of the Property Appraiser is continually editing and updating the tax roll. This website may not reflect the most current information on record. The Property Appraiser and Miami-Dade County assumes no liability, see full disclaimer and User Agreement at http://www.miamidade.gov/info/disclaimer.asp

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Attachment B

Trip Generation Calculations & ITE Data

TRIP GENERATION ESTIMATES
ALBATROS 71

DAILY

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE (1)	IN	OUT	NEW TRIPS		
						IN	OUT	TOTAL
Proposed								
Pharmacy with Drive-Through	881	15,584 SF	Ln(T)= 0.74 Ln(X) 5.32	50%	50%	780	780	1,560
Shopping Center (<40K)	822	26,600 SF	T= 42.20 (X)+ 229.68	50%	50%	676	676	1,352
Convenience Store/Gas Station	945	12 FP	T= 257.13 (X)	50%	50%	1,543	1,543	3,086
Total						**2,999**	**2,999**	**5,998**

AM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE 1	IN	OUT	NEW TRIPS		
						IN	OUT	TOTAL
Proposed								
Pharmacy with Drive-Through	881	15,584 SF	T= 3.74 (X)	52%	48%	30	28	58
Shopping Center (<40K)	822	26,600 SF	Ln(T)= 0.66 (X)+ 1.84	60%	40%	33	22	55
Convenience Store/Gas Station	945	12 SF	T= 27.04 (X)	50%	50%	39	39	78
Total						**102**	**89**	**191**

MIDDAY[2]

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE 1	IN	OUT	NEW TRIPS		
						IN	OUT	TOTAL
Proposed								
Pharmacy with Drive-Through	881	15,584 SF	T= 8.50% of Daily Trips	50%	50%	34	34	68
Shopping Center (<40K)	822	26,600 SF	T= 6.50% of Daily Trips	50%	50%	29	29	58
Convenience Store/Gas Station	945	12 SF	T= 6.60% of Daily Trips	50%	50%	25	26	51
Total						**88**	**89**	**177**

PM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE 1	IN	OUT	NEW TRIPS		
						IN	OUT	TOTAL
Proposed								
Pharmacy with Drive-Through	881	15,584 SF	T= 10.25 (X)	50%	50%	41	41	82
Shopping Center (<40K)	822	26,600 SF	Ln(T)= 0.71 (X)+ 2.72	50%	50%	51	52	103
Convenience Store/Gas Station	945	12 SF	T= 22.76 (X)	50%	50%	34	34	68
Total						**126**	**127**	**253**

(1) ITE Trip Generation Manual, 11th Edition.

(2) Midday based on ITE Highest Percentage of Midday Hourly Distribution

(3) Includes pass-by reductions.

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Pharmacy/Drugstore with Drive-Through Window (881)

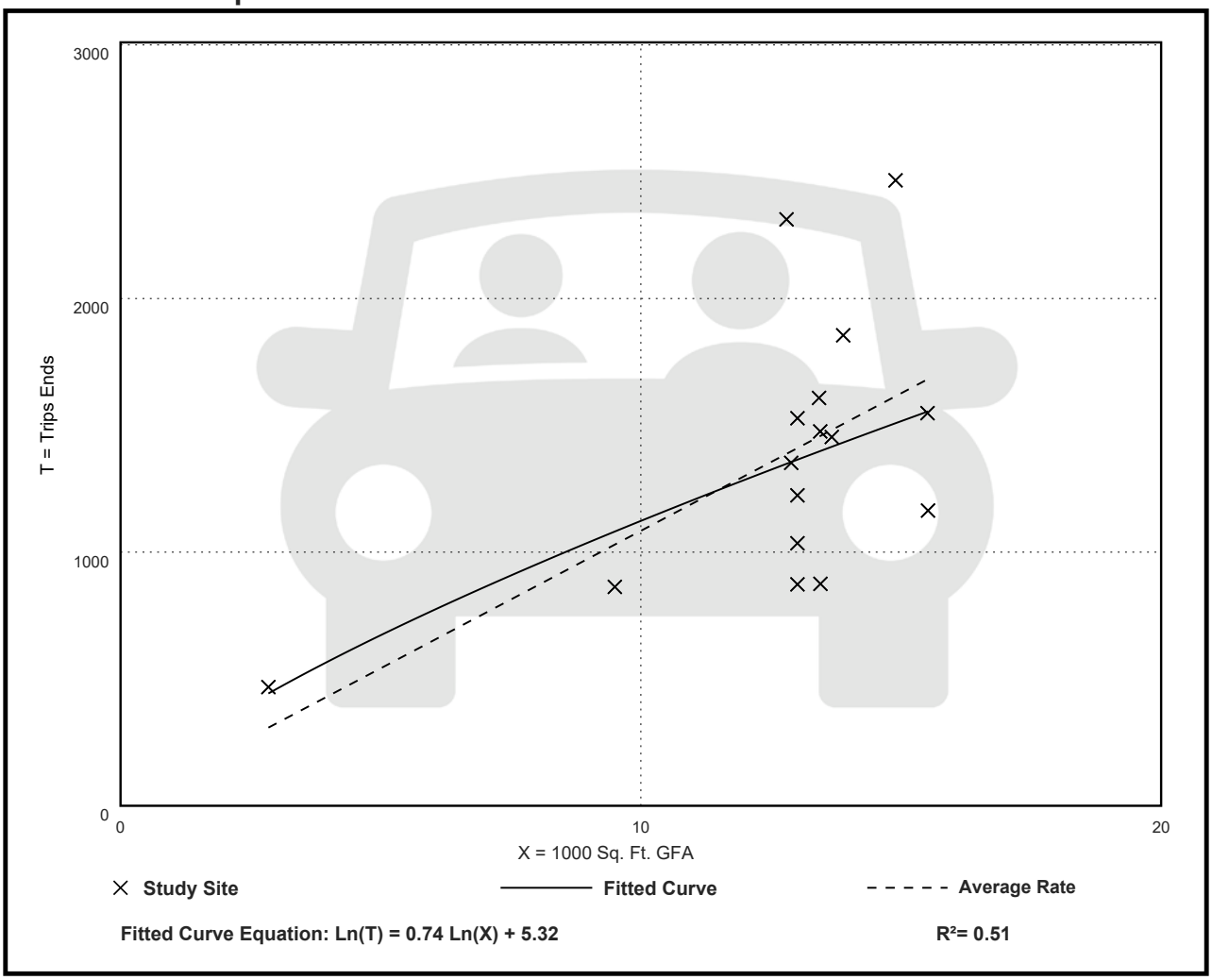
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 13
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
108.40	65.05 - 180.63	33.82

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.74 Ln(X) + 5.32

R^2= 0.51

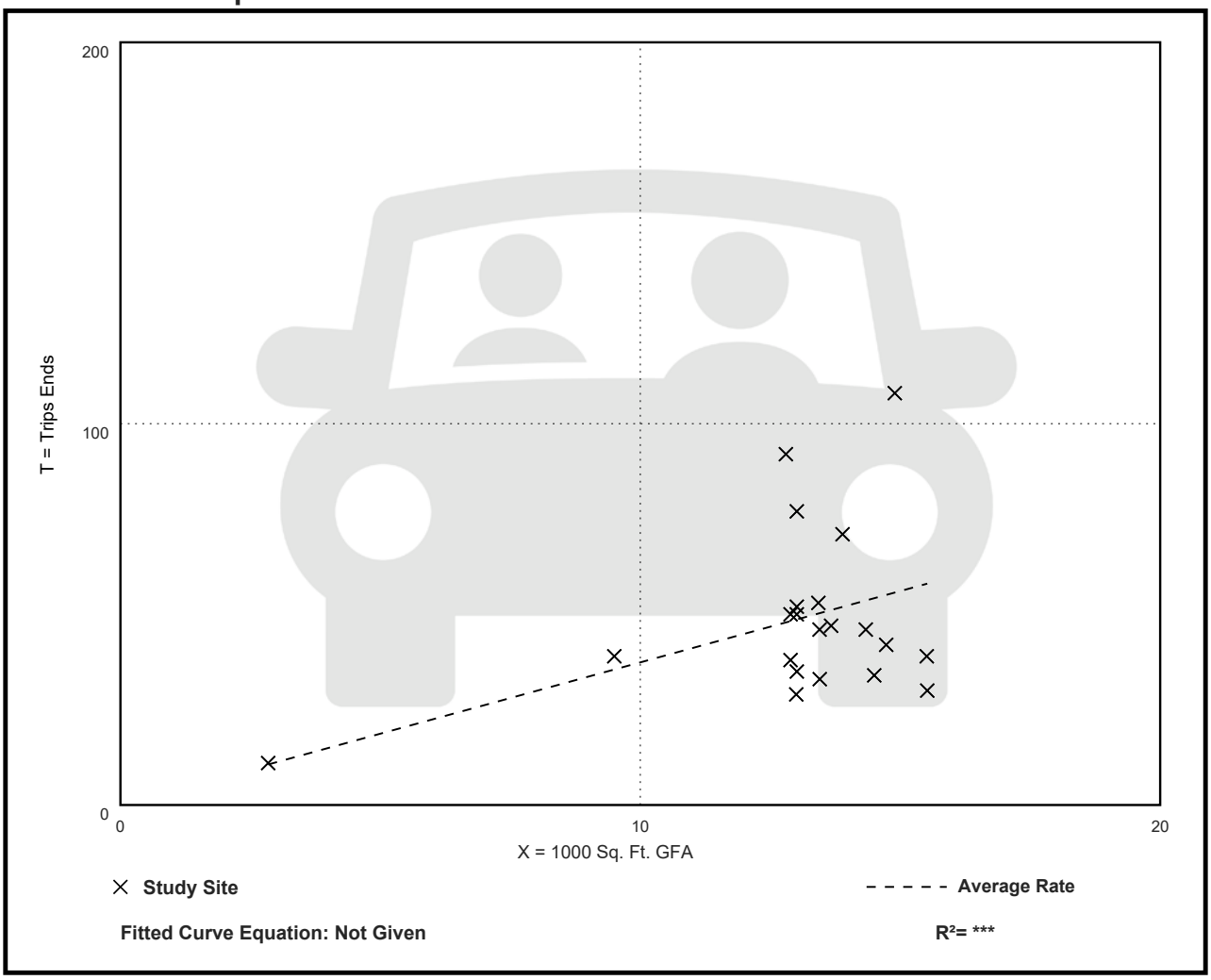
Pharmacy/Drugstore with Drive-Through Window (881)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 13
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.74	1.93 - 7.25	1.55

Data Plot and Equation



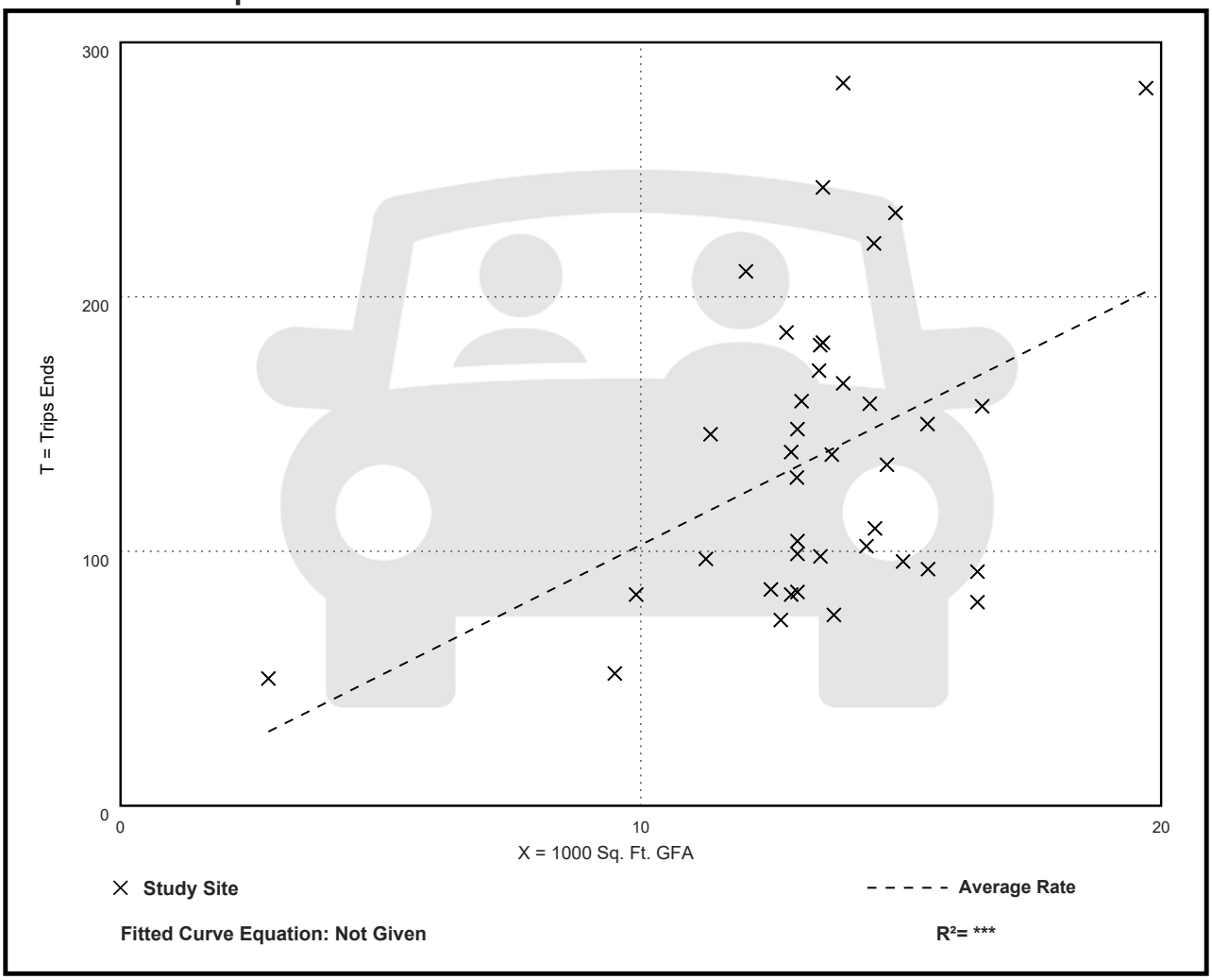
Pharmacy/Drugstore with Drive-Through Window (881)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 39
Avg. 1000 Sq. Ft. GFA: 13
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.25	4.86 - 20.45	4.01

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	881
Land Use	Pharmacy/Drugstore with Drive-Through Window
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	3
Average Pass-By Rate	49%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
9.6	Florida	1995	370	47	40	13	53	—	30
16	Florida	1995	385	41	50	9	59	—	30
16	Florida	1995	522	58	25	17	42	—	30

Strip Retail Plaza (<40k)
(822)

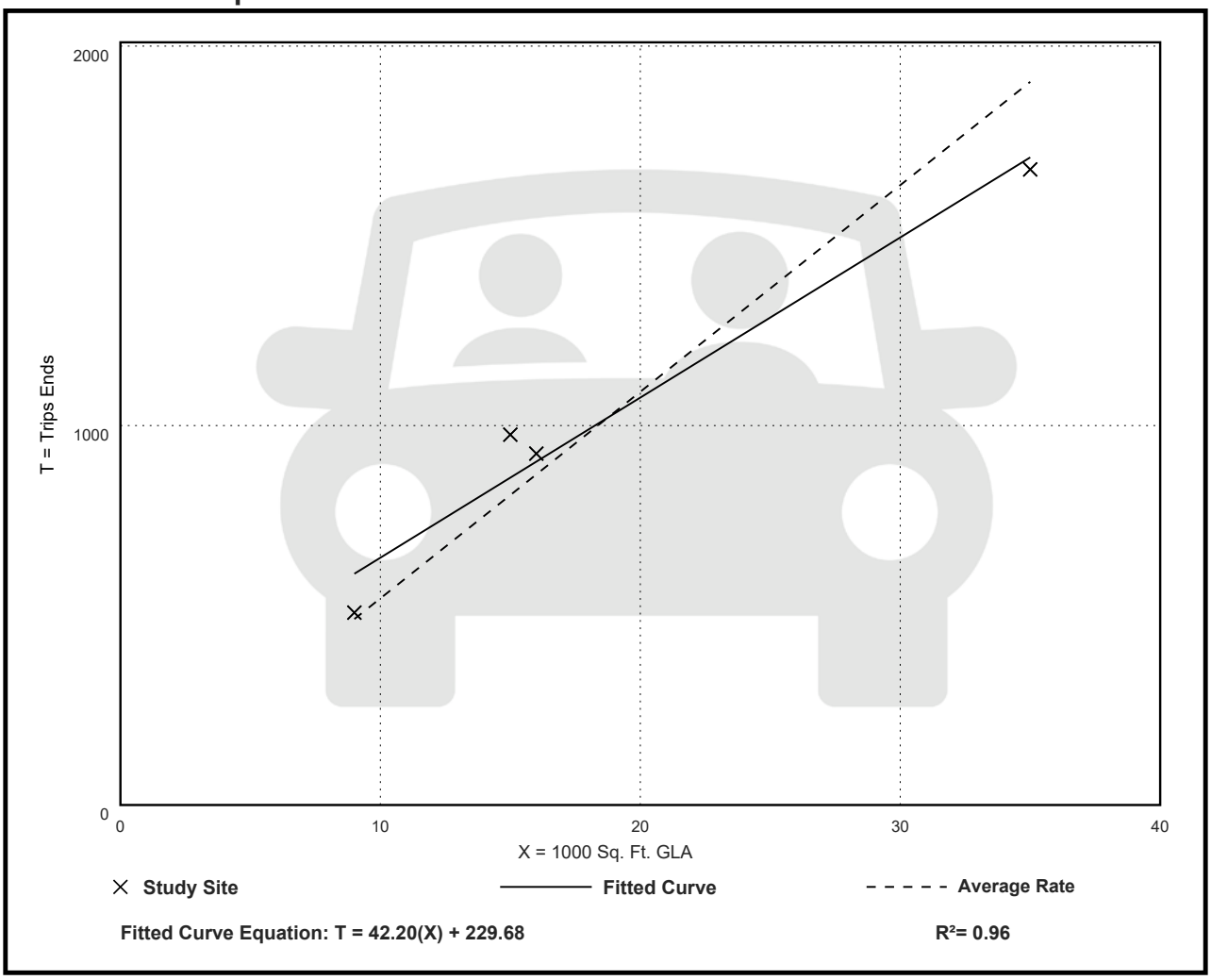
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Fitted Curve Equation: T = 42.20(X) + 229.68

R^2= 0.96

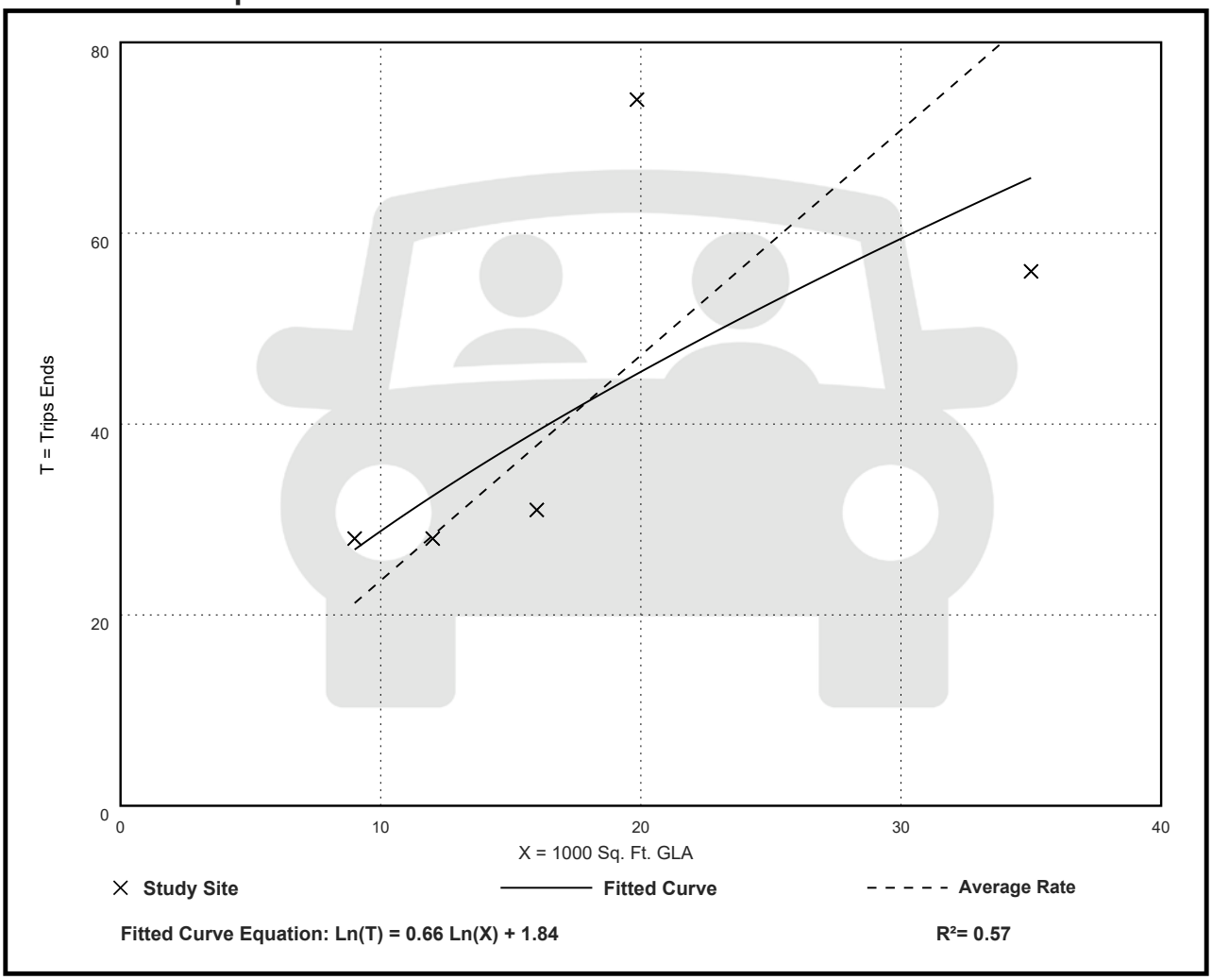
Strip Retail Plaza (<40k)
(822)

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

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



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

R^2= 0.57

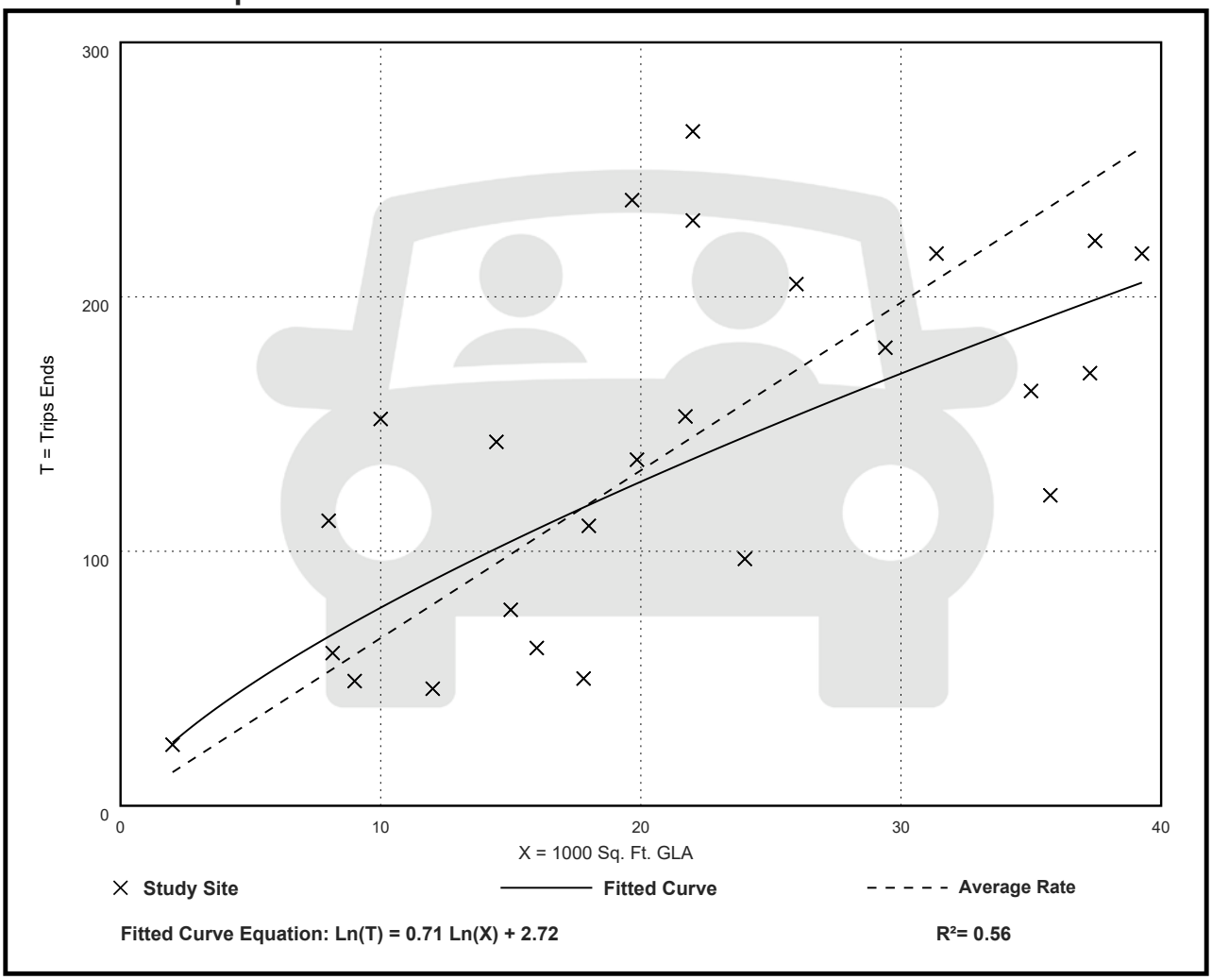
Strip Retail Plaza (<40k)
(822)

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

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



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

R^2= 0.56

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	821
Land Use	Shopping Plaza (40 - 150k)
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	15
Average Pass-By Rate	40%

Pass-By Characteristics for Individual Sites

GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

Convenience Store/Gas Station - GFA (4-5.5k) (945)

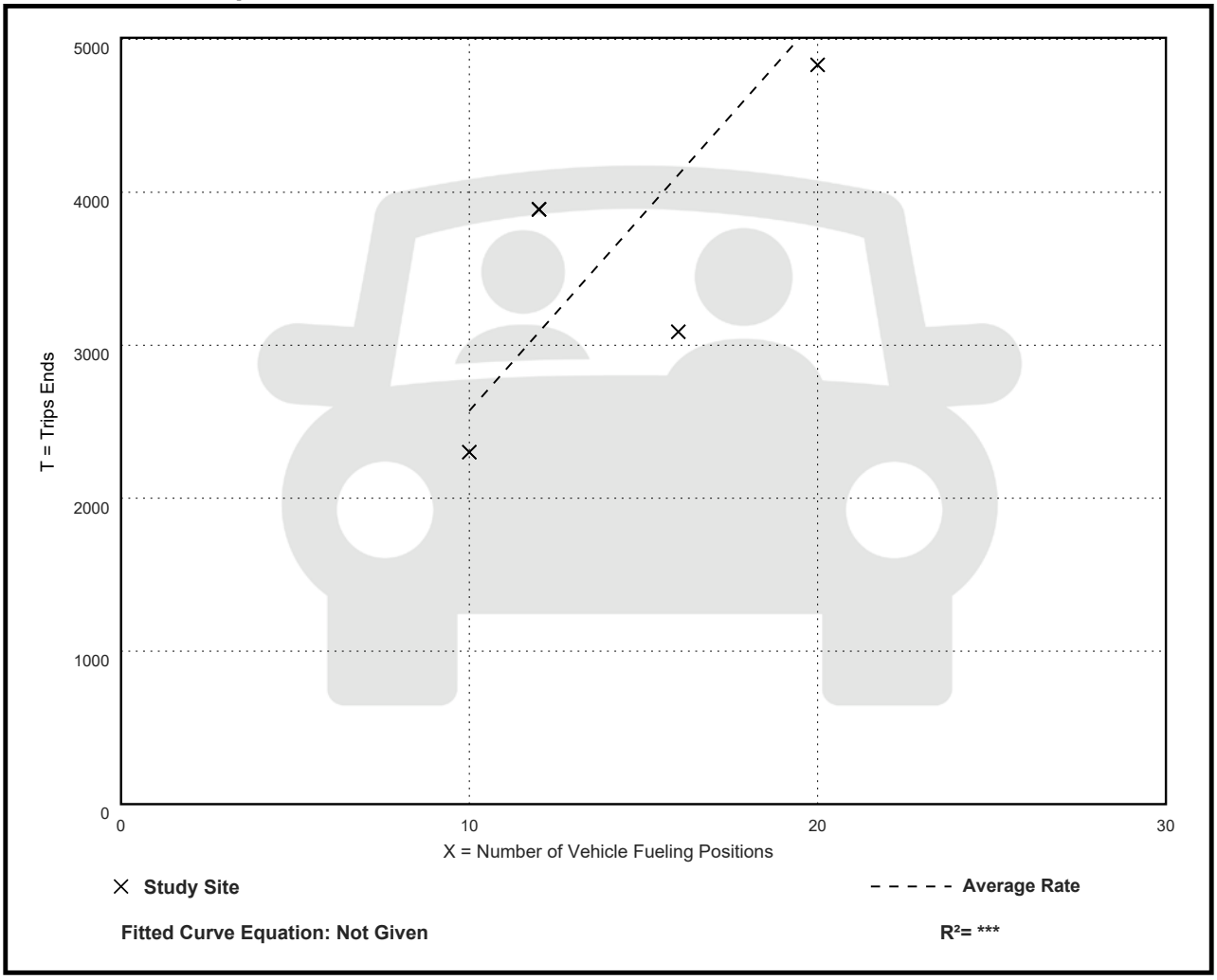
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Vehicle Fueling Positions: 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
257.13	193.00 - 324.17	57.53

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

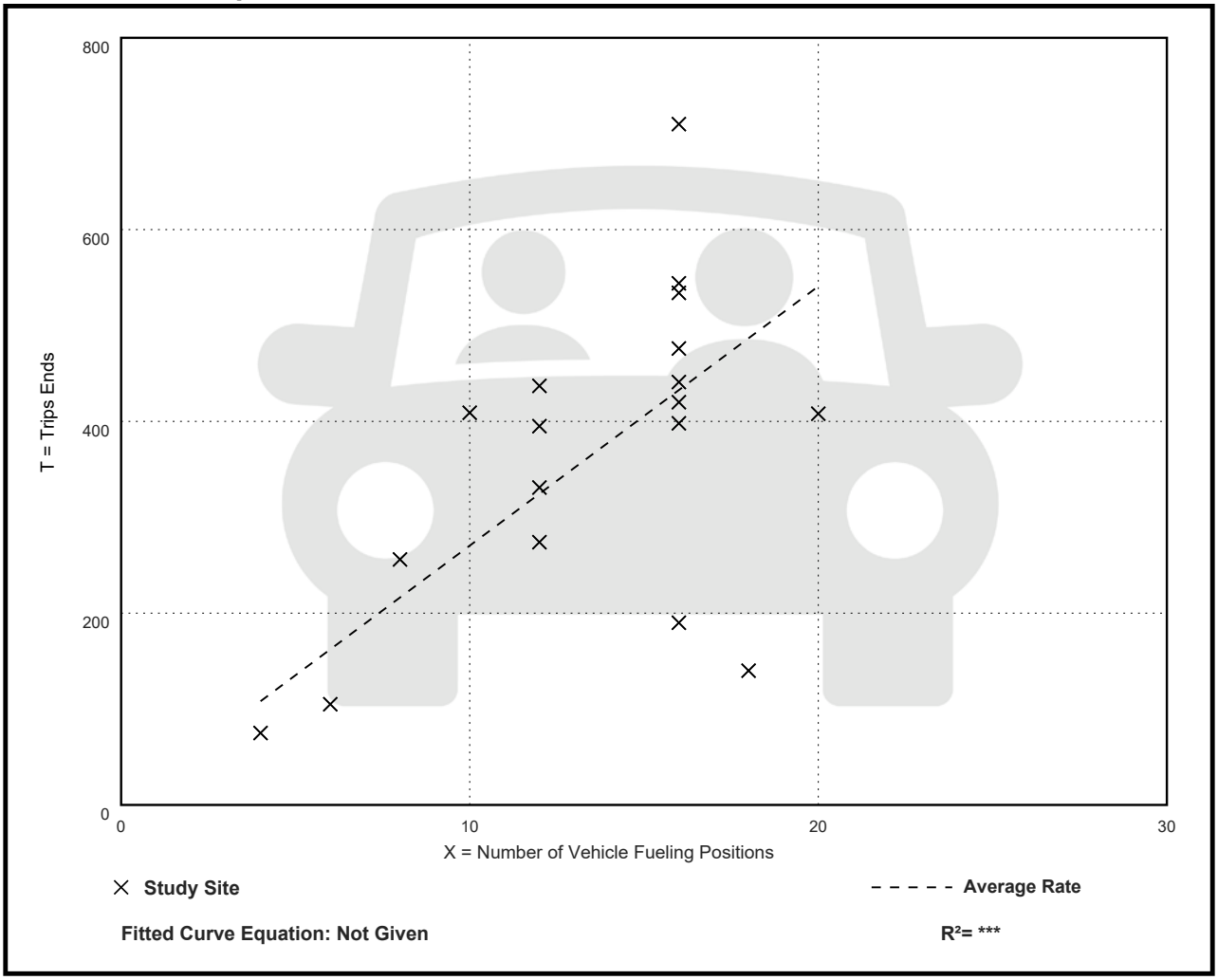
Convenience Store/Gas Station - GFA (4-5.5k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. Num. of Vehicle Fueling Positions: 13
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
27.04	7.78 - 44.38	9.88

Data Plot and Equation



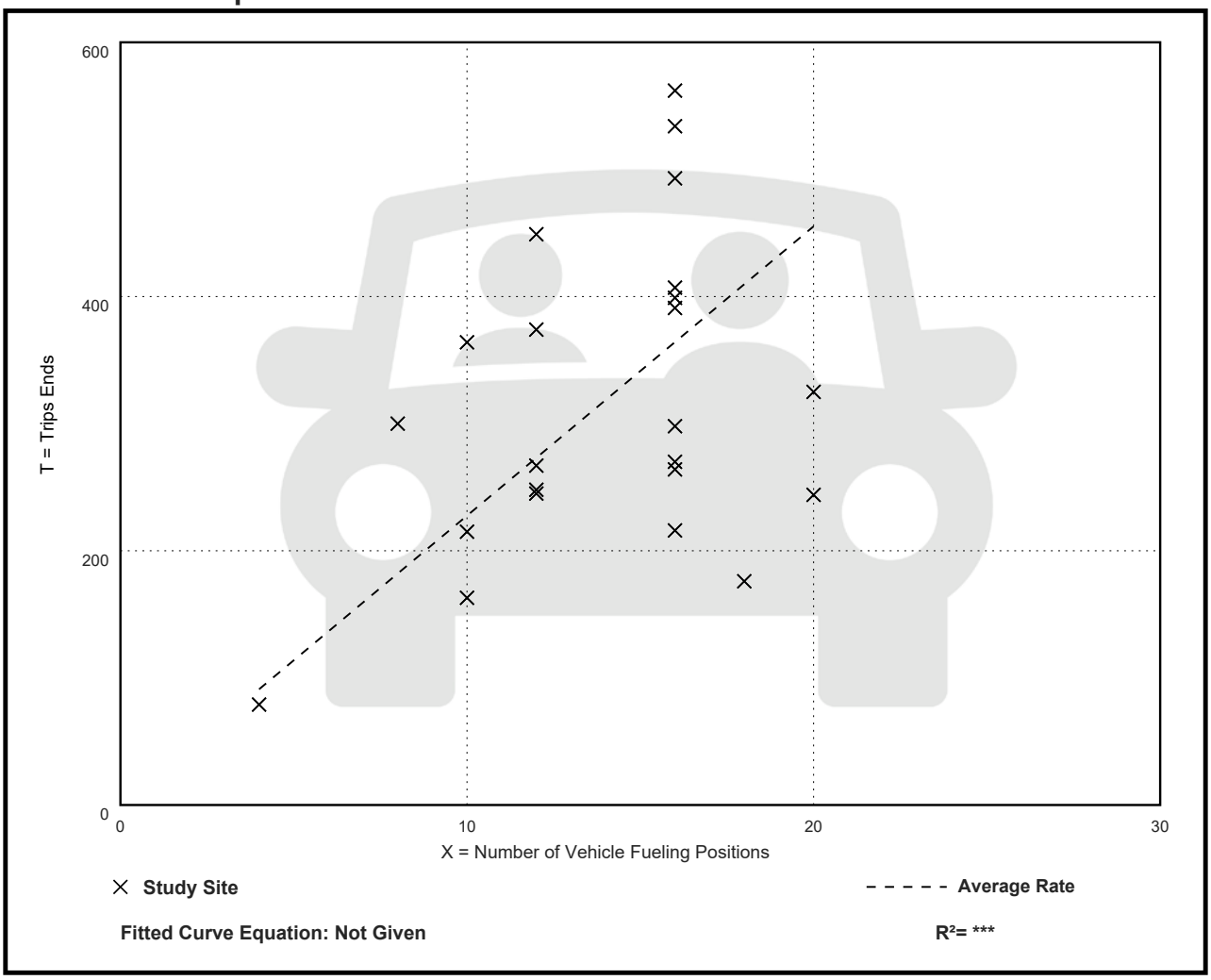
Convenience Store/Gas Station - GFA (4-5.5k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 23
Avg. Num. of Vehicle Fueling Positions: 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
22.76	9.78 - 37.50	8.49

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday AM Peak Period									
# Data Sites	16 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	60% for Sites with between 2 and 8 VFP					76% for Sites with between 9 and 20 VFP				
	Pass-By Characteristics for Individual Sites									
		State or	Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GFA (000)	VFP	Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
2	8	Maryland	1992	46	87	13	0	13	2235	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.2	8	Maryland	1992	31	47	34	19	53	1785	25
2.2	< 8	Indiana	1993	79	56	6	38	44	635	2
2.2	8	Maryland	1992	35	78	9	13	22	7080	25
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.3	< 8	Kentucky	1993	58	64	5	31	36	1255	2
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.4	< 8	Kentucky	1993	—	48	17	35	52	1210	2
2.6	< 8	Kentucky	1993	—	72	15	13	28	940	2
2.8	< 8	Kentucky	1993	—	54	11	35	46	1240	2
3	< 8	Indiana	1993	62	74	10	16	26	790	2
3.6	< 8	Kentucky	1993	49	67	4	29	33	1985	2
3.7	< 8	Kentucky	1993	49	66	16	18	34	990	2
4.694	12	Maryland	2000	—	72	—	—	28	2440	30
4.694	12	Maryland	2000	—	78	—	—	22	1561	30
4.694	12	Maryland	2000	—	79	—	—	21	2764	30
4.848	12	Virginia	2000	—	55	—	—	45	1398	30
5.06	12	Pennsylvania	2000	—	84	—	—	16	3219	30
5.242	12	Virginia	2000	—	74	—	—	26	1160	30
5.242	12	Virginia	2000	—	71	—	—	29	548	30
5.488	12	Delaware	2000	—	80	—	—	20	—	30
5.5	12	Pennsylvania	2000	—	85	—	—	15	2975	30
4.2	< 8	Kentucky	1993	47	62	19	19	38	1705	2
4.694	16	Maryland	2000	—	90	—	—	10	2278	30
4.694	16	Delaware	2000	—	74	—	—	26	2185	30
4.694	16	Delaware	2000	—	58	—	—	42	962	30
4.694	16	Delaware	2000	—	84	—	—	16	2956	30
4.694	16	New Jersey	2000	—	79	—	—	21	1859	30
4.694	20	Delaware	2000	—	84	—	—	16	3864	30
4.848	16	Virginia	2000	—	68	—	—	32	2106	30
4.848	16	Virginia	2000	—	85	—	—	15	2676	30
4.848	16	Virginia	2000	—	75	—	—	25	3244	30
4.848	16	Virginia	2000	—	71	—	—	29	1663	30
4.993	16	Pennsylvania	2000	—	75	—	—	25	1991	30
5.094	16	New Jersey	2000	—	86	—	—	14	1260	30
5.5	16	Pennsylvania	2000	—	82	—	—	18	1570	30
5.543	16	Pennsylvania	2000	—	84	—	—	16	1933	30
5.565	16	Pennsylvania	2000	—	77	—	—	23	2262	30
5.565	16	Pennsylvania	2000	—	68	—	—	32	2854	30
5.565	16	New Jersey	2000	—	58	—	—	42	1253	30
5.565	16	New Jersey	2000	—	79	—	—	21	1928	30
5.565	16	New Jersey	2000	---	84	---	---	16	1953	30

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday PM Peak Period									
# Data Sites	12 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	56% for Sites with between 2 and 8 VFP					75% for Sites with between 9 and 20 VFP				
	Pass-By Characteristics for Individual Sites									
		State or	Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GFA (000)	VFP	Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
2.1	8	Maryland	1992	31	52	13	35	48	1785	25
2.1	6	Maryland	1992	30	53	20	27	47	1060	25
2.2	< 8	Indiana	1993	115	48	16	36	52	820	2
2.3	< 8	Kentucky	1993	67	57	16	27	43	1954	2
2.3	6	Maryland	1992	55	40	11	49	60	2760	25
2.4	< 8	Kentucky	1993	—	58	13	29	42	2655	2
2.6	< 8	Kentucky	1993	68	67	15	18	33	950	2
2.8	< 8	Kentucky	1993	—	62	11	27	38	2875	2
3	< 8	Indiana	1993	80	65	15	20	35	1165	2
3.6	< 8	Kentucky	1993	60	56	17	27	44	2505	2
3.7	< 8	Kentucky	1993	70	61	16	23	39	2175	2
4.2	< 8	Kentucky	1993	61	58	26	16	42	2300	2
4.694	12	Maryland	2000	—	78	—	—	22	3549	30
4.694	12	Maryland	2000	—	67	—	—	33	2272	30
4.694	12	Maryland	2000	—	66	—	—	34	3514	30
4.848	12	Virginia	2000	—	71	—	—	29	2350	30
5.06	12	Pennsylvania	2000	—	91	—	—	9	4181	30
5.242	12	Virginia	2000	—	70	—	—	30	2445	30
5.242	12	Virginia	2000	—	56	—	—	44	950	30
5.488	12	Delaware	2000	—	73	—	—	27	—	30
5.5	12	Pennsylvania	2000	—	84	—	—	16	4025	30
4.694	16	Maryland	2000	—	89	—	—	11	2755	30
4.694	16	Delaware	2000	—	73	—	—	27	1858	30
4.694	16	Delaware	2000	—	59	—	—	41	1344	30
4.694	16	Delaware	2000	—	72	—	—	28	3434	30
4.694	16	New Jersey	2000	—	81	—	—	19	1734	30
4.694	20	Delaware	2000	—	76	—	—	24	1616	30
4.848	16	Virginia	2000	—	67	—	—	33	2.954	30
4.848	16	Virginia	2000	—	78	—	—	22	3086	30
4.848	16	Virginia	2000	—	83	—	—	17	4143	30
4.848	16	Virginia	2000	—	73	—	—	27	2534	30
4.993	16	Pennsylvania	2000	—	72	—	—	28	2917	30
5.094	16	New Jersey	2000	—	86	—	—	14	1730	30
5.5	16	Pennsylvania	2000	—	90	—	—	10	2616	30
5.543	16	Pennsylvania	2000	—	87	—	—	13	2363	30
5.565	16	Pennsylvania	2000	—	81	—	—	19	2770	30
5.565	16	Pennsylvania	2000	—	76	—	—	24	3362	30
5.565	16	New Jersey	2000	—	61	—	—	39	1713	30
5.565	16	New Jersey	2000	—	86	—	—	14	1721	30
5.565	16	New Jersey	2000	---	81	---	---	19	2227	30

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE *Trip Generation Manual* , 11th Edition			
Land Use Code	945		
Land Use	Convenience Store/Gas Station		
Subcategory	GFA (2-4k)		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	38		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.9%	0.9%	0.9%
1:00 - 2:00 AM	0.5%	0.5%	0.5%
2:00 - 3:00 AM	0.5%	0.4%	0.5%
3:00 - 4:00 AM	0.5%	0.5%	0.6%
4:00 - 5:00 AM	1.0%	1.0%	1.1%
5:00 - 6:00 AM	2.3%	2.3%	2.2%
6:00 - 7:00 AM	4.6%	4.7%	4.5%
7:00 - 8:00 AM	6.2%	6.2%	6.1%
8:00 - 9:00 AM	5.9%	5.8%	5.9%
9:00 - 10:00 AM	5.0%	5.0%	5.1%
10:00 - 11:00 AM	5.2%	5.2%	5.2%
11:00 - 12:00 PM	5.3%	5.3%	5.2%
12:00 - 1:00 PM	5.8%	5.8%	5.8%
1:00 - 2:00 PM	5.4%	5.4%	5.3%
2:00 - 3:00 PM	5.9%	6.1%	5.8%
3:00 - 4:00 PM	6.5%	6.5%	6.4%
4:00 - 5:00 PM	7.1%	7.2%	7.1%
5:00 - 6:00 PM	6.9%	7.0%	6.9%
6:00 - 7:00 PM	6.5%	6.5%	6.6%
7:00 - 8:00 PM	5.3%	5.3%	5.3%
8:00 - 9:00 PM	4.4%	4.3%	4.5%
9:00 - 10:00 PM	3.7%	3.7%	3.7%
10:00 - 11:00 PM	2.8%	2.7%	2.8%
11:00 - 12:00 AM	1.9%	1.8%	1.9%

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE *Trip Generation Manual* , 11th Edition			
Land Use Code	945		
Land Use	Convenience Store/Gas Station		
Subcategory	GFA (4-10k)		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	5		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	1.3%	1.2%	1.3%
1:00 - 2:00 AM	0.8%	0.8%	0.9%
2:00 - 3:00 AM	0.6%	0.6%	0.6%
3:00 - 4:00 AM	0.8%	0.8%	0.7%
4:00 - 5:00 AM	1.5%	1.6%	1.5%
5:00 - 6:00 AM	3.1%	3.1%	3.0%
6:00 - 7:00 AM	4.6%	4.7%	4.5%
7:00 - 8:00 AM	5.9%	6.0%	5.9%
8:00 - 9:00 AM	6.5%	6.5%	6.4%
9:00 - 10:00 AM	5.7%	5.6%	5.7%
10:00 - 11:00 AM	5.3%	5.3%	5.3%
11:00 - 12:00 PM	5.8%	5.8%	5.7%
12:00 - 1:00 PM	6.6%	6.6%	6.6%
1:00 - 2:00 PM	6.1%	6.2%	5.9%
2:00 - 3:00 PM	6.1%	6.0%	6.2%
3:00 - 4:00 PM	6.8%	6.8%	6.8%
4:00 - 5:00 PM	6.4%	6.3%	6.5%
5:00 - 6:00 PM	6.8%	6.7%	6.9%
6:00 - 7:00 PM	5.4%	5.3%	5.4%
7:00 - 8:00 PM	4.0%	3.9%	4.0%
8:00 - 9:00 PM	3.4%	3.4%	3.4%
9:00 - 10:00 PM	2.7%	2.8%	2.7%
10:00 - 11:00 PM	2.1%	2.1%	2.1%
11:00 - 12:00 AM	1.9%	1.9%	2.0%

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE *Trip Generation Manual* , 11th Edition			
Land Use Code	822		
Land Use	Strip Retail Plaza		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	2		
	% of 16-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	--	--	--
1:00 - 2:00 AM	--	--	--
2:00 - 3:00 AM	--	--	--
3:00 - 4:00 AM	--	--	--
4:00 - 5:00 AM	--	--	--
5:00 - 6:00 AM	--	--	--
6:00 - 7:00 AM	0.5%	--	--
7:00 - 8:00 AM	2.2%	--	--
8:00 - 9:00 AM	4.5%	--	--
9:00 - 10:00 AM	5.8%	--	--
10:00 - 11:00 AM	6.5%	--	--
11:00 - 12:00 PM	6.3%	--	--
12:00 - 1:00 PM	6.1%	--	--
1:00 - 2:00 PM	6.9%	--	--
2:00 - 3:00 PM	6.1%	--	--
3:00 - 4:00 PM	7.4%	--	--
4:00 - 5:00 PM	8.0%	--	--
5:00 - 6:00 PM	8.0%	--	--
6:00 - 7:00 PM	8.0%	--	--
7:00 - 8:00 PM	8.5%	--	--
8:00 - 9:00 PM	8.5%	--	--
9:00 - 10:00 PM	6.7%	--	--
10:00 - 11:00 PM	--	--	--
11:00 - 12:00 AM	--	--	--

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

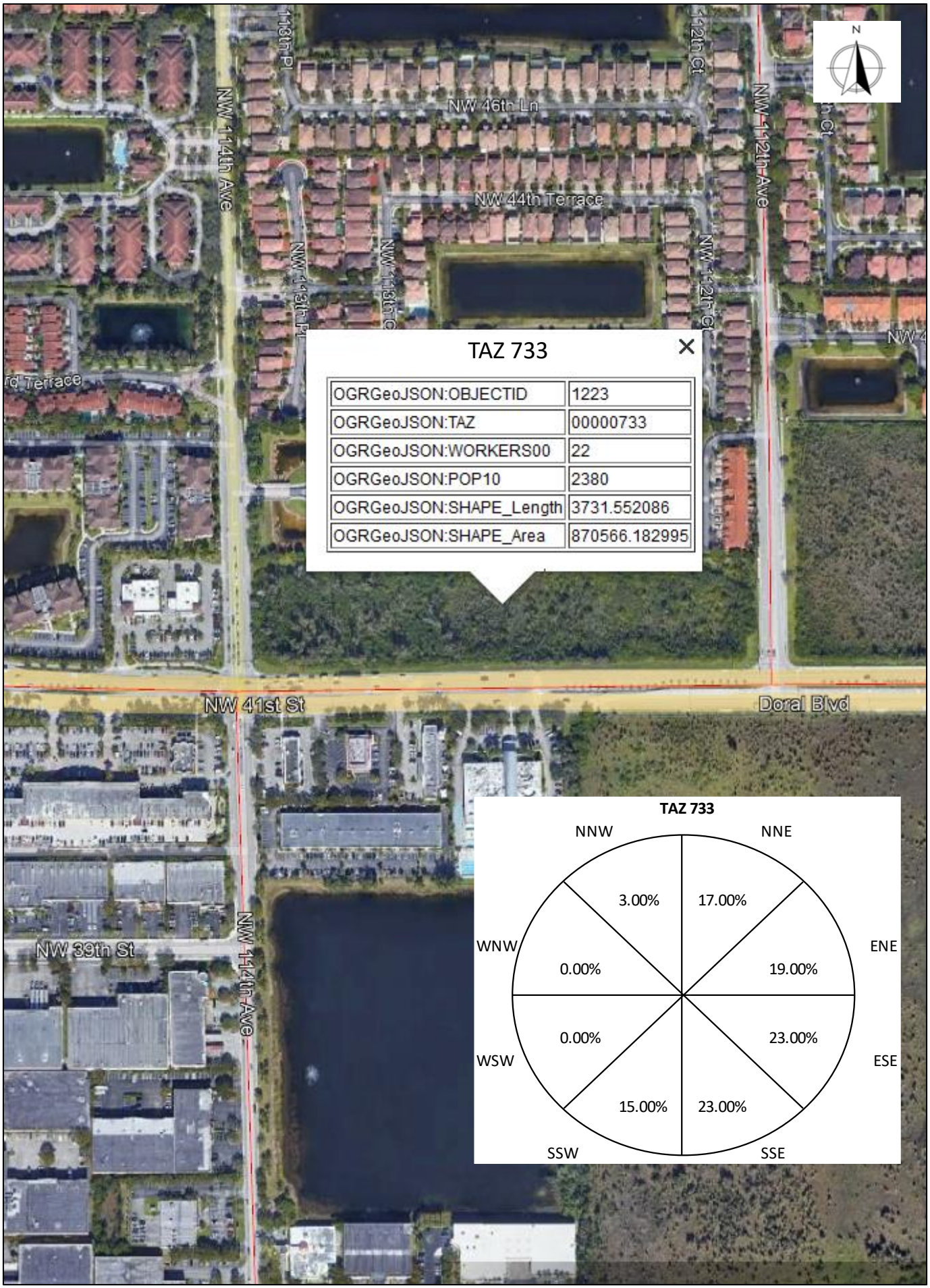
Land Use Code	881		
Land Use	Pharmacy/Drugstore with Drive-Through Window		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	6		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.3%	0.3%	0.4%
1:00 - 2:00 AM	0.2%	0.2%	0.2%
2:00 - 3:00 AM	0.1%	0.1%	0.1%
3:00 - 4:00 AM	0.1%	0.1%	0.1%
4:00 - 5:00 AM	0.1%	0.1%	0.1%
5:00 - 6:00 AM	0.3%	0.3%	0.3%
6:00 - 7:00 AM	0.7%	0.8%	0.5%
7:00 - 8:00 AM	2.7%	3.1%	2.3%
8:00 - 9:00 AM	3.3%	3.6%	3.0%
9:00 - 10:00 AM	4.4%	4.6%	4.3%
10:00 - 11:00 AM	5.7%	5.8%	5.6%
11:00 - 12:00 PM	7.9%	7.9%	7.8%
12:00 - 1:00 PM	8.5%	8.6%	8.3%
1:00 - 2:00 PM	8.3%	8.4%	8.1%
2:00 - 3:00 PM	8.3%	7.9%	8.6%
3:00 - 4:00 PM	8.3%	8.6%	8.1%
4:00 - 5:00 PM	9.3%	9.6%	9.0%
5:00 - 6:00 PM	9.4%	9.0%	9.8%
6:00 - 7:00 PM	6.1%	6.1%	6.1%
7:00 - 8:00 PM	5.6%	5.4%	5.8%
8:00 - 9:00 PM	4.2%	4.3%	4.0%
9:00 - 10:00 PM	3.8%	3.5%	4.1%
10:00 - 11:00 PM	2.0%	1.4%	2.6%
11:00 - 12:00 AM	0.5%	0.5%	0.6%
12:00 - 1:00 AM	0.3%	0.3%	0.4%
12:15 - 1:15 AM	0.3%	0.3%	0.3%
12:30 - 1:30 AM	0.3%	0.2%	0.3%
12:45 - 1:45 AM	0.2%	0.2%	0.2%
1:00 - 2:00 AM	0.2%	0.2%	0.2%
1:15 - 2:15 AM	0.1%	0.1%	0.2%
1:30 - 2:30 AM	0.1%	0.1%	0.1%
1:45 - 2:45 AM	0.1%	0.1%	0.1%
2:00 - 3:00 AM	0.1%	0.1%	0.1%
2:15 - 3:15 AM	0.1%	0.1%	0.1%
2:30 - 3:30 AM	0.0%	0.0%	0.0%

2:45 - 3:45 AM	0.1%	0.1%	0.1%
3:00 - 4:00 AM	0.1%	0.1%	0.1%
3:15 - 4:15 AM	0.1%	0.1%	0.1%
3:30 - 4:30 AM	0.1%	0.1%	0.1%
3:45 - 4:45 AM	0.1%	0.1%	0.1%
4:00 - 5:00 AM	0.1%	0.1%	0.1%
4:15 - 5:15 AM	0.2%	0.2%	0.1%
4:30 - 5:30 AM	0.2%	0.3%	0.2%
4:45 - 5:45 AM	0.2%	0.3%	0.2%
5:00 - 6:00 AM	0.3%	0.3%	0.3%
5:15 - 6:15 AM	0.4%	0.4%	0.3%
5:30 - 6:30 AM	0.4%	0.4%	0.4%
5:45 - 6:45 AM	0.5%	0.6%	0.5%
6:00 - 7:00 AM	0.7%	0.8%	0.5%
6:15 - 7:15 AM	1.1%	1.3%	1.0%
6:30 - 7:30 AM	1.5%	1.7%	1.2%
6:45 - 7:45 AM	2.0%	2.2%	1.8%
7:00 - 8:00 AM	2.7%	3.1%	2.3%
7:15 - 8:15 AM	3.1%	3.4%	2.7%
7:30 - 8:30 AM	3.4%	3.7%	3.1%
7:45 - 8:45 AM	3.4%	3.7%	3.0%
8:00 - 9:00 AM	3.3%	3.6%	3.0%
8:15 - 9:15 AM	3.2%	3.5%	3.0%
8:30 - 9:30 AM	3.5%	3.7%	3.2%
8:45 - 9:45 AM	3.8%	3.9%	3.6%
9:00 - 10:00 AM	4.4%	4.6%	4.3%
9:15 - 10:15 AM	4.8%	4.9%	4.6%
9:30 - 10:30 AM	5.1%	5.3%	4.9%
9:45 - 10:45 AM	5.6%	5.8%	5.5%
10:00 - 11:00 AM	5.7%	5.8%	5.6%
10:15 - 11:15 AM	6.6%	6.9%	6.3%
10:30 - 11:30 AM	6.9%	7.1%	6.7%
10:45 - 11:45 AM	7.2%	7.4%	7.1%
11:00 - 12:00 PM	7.9%	7.9%	7.8%
11:15 - 12:15 PM	8.0%	8.1%	8.0%
11:30 - 12:30 PM	8.5%	8.7%	8.3%
11:45 - 12:45 PM	8.6%	8.6%	8.7%
12:00 - 1:00 PM	8.5%	8.6%	8.3%
12:15 - 1:15 PM	8.2%	7.9%	8.4%
12:30 - 1:30 PM	7.7%	7.6%	7.8%
12:45 - 1:45 PM	7.8%	8.0%	7.5%

Bowman

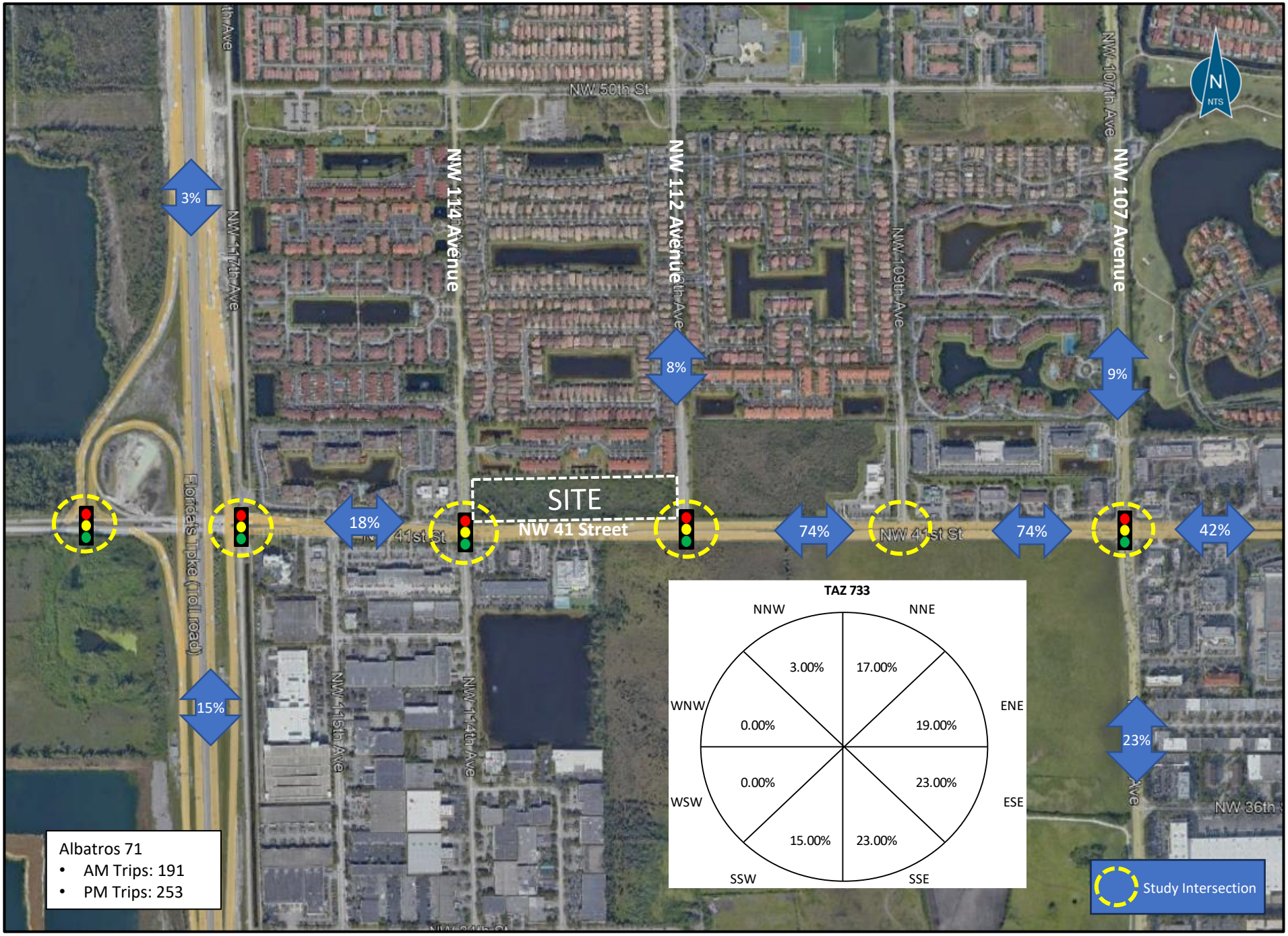
Attachment C

TAZ Data &
Distribution Aerial Photograph


N
NW 46th Ln
NW 44th Terrace
NW 114th Ave
NW 112th Ave
NW 41st St
Doral Blvd
NW 39th St
NW 114th Ave
TAZ 733
OGRGeoJSON:OBJECTID 1223
OGRGeoJSON:TAZ 00000733
OGRGeoJSON:WORKERS00 22
OGRGeoJSON:POP10 2380
OGRGeoJSON:SHAPE_Length 3731.552086
OGRGeoJSON:SHAPE_Area 870566.182995
TAZ 733
NNW
NNE
WNW
ENE
WSW
ESE
SSW
SSE
3.00%
17.00%
0.00%
19.00%
0.00%
23.00%
15.00%
23.00%

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
729	3629	Trips	206	206	329	286	297	68	17	104	1,531
729	3629	Percent	13.6	13.6	21.7	18.9	19.6	4.5	1.1	6.9	
730	3630	Trips	250	220	415	302	422	177	53	112	1,996
730	3630	Percent	12.8	11.3	21.3	15.5	21.6	9.0	2.7	5.7	
731	3631	Trips	517	596	813	813	681	19	142	298	4,043
731	3631	Percent	13.3	15.4	21.0	21.0	17.6	0.5	3.7	7.7	
732	3632	Trips	863	867	1,444	1,380	340	17	-	208	5,260
732	3632	Percent	16.9	16.9	28.2	27.0	6.6	0.3	-	4.1	
733	3633	Trips	657	803	931	996	595	26	0	138	4,206
733	3633	Percent	15.9	19.4	22.5	24.0	14.4	0.6	-	3.3	
734	3634	Trips	532	581	702	597	340	100	38	244	3,173
734	3634	Percent	17.0	18.5	22.4	19.0	10.8	3.2	1.2	7.8	
735	3635	Trips	722	684	766	699	1,015	154	138	316	4,610
735	3635	Percent	16.1	15.2	17.1	15.6	22.6	3.4	3.1	7.0	
736	3636	Trips	1,697	1,373	1,827	1,418	1,874	868	296	810	10,504
736	3636	Percent	16.7	13.5	18.0	14.0	18.4	8.5	2.9	8.0	
737	3637	Trips	210	194	246	220	246	18	5	111	1,250
737	3637	Percent	16.8	15.5	19.7	17.6	19.7	1.4	0.4	8.9	
738	3638	Trips	1,072	634	807	1,102	570	57	0	84	4,343
738	3638	Percent	24.8	14.7	18.7	25.5	13.2	1.3	-	2.0	
739	3639	Trips	168	172	225	204	131	10	11	46	966
739	3639	Percent	17.4	17.9	23.3	21.1	13.5	1.0	1.1	4.8	
740	3640	Trips	1,694	1,965	2,149	2,006	1,841	869	60	951	11,735
740	3640	Percent	14.7	17.0	18.6	17.4	16.0	7.5	0.5	8.3	
741	3641	Trips	984	889	1,179	697	1,262	612	86	485	6,358
741	3641	Percent	15.9	14.4	19.0	11.3	20.4	9.9	1.4	7.8	
742	3642	Trips	1,389	1,121	973	1,058	1,476	277	439	484	7,275
742	3642	Percent	19.3	15.5	13.5	14.7	20.5	3.8	6.1	6.7	
743	3643	Trips	2,026	1,818	1,612	1,335	1,850	999	869	824	11,561
743	3643	Percent	17.9	16.0	14.2	11.8	16.3	8.8	7.7	7.3	
744	3644	Trips	612	601	486	536	500	279	140	261	3,448
744	3644	Percent	17.9	17.6	14.2	15.7	14.6	8.2	4.1	7.6	
745	3645	Trips	508	630	487	467	554	260	266	311	3,503
745	3645	Percent	14.6	18.1	14.0	13.4	15.9	7.5	7.6	8.9	
746	3646	Trips	1,885	1,270	1,464	1,555	1,879	1,365	896	848	11,365
746	3646	Percent	16.9	11.4	13.1	13.9	16.8	12.2	8.0	7.6	
747	3647	Trips	632	509	426	291	584	339	160	209	3,161
747	3647	Percent	20.1	16.2	13.5	9.3	18.6	10.8	5.1	6.6	
748	3648	Trips	922	672	527	356	950	400	385	460	4,696
748	3648	Percent	19.7	14.4	11.3	7.6	20.3	8.6	8.2	9.9	
749	3649	Trips	1,677	1,314	810	659	1,498	752	635	1,068	8,585
749	3649	Percent	19.9	15.6	9.6	7.8	17.8	8.9	7.6	12.7	
750	3650	Trips	94	36	79	44	69	30	21	58	432
750	3650	Percent	21.8	8.4	18.4	10.1	16.1	7.0	4.8	13.5	
751	3651	Trips	1,985	2,126	1,446	1,303	2,050	1,602	1,153	1,717	13,747
751	3651	Percent	14.8	15.9	10.8	9.7	15.3	12.0	8.6	12.8	
752	3652	Trips	458	612	391	247	515	499	333	509	3,577
752	3652	Percent	12.9	17.2	11.0	6.9	14.4	14.0	9.3	14.3	
753	3653	Trips	651	712	409	250	736	645	309	693	4,416
753	3653	Percent	14.8	16.2	9.3	5.7	16.7	14.6	7.0	15.7	
754	3654	Trips	19,813	17,560	21,518	15,301	15,993	15,902	7,688	17,486	138,365
754	3654	Percent	15.1	13.4	16.4	11.7	12.2	12.1	5.9	13.3	

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
729	3629	Trips	249	239	389	323	304	51	11	150	1,732
729	3629	Percent	14.5	13.9	22.7	18.8	17.7	3.0	0.7	8.7	
730	3630	Trips	404	346	547	340	446	125	54	98	2,443
730	3630	Percent	17.1	14.7	23.2	14.4	18.9	5.3	2.3	4.2	
731	3631	Trips	802	801	1,149	836	870	31	68	239	4,935
731	3631	Percent	16.7	16.7	24.0	17.4	18.1	0.7	1.4	5.0	
732	3632	Trips	1,028	997	1,435	1,272	520	15	-	195	5,529
732	3632	Percent	18.8	18.3	26.3	23.3	9.5	0.3	-	3.6	
733	3633	Trips	809	879	1,120	973	682	18	2	108	4,712
733	3633	Percent	17.6	19.2	24.4	21.2	14.9	0.4	0.0	2.4	
734	3634	Trips	726	836	1,152	828	770	63	22	230	4,742
734	3634	Percent	15.7	18.1	24.9	17.9	16.6	1.4	0.5	5.0	
735	3635	Trips	1,095	1,008	1,264	967	1,284	188	81	304	6,472
735	3635	Percent	17.7	16.3	20.4	15.6	20.8	3.0	1.3	4.9	
736	3636	Trips	1,499	1,431	2,076	1,307	1,801	753	97	803	10,015
736	3636	Percent	15.4	14.7	21.3	13.4	18.4	7.7	1.0	8.2	
737	3637	Trips	291	322	288	298	415	17	7	101	1,768
737	3637	Percent	16.7	18.5	16.6	17.1	23.9	1.0	0.4	5.8	
738	3638	Trips	1,407	789	919	1,297	828	78	0	109	5,439
738	3638	Percent	25.9	14.5	16.9	23.9	15.3	1.4	-	2.0	
739	3639	Trips	209	203	315	347	245	14	12	46	1,390
739	3639	Percent	15.0	14.6	22.7	24.9	17.6	1.0	0.9	3.3	
740	3640	Trips	2,241	2,423	2,600	2,497	2,229	1,067	50	860	14,254
740	3640	Percent	16.0	17.4	18.6	17.9	16.0	7.6	0.4	6.2	
741	3641	Trips	1,181	1,308	1,490	948	1,410	825	55	532	7,972
741	3641	Percent	15.2	16.9	19.2	12.2	18.2	10.6	0.7	6.9	
742	3642	Trips	2,332	2,205	2,003	1,684	2,465	441	1,041	872	13,375
742	3642	Percent	17.9	16.9	15.4	12.9	18.9	3.4	8.0	6.7	
743	3643	Trips	1,935	2,112	1,787	1,488	2,028	756	952	844	12,037
743	3643	Percent	16.3	17.8	15.0	12.5	17.0	6.4	8.0	7.1	
744	3644	Trips	785	753	622	577	664	344	258	347	4,374
744	3644	Percent	18.0	17.3	14.3	13.3	15.3	7.9	5.9	8.0	
745	3645	Trips	796	929	631	534	850	405	297	451	4,910
745	3645	Percent	16.3	19.0	12.9	10.9	17.4	8.3	6.1	9.2	
746	3646	Trips	1,939	1,625	1,659	1,661	1,943	1,259	938	1,026	12,279
746	3646	Percent	16.1	13.5	13.8	13.8	16.1	10.5	7.8	8.5	
747	3647	Trips	723	721	598	480	780	310	234	375	4,233
747	3647	Percent	17.1	17.1	14.2	11.4	18.5	7.3	5.6	8.9	
748	3648	Trips	925	813	933	606	1,036	370	472	636	5,811
748	3648	Percent	16.0	14.1	16.1	10.5	17.9	6.4	8.2	11.0	
749	3649	Trips	1,660	1,646	1,413	913	1,821	988	831	1,403	10,796
749	3649	Percent	15.6	15.4	13.2	8.6	17.1	9.3	7.8	13.1	
750	3650	Trips	59	70	104	44	81	42	33	67	500
750	3650	Percent	11.8	13.9	20.7	8.9	16.3	8.3	6.6	13.5	
751	3651	Trips	1,966	2,434	1,919	1,389	2,530	1,689	1,339	2,033	15,704
751	3651	Percent	12.9	15.9	12.5	9.1	16.5	11.0	8.8	13.3	
752	3652	Trips	1,073	1,312	1,067	600	1,533	1,205	848	1,294	9,032
752	3652	Percent	12.0	14.7	12.0	6.7	17.2	13.5	9.5	14.5	
753	3653	Trips	791	1,075	602	297	964	887	458	1,002	6,108
753	3653	Percent	13.0	17.7	9.9	4.9	15.9	14.6	7.5	16.5	
754	3654	Trips	24,420	25,355	33,077	21,756	22,758	19,473	12,587	23,592	190,277
754	3654	Percent	13.3	13.9	18.1	11.9	12.4	10.6	6.9	12.9	


NW 50th St
NW 107th Ave
NW 114 Avenue
NW 112 Avenue
NW 107 Avenue
NW 117th Ave
NW 109th Ave
3%
8%
9%
SITE
NW 41 Street
18%
74%
74%
42%
Florida's Tpke (Toll road)
15%
23%
NW 115th Ave
NW 114th Ave
NW 36th
TAZ 733
NNW
NNE
3.00%
17.00%
WNW
ENE
0.00%
19.00%
0.00%
23.00%
WSW
ESE
15.00%
23.00%
SSW
SSE
N
NTS
Albatros 71
• AM Trips: 191
• PM Trips: 253
Study Intersection

Bowman

Coordination with MDC

From: Natalia Lercari
To: Natalia Lercari
Subject: FW: Albatros 71 - Recent geometric and signal changes to NW 41 St at NW 109 Ave and NW 112 Ave - Input needed for City
Date: Thursday, June 11, 2026 7:22:59 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png
image007.png
image008.png

Emails below from Anamersy.

NATALIA LERCARI, PE
Branch Manager | **BOWMAN**
2090 Palm Beach Lakes Blvd, Suite 400, West Palm Beach, FL 33409
O: (561) 840-8650 | D: (561) 840-8650
nlercari@bowman.com | bowman.com

From: Arce, Anamersy (DTPW) <anamersy.arce@miamidade.gov>
Sent: Wednesday, June 10, 2026 3:29 PM
To: Natalia Lercari <nlercari@bowman.com>
Subject: [EXTERNAL] RE: Albatros 71 - Recent geometric and signal changes to NW 41 St at NW 109 Ave and NW 112 Ave - Input needed for City

Hi Natalia,

Yes, correct, then the eastbound left-turn lane may be extended.

Thank you,

Anamersy Arce
Traffic Engineer III
Traffic Engineering Division
Department of Transportation and Public Works
Miami-Dade County
111 NW 1st Street, Suite 1510, Miami Florida 33128-1970
Tel. (305) 375 – 1179 Fax (305) 372 – 6064
Email: Anamersy.Arce@miamidade.gov

From: Natalia Lercari <nlercari@bowman.com>
Sent: Wednesday, June 10, 2026 2:13 PM
To: Arce, Anamersy (DTPW) <anamersy.arce@miamidade.gov>
Subject: RE: Albatros 71 - Recent geometric and signal changes to NW 41 St at NW 109 Ave and NW 112 Ave - Input needed for City

Hi Anamersy,

The aerial you have is old. see below. I don't think that condition exists any longer.



Thanks,

NATALIA LERCARI, PE
Branch Manager | **BOWMAN**
2090 Palm Beach Lakes Blvd, Suite 400, West Palm Beach, FL 33409
O: (561) 840-8650 | D: (561) 840-8650
nlercari@bowman.com | bowman.com

From: Arce, Anamersy (DTPW) <anamersy.arce@miamidade.gov>
Sent: Wednesday, June 10, 2026 2:07 PM
To: Natalia Lercari <nlercari@bowman.com>
Subject: [EXTERNAL] RE: Albatros 71 - Recent geometric and signal changes to NW 41 St at NW 109 Ave and NW 112 Ave - Input needed for City

Hi Natalia,

I do not have any objections to extending the eastbound left-turn lane at the intersection of NW 41 Street and NW 109 Avenue; however, please ensure that the existing merge lane west of the intersection is not modified due to the extension of the eastbound left-turn lane.



Please let me know if you have any questions.

Thank you,

Anamersy Arce
Traffic Engineer III
Traffic Engineering Division
Department of Transportation and Public Works
Miami-Dade County
111 NW 1st Street, Suite 1510, Miami Florida 33128-1970
Tel. (305) 375 – 1179 Fax (305) 372 – 6064
Email: Anamersy.Arce@miamidade.gov

From: Natalia Lercari <nlercari@bowman.com>
Sent: Wednesday, June 10, 2026 1:32 PM
To: Arce, Anamersy (DTPW) <anamersy.arce@miamidade.gov>
Cc: Natalia Lercari <nlercari@bowman.com>
Subject: Albatros 71 - Recent geometric and signal changes to NW 41 St at NW 109 Ave and NW 112 Ave - Input needed for City

Good Afternoon Anamersy,

Thank you for reviewing the Albatros project. The county has accepted all the traffic responses but there are some outstanding site plan comments that I sent on to the team.

Regarding traffic though, we have provided the signal timing and plans for the NW 41 Street/NW 109th Avenue and NW 41 Street/NW 112th Avenue intersections to the City in our revised study.

Two of the City's comments from Javier Rodriguez are below:

- Coordinate with Miami-Dade County Traffic Signals and Signs Division and Traffic Engineering Division for:
  - Shared thru/left-turn operations for southbound approach at NW 112th Avenue and NW 41st Street intersection.
  - Additional storage for eastbound left-turn at NW 109th Avenue and NW 41st Street intersection.

We already coordinated with Signals and Signs Division regarding the NW 112 Avenue/NW 41 Street intersection comment.

For the second comment at the NW 109 Avenue/NW 41 Street intersection, Javier wanted me specifically to follow up with you and see if you would have any concerns or if you would be ok if the City required the extension of the eastbound left turn lane?

Thanks,

NATALIA LERCARI, PE
Branch Manager | **BOWMAN**
2090 Palm Beach Lakes Blvd, Suite 400, West Palm Beach, FL 33409
O: (561) 840-8650 | D: (561) 840-8650
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From: Iribar, Radames (DTPW) <Radames.Iribar@miamidade.gov>
Sent: Wednesday, April 8, 2026 10:36 AM
To: Natalia Lercari <nlercari@bowman.com>; Hernandez, Maria (DTPW) <Maria.Hernandez5@miamidade.gov>; Legcevic, Evelin (DTPW) <Evelin.Legcevic@miamidade.gov>; Ugan, Jorge A. (DTPW) <Jorge.Ugan@miamidade.gov>
Cc: Jayisha Das Jaya <jjaya@bowman.com>; Zapata, Erick (DTPW) <Erick.Zapate@miamidade.gov>
Subject: [EXTERNAL] RE: Signal Timing and Phase Diagram - NW 41 St at NW 109 Ave (6457)(8195)

Good morning, Natalia,

For a long time, we are facing an issue with the Centracs reports, not the timing.
I don't know the answer to your question.
Copied in this email the TSS managers who maybe can provide the info or the response..
Thanks

Radames Iribar, P.E.
Traffic Engineer 2, Traffic Signals and Signs Division
Miami-Dade County Department of Transportation and Public Works
7100 NW 36th Street
Miami, Florida 33166

From: Iribar, Radames (DTPW)
To: Natalia Lercari
Cc: Jayisha Das Jaya; Zapata, Erick (DTPW); Hernandez, Maria (DTPW); Ugan, Jorge A. (DTPW); Legcevic, Evelin (DTPW)
Subject: [EXTERNAL] RE: Recent geometric and signal changes to NW 41 St at NW 109 Ave and NW 112 Ave - Input needed for City
Date: Tuesday, June 9, 2026 12:50:28 PM
Attachments: image007.png
image008.png
image009.png
image010.png
image011.png
image012.png
image013.png

Good afternoon, Natalia,

Responses below
Thanks

Radames Iribar, P.E.
Traffic Engineer 2, Traffic Signals and Signs Division
Miami-Dade County Department of Transportation and Public Works
7100 NW 36th Street
Miami, Florida 33166
305-679-0036 Phone
786-493-4397 Cell

miamidade.gov/transportation
Connect With Us on Twitter | Facebook | Instagram

From: Natalia Lercari <nlercari@bowman.com>
Sent: Monday, June 8, 2026 3:40 PM
To: Iribar, Radames (DTPW) <Radames.Iribar@miamidade.gov>; Hernandez, Maria (DTPW) <Maria.Hernandez5@miamidade.gov>; Legcevic, Evelin (DTPW) <Evelin.Legcevic@miamidade.gov>; Ugan, Jorge A. (DTPW) <Jorge.Ugan@miamidade.gov>
Cc: Jayisha Das Jaya <jjaya@bowman.com>; Zapata, Erick (DTPW) <Erick.Zapate@miamidade.gov>; Natalia Lercari <nlercari@bowman.com>
Subject: Recent geometric and signal changes to NW 41 St at NW 109 Ave and NW 112 Ave - Input needed for City

Good Afternoon Radames,

We have provided the signal timing and plans for the NW 41 Street/NW 109th Avenue and NW 41 Street/NW 112th Avenue intersections to the City in our revised study (Albatros).

Two of the City's comments from Javier Rodriguez are below:

- Coordinate with Miami-Dade County Traffic Signals and Signs Division and Traffic Engineering Division for:
  - Shared thru/left-turn operations for southbound approach at NW 112th Avenue and NW 41st Street intersection.
  - Additional storage for eastbound left-turn at NW 109th Avenue and NW 41st Street intersection.

For his first comment, he is wondering why a shared through plus left turn lane was not considered for the southbound approach or even dual lefts turns and a shared through plus right at NW 41 Street and NW 112 Avenue? Below on the left is an aerial of the geometry prior to the south leg being constructed. There were two left turn lanes. The plan on the right is what is now constructed and only shows one left turn lane southbound. Shared lanes require splits operation that negatively affect the amount of green time that can be allocate to main street. Was shared because was a T intersection.
The first comment I sent to the EOR 08/04/2022, see below, was not taken into account:
Sheet R-802
NW 112 Av & NW 41 St 6457

1. Consider, if possible, the SBLT dual lane, like current operation, this is an extremely busy movement during AM peak and in our opinion one PP lane will be unable to handle it.

Consider contacting the EOR for the answer.

For his second comment, he is wondering why additional storage was not provided for the eastbound left turn at the NW 41 Street/NW 109 Avenue intersection. Consider contacting the EOR for the answer. Can additional storage be provided here? The additional storage space requires redesigning and reconstructing that intersection leg. The City of Doral may request a study from the TED; if approved, the corresponding procedure will be followed.
Please let us know what response we should provide the City.

Bowman

Appendix B

Traffic Data

(TMC, 72-Hour ATR Data, PSCF, Transportation Master Plan Roadway Improvements, Committed Development, Growth Rate Calculations, TAZ, Trolley Routes, FDOT 2023 Multimodal Quality LOS Handbook Tables)

Bowman

TMC

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Florida's Tpke Toll Rd SB Off-Ramp & NW 41st St
City: Doral
Control: Signalized

Project ID: 25-570017-001
Date: 2/11/2025

Data - Total

NS/EW Streets:	Florida's Tpke Toll Rd SB Off-Ramp				Florida's Tpke Toll Rd SB Off-Ramp				NW 41st St				NW 41st St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	368	0	54	0	0	66	0	0	0	38	0	2	528
7:15 AM	0	0	0	0	290	0	54	0	0	76	0	0	0	38	0	0	458
7:30 AM	0	0	0	0	284	0	69	0	0	77	0	0	0	47	0	0	477
7:45 AM	0	0	0	0	353	0	71	0	0	39	0	0	0	41	0	1	505
8:00 AM	0	0	0	0	365	0	77	0	0	48	0	0	0	37	0	1	528
8:15 AM	0	0	0	0	321	0	60	0	0	66	0	0	0	44	0	0	491
8:30 AM	0	0	0	0	317	0	68	0	0	62	0	0	0	53	0	0	500
8:45 AM	0	0	0	0	267	0	59	0	0	50	0	0	0	39	0	1	416
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	2565	0	512	0	0	484	0	0	0	337	0	5	3903
APPROACH %'s :					83.36%	0.00%	16.64%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	98.54%	0.00%	1.46%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1356	0	276	0	0	215	0	0	0	175	0	2	2024
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.929	0.000	0.896	0.000	0.000	0.814	0.000	0.000	0.000	0.825	0.000	0.500	0.958
					0.923				0.814				0.835				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	121	0	30	0	0	58	0	0	0	28	0	1	238
11:15 AM	0	0	0	0	101	0	35	0	0	52	0	0	0	37	0	3	228
11:30 AM	0	0	0	0	114	0	37	0	0	52	0	0	0	33	0	0	236
11:45 AM	0	0	0	0	132	0	47	0	0	46	0	0	0	35	0	0	260
12:00 PM	0	0	0	0	108	0	31	0	0	58	0	0	0	52	0	0	249
12:15 PM	0	0	0	0	88	0	33	0	0	64	0	0	0	42	0	3	230
12:30 PM	0	0	0	0	79	0	35	0	0	66	0	0	0	32	0	2	214
12:45 PM	0	0	0	0	88	0	26	0	0	63	0	0	0	44	0	2	223
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	831	0	274	0	0	459	0	0	0	303	0	11	1878
APPROACH %'s :					75.20%	0.00%	24.80%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	96.50%	0.00%	3.50%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	442	0	148	0	0	220	0	0	0	162	0	3	975
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.837	0.000	0.787	0.000	0.000	0.859	0.000	0.000	0.000	0.779	0.000	0.250	0.938
					0.824				0.859				0.793				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	91	0	24	0	0	69	0	0	0	43	0	2	229
4:15 PM	0	0	0	0	102	0	27	0	0	61	0	0	0	41	0	0	231
4:30 PM	0	0	0	0	84	0	26	0	0	74	0	0	0	36	0	1	221
4:45 PM	0	0	0	0	99	0	25	0	0	87	0	0	0	45	0	1	257
5:00 PM	0	0	0	0	76	0	23	0	0	101	0	0	0	45	0	2	247
5:15 PM	0	0	0	0	117	0	18	0	0	96	0	0	0	50	0	0	281
5:30 PM	0	0	0	0	115	0	16	0	0	102	0	0	0	50	0	0	283
5:45 PM	0	0	0	0	99	0	25	0	0	105	0	0	0	36	0	0	265
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	783	0	184	0	0	695	0	0	0	346	0	6	2014
APPROACH %'s :					80.97%	0.00%	19.03%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	98.30%	0.00%	1.70%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	407	0	82	0	0	404	0	0	0	181	0	2	1076
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.870	0.000	0.820	0.000	0.000	0.962	0.000	0.000	0.000	0.905	0.000	0.250	0.951
					0.906				0.962				0.915				

Nationwide Traffic Data, LLC

Florida's Tpke Toll Rd SB Off-Ramp & NW 41st St

Peak Hour Turning Movement Count

ID: 25-570017-001
City: Doral

Day: Tuesday
Date: 2/11/2025

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	11:30 AM - 12:30 PM
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	11:00 AM - 01:00 PM
PM	4:00 PM - 06:00 PM

SOUTHBOUND — Florida's Tpke Toll Rd SB Off-Ramp

AM	276	0	1356	0	0	AM
NOON	148	0	442	0	0	NOON
PM	82	0	407	0	0	PM

EASTBOUND — NW 41st St

AM	NOON	PM	
451	310	263	⇦
0	0	0	0 ↶
0	0	0	0 ↱
215	220	404	0 →
0	0	0	0 ↷
AM	NOON	PM	

WESTBOUND — NW 41st St

PM	NOON	AM	
0	0	0	0 ↶
181	162	175	0 ←
0	0	0	0 ↰
2	3	2	0 ↩
813	665	1573	⇨
PM	NOON	AM	

CONTROL

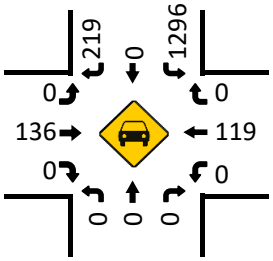
Signalized

TEV	2024 AM	975 NOON	1076 PM
PHF	0.96	0.94	0.95

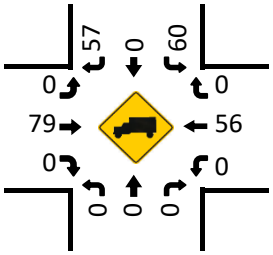
NORTHBOUND — Florida's Tpke Toll Rd SB Off-Ramp

PM	0	0	0	0	PM
NOON	0	0	0	0	NOON
AM	0	0	0	0	AM

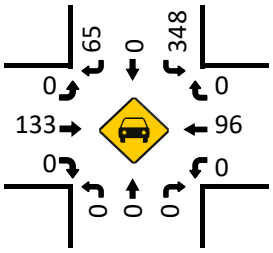
Cars (AM)



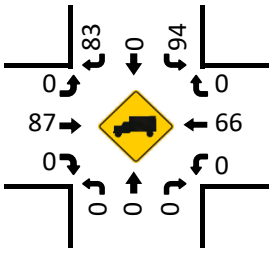
HT (AM)



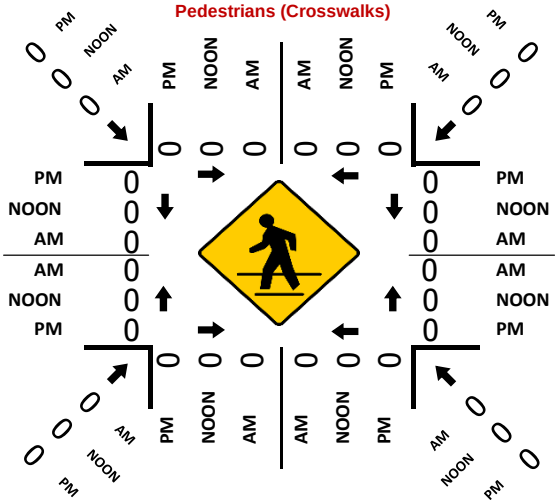
Cars (NOON)



HT (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
0

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Florida's Tpke Toll Rd NB Ramps & NW 41st St/Doral Blvd
City: Doral
Control: Signalized

Project ID: 25-570017-002
Date: 2/11/2025

Data - Total

NS/EW Streets:	Florida's Tpke Toll Rd NB Ramps				Florida's Tpke Toll Rd NB Ramps				NW 41st St/Doral Blvd				NW 41st St/Doral Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	23	0	273	0	0	0	0	0	27	352	0	0	0	76	64	0	815
7:15 AM	16	0	217	0	0	0	0	0	31	359	0	0	0	116	84	0	823
7:30 AM	26	0	255	0	0	0	0	0	32	309	0	0	0	140	90	0	852
7:45 AM	24	0	269	0	0	0	0	0	11	366	0	0	0	112	83	0	865
8:00 AM	16	0	245	0	0	0	0	0	14	372	0	0	0	146	76	0	869
8:15 AM	20	0	272	0	0	0	0	0	20	335	0	0	0	149	104	0	900
8:30 AM	29	0	229	0	0	0	0	0	15	320	0	0	0	158	76	0	827
8:45 AM	20	0	230	0	0	0	0	0	23	314	0	0	0	114	60	0	761
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	174	0	1990	0	0	0	0	0	173	2727	0	0	0	1011	637	0	6712
APPROACH %'s :	8.04%	0.00%	91.96%	0.00%					5.97%	94.03%	0.00%	0.00%	0.00%	61.35%	38.65%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	86	0	1041	0	0	0	0	0	77	1382	0	0	0	547	353	0	3486
PEAK HR FACTOR :	0.827	0.000	0.957	0.000	0.000	0.000	0.000	0.000	0.602	0.929	0.000	0.000	0.000	0.918	0.849	0.000	0.968
	0.962								0.945				0.889				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	21	0	73	0	0	0	0	0	14	121	0	0	0	120	74	0	423
11:15 AM	18	0	99	0	0	0	0	0	26	129	0	0	0	84	59	0	415
11:30 AM	21	0	122	0	0	0	0	0	12	134	0	0	0	117	55	0	461
11:45 AM	22	0	127	0	0	0	0	0	15	149	0	0	0	105	76	0	494
12:00 PM	30	0	103	0	0	0	0	0	14	131	0	1	0	130	89	0	498
12:15 PM	12	0	114	0	0	0	0	0	15	114	0	0	0	150	83	0	488
12:30 PM	13	0	140	0	0	0	0	0	21	109	0	0	0	154	87	0	524
12:45 PM	21	0	144	0	0	0	0	0	27	106	0	0	0	112	71	0	481
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	158	0	922	0	0	0	0	0	144	993	0	1	0	972	594	0	3784
APPROACH %'s :	14.63%	0.00%	85.37%	0.00%					12.65%	87.26%	0.00%	0.09%	0.00%	62.07%	37.93%	0.00%	
PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	77	0	484	0	0	0	0	0	65	503	0	1	0	539	335	0	2004
PEAK HR FACTOR :	0.642	0.000	0.864	0.000	0.000	0.000	0.000	0.000	0.774	0.844	0.000	0.250	0.000	0.875	0.941	0.000	0.956
	0.917								0.867				0.907				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	0	147	0	0	0	0	0	39	106	0	0	0	262	150	0	711
4:15 PM	8	0	98	0	0	0	0	0	27	131	0	0	0	321	204	0	789
4:30 PM	7	0	120	0	0	0	0	0	31	103	0	0	0	246	192	0	699
4:45 PM	5	0	109	0	0	0	0	0	42	130	0	0	0	291	151	0	728
5:00 PM	9	0	143	0	0	0	0	0	29	121	0	0	0	283	159	0	744
5:15 PM	6	0	145	0	0	0	0	0	44	161	0	0	0	311	158	0	825
5:30 PM	9	0	208	0	0	0	0	0	52	166	0	0	0	268	115	0	818
5:45 PM	7	0	174	0	0	0	0	0	24	141	0	0	0	244	101	0	691
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	58	0	1144	0	0	0	0	0	288	1059	0	0	0	2226	1230	0	6005
APPROACH %'s :	4.83%	0.00%	95.17%	0.00%					21.38%	78.62%	0.00%	0.00%	0.00%	64.41%	35.59%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	29	0	605	0	0	0	0	0	167	578	0	0	0	1153	583	0	3115
PEAK HR FACTOR :	0.806	0.000	0.727	0.000	0.000	0.000	0.000	0.000	0.803	0.870	0.000	0.000	0.000	0.927	0.917	0.000	0.944
	0.730								0.854				0.925				

Nationwide Traffic Data, LLC

Florida's Tpke Toll Rd NB Ramps & NW 41st St/Doral Blvd

Peak Hour Turning Movement Count

ID: 25-570017-002
City: Doral

Day: Tuesday
Date: 2/11/2025

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	11:45 AM - 12:45 PM
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	11:00 AM - 01:00 PM
PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	3486	2004	3115
PHF	0.97	0.96	0.94

SOUTHBOUND — Florida's Tpke Toll Rd NB Ramps

AM	0	0	0	0	430	AM
NOON	0	0	0	0	400	NOON
PM	0	0	0	0	750	PM

EASTBOUND — NW 41st St/Doral Blvd

AM	NOON	PM	
633	617	1182	⇦
0	1	0	↰ 0
77	65	167	↱ 0
1382	503	578	→ 0
0	0	0	↴ 0
AM	NOON	PM	

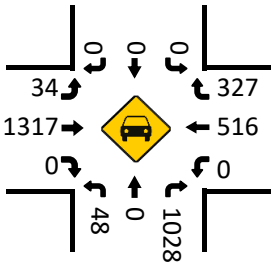
WESTBOUND — NW 41st St/Doral Blvd

PM	NOON	AM	
583	335	353	↰ 0
1153	539	547	← 0
0	0	0	↶ 0
0	0	0	↩ 0
1183	987	2423	⇨
PM	NOON	AM	

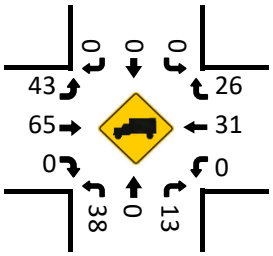
NORTHBOUND — Florida's Tpke Toll Rd NB Ramps

PM	0	0	29	0	605	PM
NOON	0	0	77	0	484	NOON
AM	0	0	86	0	1041	AM

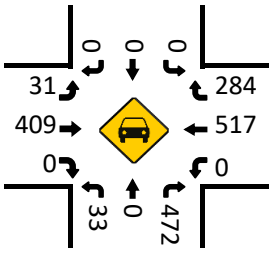
Cars (AM)



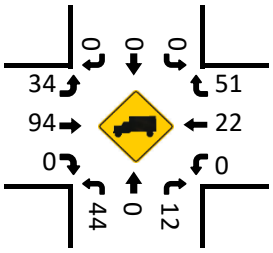
HT (AM)



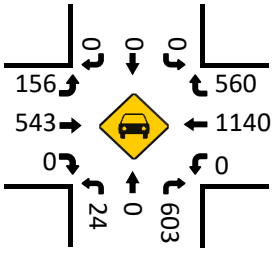
Cars (NOON)



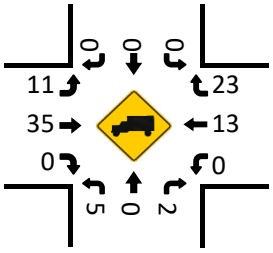
HT (NOON)



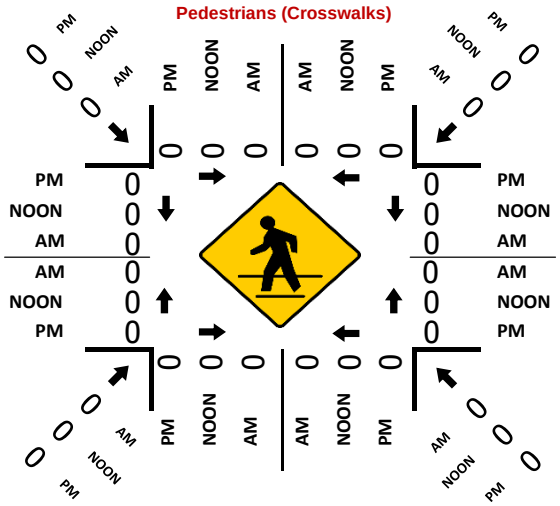
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 114th Ave & NW 41st St/Doral Blvd
City: Doral
Control: Signalized

Project ID: 25-570017-003
Date: 2/11/2025

Data - Total

NS/EW Streets:	NW 114th Ave				NW 114th Ave				NW 41st St/Doral Blvd				NW 41st St/Doral Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	30	18	1	67	166	45	0	29	422	24	6	40	117	26	0	996
7:15 AM	6	58	23	1	69	107	34	0	31	431	17	3	35	167	24	0	1006
7:30 AM	13	43	27	1	73	90	53	0	37	402	22	7	34	180	24	1	1007
7:45 AM	14	34	20	0	67	140	38	0	49	375	31	5	43	176	21	0	1013
8:00 AM	13	39	19	2	53	155	38	0	52	381	41	7	50	188	27	0	1065
8:15 AM	17	76	32	0	54	114	63	0	46	331	27	9	55	220	35	0	1079
8:30 AM	16	66	23	1	62	93	45	0	38	372	25	9	46	193	26	1	1016
8:45 AM	14	33	17	1	55	97	29	0	41	385	31	10	49	146	25	0	933
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	98	379	179	7	500	962	345	0	323	3099	218	56	352	1387	208	2	8115
APPROACH %'s :	14.78%	57.16%	27.00%	1.06%	27.67%	53.24%	19.09%	0.00%	8.74%	83.85%	5.90%	1.52%	18.06%	71.16%	10.67%	0.10%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	60	215	94	3	236	502	184	0	185	1459	124	30	194	777	109	1	4173
PEAK HR FACTOR :	0.882	0.707	0.734	0.375	0.881	0.810	0.730	0.000	0.889	0.957	0.756	0.833	0.882	0.883	0.779	0.250	0.967
	0.744				0.937				0.935				0.872				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	19	15	23	0	43	43	37	0	37	251	13	9	26	174	26	1	717
11:15 AM	11	19	23	2	37	47	37	0	25	171	18	6	34	108	24	0	562
11:30 AM	10	17	14	1	34	48	37	0	32	200	26	1	29	150	29	0	628
11:45 AM	17	14	16	4	39	41	31	0	41	227	24	10	34	155	17	1	671
12:00 PM	27	34	44	1	39	58	57	0	32	197	17	2	37	173	24	0	742
12:15 PM	17	28	22	0	32	35	46	0	40	219	25	11	50	191	41	0	757
12:30 PM	19	28	29	3	32	37	50	0	30	256	20	7	43	175	34	1	764
12:45 PM	17	22	34	2	41	45	31	0	41	212	17	7	37	154	24	0	684
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	137	177	205	13	297	354	326	0	278	1733	160	53	290	1280	219	3	5525
APPROACH %'s :	25.75%	33.27%	38.53%	2.44%	30.40%	36.23%	33.37%	0.00%	12.50%	77.92%	7.19%	2.38%	16.18%	71.43%	12.22%	0.17%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	80	112	129	6	144	175	184	0	143	884	79	27	167	693	123	1	2947
PEAK HR FACTOR :	0.741	0.824	0.733	0.500	0.878	0.754	0.807	0.000	0.872	0.863	0.790	0.614	0.835	0.907	0.750	0.250	0.964
	0.771				0.817				0.905				0.872				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	33	83	46	1	44	82	40	0	45	180	17	4	59	335	36	1	1006
4:15 PM	34	57	36	0	42	68	38	1	37	197	16	2	45	463	58	1	1095
4:30 PM	31	97	38	1	42	85	60	0	41	166	19	2	43	322	44	0	991
4:45 PM	27	66	36	1	45	70	33	0	37	212	10	4	42	375	50	0	1008
5:00 PM	47	124	59	2	52	95	56	0	48	203	16	1	47	299	34	0	1083
5:15 PM	28	109	38	1	32	76	28	1	39	253	16	3	34	407	52	2	1119
5:30 PM	37	125	50	1	43	93	56	0	52	268	10	1	43	315	47	0	1141
5:45 PM	22	83	51	0	42	89	34	0	45	306	15	6	53	327	71	0	1144
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	259	744	354	7	342	658	345	2	344	1785	119	23	366	2843	392	4	8587
APPROACH %'s :	18.99%	54.55%	25.95%	0.51%	25.39%	48.85%	25.61%	0.15%	15.15%	78.60%	5.24%	1.01%	10.15%	78.86%	10.87%	0.11%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	134	441	198	4	169	353	174	1	184	1030	57	11	177	1348	204	2	4487
PEAK HR FACTOR :	0.713	0.882	0.839	0.500	0.813	0.929	0.777	0.250	0.885	0.842	0.891	0.458	0.835	0.828	0.718	0.250	0.981
	0.837				0.858				0.862				0.874				

Nationwide Traffic Data, LLC

NW 114th Ave & NW 41st St/Doral Blvd

Peak Hour Turning Movement Count

ID: 25-570017-003
City: Doral

Day: Tuesday
Date: 2/11/2025

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
12:00 PM - 01:00 PM	11:00 AM - 01:00 PM
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (NW 114th Ave)

AM	184	502	236	0	509	AM
NOON	184	175	144	0	378	NOON
PM	174	353	169	1	830	PM

EASTBOUND (NW 41st St/Doral Blvd)

AM	NOON	PM		
1051	984	1667	⇦	
30	27	11	↶	0
185	143	184	↱	0
1459	884	1030	→	0
124	79	57	↷	0
AM	NOON	PM		

WESTBOUND (NW 41st St/Doral Blvd)

PM	NOON	AM		
204	123	109	↶	0
1348	693	777	←	0
177	167	194	↰	0
2	1	1	↷	0
1399	1158	1790	⇨	
PM	NOON	AM		

NORTHBOUND (NW 114th Ave)

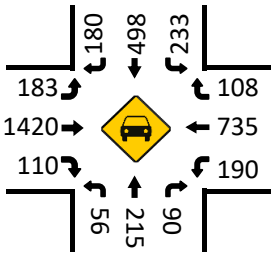
PM	591	4	134	441	198	PM
NOON	427	6	80	112	129	NOON
AM	823	3	60	215	94	AM

CONTROL

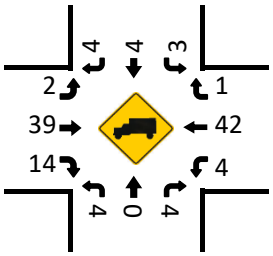
Signalized

TEV	4173 AM	2947 NOON	4487 PM
PHF	0.97	0.96	0.98

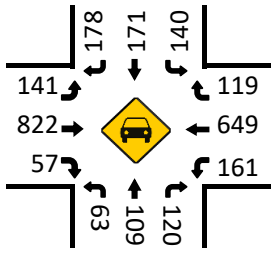
Cars (AM)



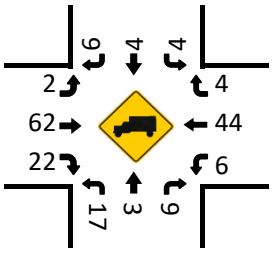
HT (AM)



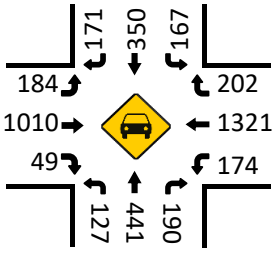
Cars (NOON)



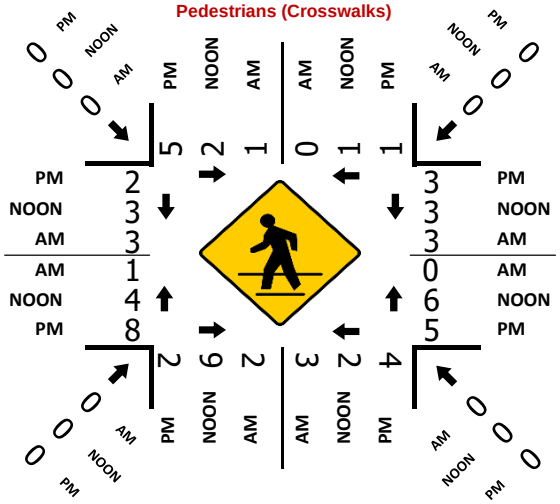
HT (NOON)



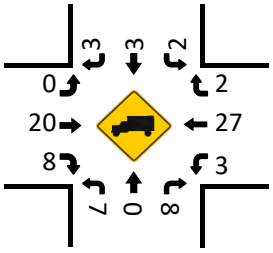
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 112th Ave & NW 41st St/Doral Blvd
City: Doral
Control: Signalized

Project ID: 25-570017-004
Date: 2/11/2025

Data - Total

NS/EW Streets:	NW 112th Ave				NW 112th Ave				NW 41st St/Doral Blvd				NW 41st St/Doral Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	94	0	34	0	42	466	0	2	0	168	56	0	862
7:15 AM	0	0	0	0	99	0	57	0	23	506	0	2	0	180	25	0	892
7:30 AM	0	0	0	0	61	0	32	0	35	476	0	6	0	250	26	0	886
7:45 AM	0	0	0	0	102	0	42	0	40	431	0	13	0	240	29	0	897
8:00 AM	0	0	0	0	98	0	72	0	45	417	0	16	0	272	31	0	951
8:15 AM	0	0	0	0	67	0	53	0	43	411	0	30	0	292	22	0	918
8:30 AM	0	0	0	0	61	0	41	0	33	481	0	12	0	214	15	1	858
8:45 AM	0	0	0	0	74	0	41	0	26	448	0	3	0	200	22	0	814
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	656	0	372	0	287	3636	0	84	0	1816	226	1	7078
APPROACH %'s :					63.81%	0.00%	36.19%	0.00%	7.16%	90.74%	0.00%	2.10%	0.00%	88.89%	11.06%	0.05%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	328	0	199	0	163	1735	0	65	0	1054	108	0	3652
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.804	0.000	0.691	0.000	0.906	0.911	0.000	0.542	0.000	0.902	0.871	0.000	0.960
					0.775				0.949				0.925				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	22	0	17	0	16	306	0	1	0	201	17	0	580
11:15 AM	0	0	0	0	23	0	12	0	17	235	0	1	0	179	13	0	480
11:30 AM	0	0	0	0	18	0	19	0	15	223	0	1	0	193	16	0	485
11:45 AM	0	0	0	0	40	0	26	0	18	280	0	0	0	181	18	0	563
12:00 PM	0	0	0	0	28	0	31	0	14	269	0	6	0	233	25	1	607
12:15 PM	0	0	0	0	29	0	25	0	17	252	0	6	0	248	35	1	613
12:30 PM	0	0	0	0	25	0	24	0	15	306	0	6	0	222	35	1	634
12:45 PM	0	0	0	0	31	0	17	0	29	264	0	3	0	223	25	1	593
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	216	0	171	0	141	2135	0	24	0	1680	184	4	4555
APPROACH %'s :					55.81%	0.00%	44.19%	0.00%	6.13%	92.83%	0.00%	1.04%	0.00%	89.94%	9.85%	0.21%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	113	0	97	0	75	1091	0	21	0	926	120	4	2447
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.911	0.000	0.782	0.000	0.647	0.891	0.000	0.875	0.000	0.933	0.857	1.000	0.965
					0.890				0.907				0.924				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	20	0	52	0	44	254	0	12	0	437	39	0	858
4:15 PM	0	0	0	0	39	0	44	0	26	258	0	3	0	505	52	0	927
4:30 PM	0	0	0	0	36	0	48	0	35	247	0	8	0	391	38	0	803
4:45 PM	0	0	0	0	40	0	48	0	32	279	0	9	0	414	57	1	880
5:00 PM	0	0	0	0	26	0	33	0	49	270	0	6	0	387	45	0	816
5:15 PM	0	0	0	0	29	0	44	0	33	312	0	8	0	435	50	0	911
5:30 PM	0	0	0	0	34	0	45	0	48	326	0	7	0	404	61	0	925
5:45 PM	0	0	0	0	46	0	49	0	40	360	0	1	0	395	59	0	950
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	270	0	363	0	307	2306	0	54	0	3368	401	1	7070
APPROACH %'s :					42.65%	0.00%	57.35%	0.00%	11.51%	86.46%	0.00%	2.02%	0.00%	89.34%	10.64%	0.03%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	135	0	171	0	170	1268	0	22	0	1621	215	0	3602
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.734	0.000	0.872	0.000	0.867	0.881	0.000	0.688	0.000	0.932	0.881	0.000	0.948
					0.805				0.910				0.946				

Nationwide Traffic Data, LLC

NW 112th Ave & NW 41st St/Doral Blvd

Peak Hour Turning Movement Count

ID: 25-570017-004
City: Doral

Day: Tuesday
Date: 2/11/2025

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	12:00 PM - 01:00 PM
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	11:00 AM - 01:00 PM
PM	4:00 PM - 06:00 PM

SOUTHBOUND (NW 112th Ave)

AM	199	0	328	0	271	AM
NOON	97	0	113	0	195	NOON
PM	171	0	135	0	385	PM

EASTBOUND (NW 41st St/Doral Blvd)

AM	NOON	PM	
1318	1044	1814	⇦
65	21	22	↶ 0
163	75	170	↱ 0
1735	1091	1268	→ 0
0	0	0	↴ 0
AM	NOON	PM	

WESTBOUND (NW 41st St/Doral Blvd)

PM	NOON	AM	
215	120	108	0 ↰
1621	926	1054	0 ←
0	0	0	0 ↙
0	4	0	0 ↶
1403	1208	2063	⇨
PM	NOON	AM	

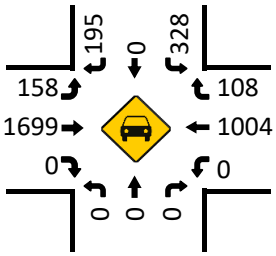
NORTHBOUND (NW 112th Ave)

PM	0	0	0	0	PM
NOON	0	0	0	0	NOON
AM	0	0	0	0	AM

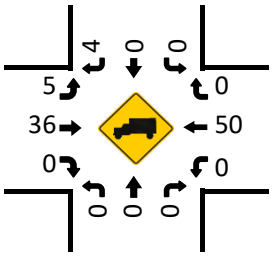
CONTROL: Signalized

	AM	NOON	PM
TEV	3652	2447	3602
PHF	0.96	0.96	0.95

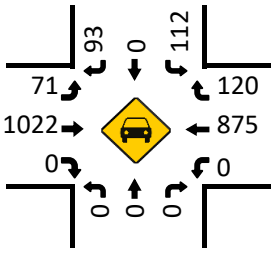
Cars (AM)



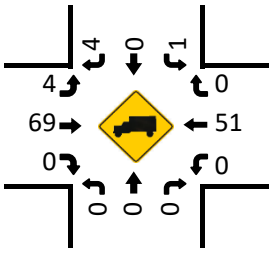
HT (AM)



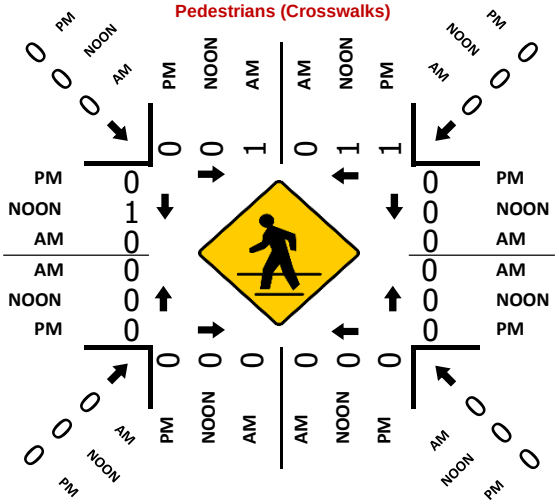
Cars (NOON)



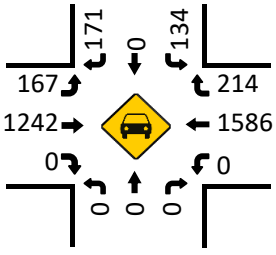
HT (NOON)



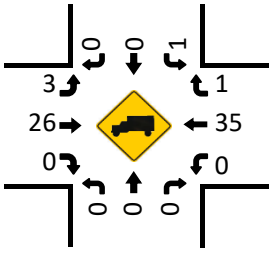
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 109th Ave & NW 41st St/Doral Blvd
City: Doral
Control: 1-Way Stop(SB)

Project ID: 25-570017-005
Date: 2/11/2025

Data - Total

NS/EW Streets:	NW 109th Ave				NW 109th Ave				NW 41st St/Doral Blvd				NW 41st St/Doral Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	20	0	29	0	32	526	0	0	0	200	52	0	859
7:15 AM	0	0	0	0	23	0	42	0	35	515	0	0	0	163	7	0	785
7:30 AM	0	0	0	0	27	0	49	0	21	509	0	1	0	224	6	0	837
7:45 AM	0	0	0	0	31	0	65	0	22	509	0	3	0	204	7	0	841
8:00 AM	0	0	0	0	43	0	80	0	34	477	0	0	0	237	7	0	878
8:15 AM	0	0	0	0	25	0	62	0	51	492	0	1	0	245	8	0	884
8:30 AM	0	0	0	0	17	0	47	0	32	503	0	1	0	191	11	1	803
8:45 AM	0	0	0	0	13	0	42	0	27	500	0	1	0	169	11	0	763
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	199	0	416	0	254	4031	0	7	0	1633	109	1	6650
APPROACH %'s :					32.36%	0.00%	67.64%	0.00%	5.92%	93.92%	0.00%	0.16%	0.00%	93.69%	6.25%	0.06%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	126	0	256	0	128	1987	0	5	0	910	28	0	3440
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.733	0.000	0.800	0.000	0.627	0.976	0.000	0.417	0.000	0.929	0.875	0.000	0.973
					0.776				0.974				0.927				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	15	0	21	0	20	303	0	1	0	211	14	0	585
11:15 AM	0	0	0	0	3	0	7	0	12	250	0	0	0	166	14	0	452
11:30 AM	0	0	0	0	8	0	11	0	17	222	0	0	0	199	11	0	468
11:45 AM	0	0	0	0	15	0	15	0	16	300	0	1	0	197	18	0	562
12:00 PM	0	0	0	0	6	0	20	0	18	275	0	1	0	223	11	1	555
12:15 PM	0	0	0	0	8	0	15	0	20	270	0	0	0	277	16	1	607
12:30 PM	0	0	0	0	9	0	15	0	26	288	0	0	0	258	11	1	608
12:45 PM	0	0	0	0	9	0	17	0	20	295	0	0	0	221	18	0	580
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	73	0	121	0	149	2203	0	3	0	1752	113	3	4417
APPROACH %'s :					37.63%	0.00%	62.37%	0.00%	6.33%	93.55%	0.00%	0.13%	0.00%	93.79%	6.05%	0.16%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	32	0	67	0	84	1128	0	1	0	979	56	3	2350
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.889	0.000	0.838	0.000	0.808	0.956	0.000	0.250	0.000	0.884	0.778	0.750	0.966
					0.952				0.963				0.883				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	8	0	38	0	40	251	0	2	0	446	19	0	804
4:15 PM	0	0	0	0	9	0	34	0	28	259	0	0	0	517	26	0	873
4:30 PM	0	0	0	0	9	0	62	0	34	257	0	0	0	376	24	0	762
4:45 PM	0	0	0	0	10	0	30	0	35	275	0	0	0	424	23	0	797
5:00 PM	0	0	0	0	8	0	32	0	34	273	0	0	0	411	27	0	785
5:15 PM	0	0	0	0	6	0	35	0	41	288	0	2	0	441	36	0	849
5:30 PM	0	0	0	0	11	0	35	0	52	316	0	2	0	435	28	0	879
5:45 PM	0	0	0	0	6	0	57	0	47	335	0	3	0	388	35	0	871
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	67	0	323	0	311	2254	0	9	0	3438	218	0	6620
APPROACH %'s :					17.18%	0.00%	82.82%	0.00%	12.08%	87.57%	0.00%	0.35%	0.00%	94.04%	5.96%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	31	0	159	0	174	1212	0	7	0	1675	126	0	3384
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.705	0.000	0.697	0.000	0.837	0.904	0.000	0.583	0.000	0.950	0.875	0.000	0.962
					0.754				0.905				0.944				

Nationwide Traffic Data, LLC

NW 109th Ave & NW 41st St/Doral Blvd

Peak Hour Turning Movement Count

ID: 25-570017-005
City: Doral

Day: Tuesday
Date: 2/11/2025

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	12:00 PM - 01:00 PM
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	11:00 AM - 01:00 PM
PM	4:00 PM - 06:00 PM

SOUTHBOUND (NW 109th Ave)

AM	256	0	126	0	156	AM
NOON	67	0	32	0	140	NOON
PM	159	0	31	0	300	PM

EASTBOUND (NW 41st St/Doral Blvd)

AM	NOON	PM	
1171	1047	1841	⇦
5	1	7	↶ 0
128	84	174	↱ 0
1987	1128	1212	→ 0
0	0	0	↴ 0
AM	NOON	PM	

WESTBOUND (NW 41st St/Doral Blvd)

PM	NOON	AM	
126	56	28	0 ↰
1675	979	910	0 ←
0	0	0	0 ↙
0	3	0	0 ↶
1243	1163	2113	⇨
PM	NOON	AM	

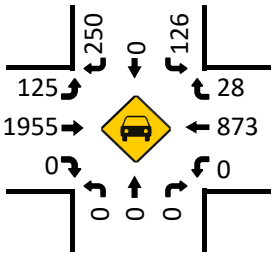
NORTHBOUND (NW 109th Ave)

PM	0	0	0	0	PM
NOON	0	0	0	0	NOON
AM	0	0	0	0	AM

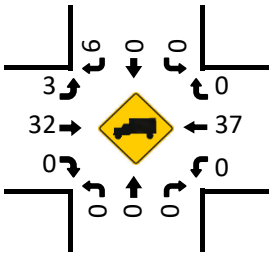
CONTROL: 1-Way Stop(SB)

	AM	NOON	PM
TEV	3440	2350	3384
PHF	0.97	0.97	0.96

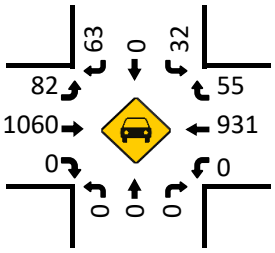
Cars (AM)



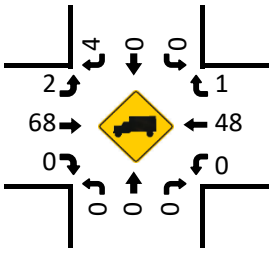
HT (AM)



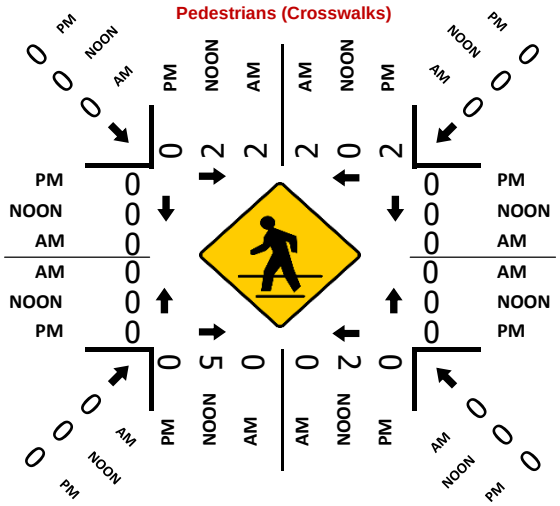
Cars (NOON)



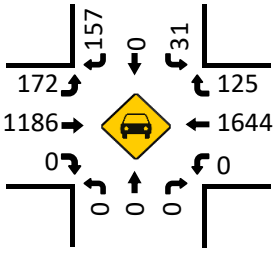
HT (NOON)



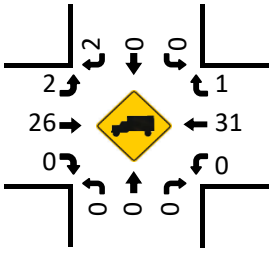
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: NW 107th Ave & NW 41st St/Doral Blvd
City: Doral
Control: Signalized

Project ID: 25-570017-006
Date: 2/11/2025

Data - Total

NS/EW Streets:	NW 107th Ave				NW 107th Ave				NW 41st St/Doral Blvd				NW 41st St/Doral Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	47	134	64	0	62	170	12	0	27	422	79	0	75	182	35	0	1309
7:15 AM	37	124	46	0	85	182	11	0	25	433	84	0	50	123	38	0	1238
7:30 AM	30	127	51	1	73	177	14	0	6	457	55	0	73	175	21	2	1262
7:45 AM	36	122	48	0	71	173	18	0	16	449	80	0	82	156	35	0	1286
8:00 AM	40	117	40	0	52	175	17	0	28	404	93	0	69	183	30	1	1249
8:15 AM	34	132	30	0	79	166	12	0	30	398	92	0	82	197	33	0	1285
8:30 AM	38	118	42	1	70	167	13	0	22	406	80	2	69	153	45	2	1228
8:45 AM	41	125	45	0	71	177	12	0	29	392	86	1	81	126	40	0	1226
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	303	999	366	2	563	1387	109	0	183	3361	649	3	581	1295	277	5	10083
APPROACH %'s :	18.14%	59.82%	21.92%	0.12%	27.34%	67.36%	5.29%	0.00%	4.36%	80.10%	15.47%	0.07%	26.92%	60.01%	12.84%	0.23%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	150	507	209	1	291	702	55	0	74	1761	298	0	280	636	129	2	5095
PEAK HR FACTOR :	0.798	0.946	0.816	0.250	0.856	0.964	0.764	0.000	0.685	0.963	0.887	0.000	0.854	0.874	0.849	0.250	0.973
	0.885				0.942				0.978				0.896				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	45	98	70	1	58	135	21	0	34	201	65	1	69	149	40	0	987
11:15 AM	38	150	84	2	41	129	17	0	35	165	59	1	68	149	39	0	977
11:30 AM	50	110	74	1	47	121	21	0	33	200	56	3	59	130	49	0	954
11:45 AM	57	128	74	2	61	135	21	0	39	174	42	2	75	176	28	0	1014
12:00 PM	65	150	77	2	55	147	26	0	45	216	47	2	78	149	38	0	1097
12:15 PM	41	122	73	1	53	114	25	0	41	202	56	1	103	183	49	1	1065
12:30 PM	64	145	87	1	73	130	24	0	23	189	75	1	70	163	54	0	1099
12:45 PM	45	175	80	2	46	136	28	0	36	178	53	2	72	155	45	1	1054
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	405	1078	619	12	434	1047	183	0	286	1525	453	13	594	1254	342	2	8247
APPROACH %'s :	19.16%	50.99%	29.28%	0.57%	26.08%	62.92%	11.00%	0.00%	12.56%	66.97%	19.89%	0.57%	27.10%	57.21%	15.60%	0.09%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	215	592	317	6	227	527	103	0	145	785	231	6	323	650	186	2	4315
PEAK HR FACTOR :	0.827	0.846	0.911	0.750	0.777	0.896	0.920	0.000	0.806	0.909	0.770	0.750	0.784	0.888	0.861	0.500	0.982
	0.935				0.940				0.941				0.864				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	85	166	55	0	35	106	26	0	45	194	62	0	90	336	43	0	1243
4:15 PM	82	187	62	0	59	151	28	0	26	144	45	1	58	406	42	0	1291
4:30 PM	89	166	55	1	38	119	28	1	46	203	52	1	82	309	51	1	1242
4:45 PM	75	185	44	0	56	145	31	0	31	189	80	0	79	357	59	0	1331
5:00 PM	81	198	48	1	48	127	23	1	41	193	44	1	87	373	46	1	1313
5:15 PM	80	200	33	0	54	152	33	0	36	196	51	0	63	354	64	0	1316
5:30 PM	71	194	42	0	44	127	27	0	37	242	45	0	79	325	52	0	1285
5:45 PM	73	194	47	0	58	163	19	0	26	218	47	0	67	306	59	0	1277
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	636	1490	386	2	392	1090	215	2	288	1579	426	3	605	2766	416	2	10298
APPROACH %'s :	25.30%	59.27%	15.35%	0.08%	23.07%	64.16%	12.65%	0.12%	12.54%	68.77%	18.55%	0.13%	15.97%	73.00%	10.98%	0.05%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	307	777	167	1	202	551	114	1	145	820	220	1	308	1409	221	1	5245
PEAK HR FACTOR :	0.948	0.971	0.870	0.250	0.902	0.906	0.864	0.250	0.884	0.847	0.688	0.250	0.885	0.944	0.863	0.250	0.985
	0.954				0.908				0.915				0.956				

Nationwide Traffic Data, LLC

NW 107th Ave & NW 41st St/Doral Blvd

Peak Hour Turning Movement Count

ID: 25-570017-006
City: Doral

Day: Tuesday
Date: 2/11/2025

PEAK HOURS

AM	07:00 AM - 08:00 AM
NOON	12:00 PM - 01:00 PM
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	11:00 AM - 01:00 PM
PM	4:00 PM - 06:00 PM

NW 107th Ave — SOUTHBOUND

AM	55	702	291	0	710	AM
NOON	103	527	227	0	923	NOON
PM	114	551	202	1	1144	PM

NW 41st St/Doral Blvd — EASTBOUND

AM	NOON	PM		
841	974	1831	⇦	
0	6	1	↶	0
74	145	145	↱	0
1761	785	820	→	0
298	231	220	↷	0
AM	NOON	PM		

NW 41st St/Doral Blvd — WESTBOUND

PM	NOON	AM		
221	186	129	↶	0
1409	650	636	←	0
308	323	280	↰	0
1	2	2	↩	0
1190	1331	2263	⇨	
PM	NOON	AM		

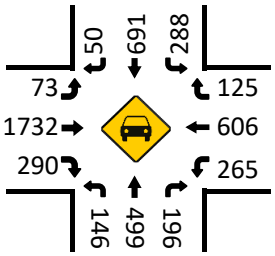
CONTROL: Signalized

TEV	5095 AM	4315 NOON	5245 PM
PHF	0.97	0.98	0.99

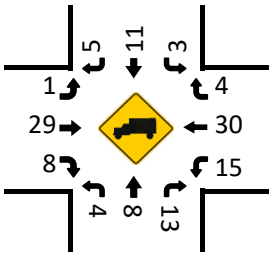
NW 107th Ave — NORTHBOUND

PM	1080	1	307	777	167	PM
NOON	1087	6	215	592	317	NOON
AM	1281	1	150	507	209	AM

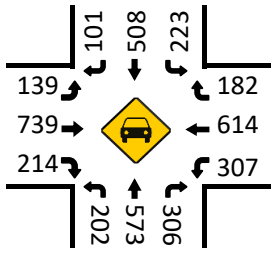
Cars (AM)



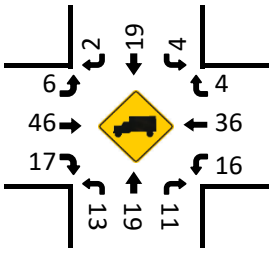
HT (AM)



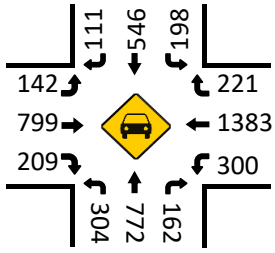
Cars (NOON)



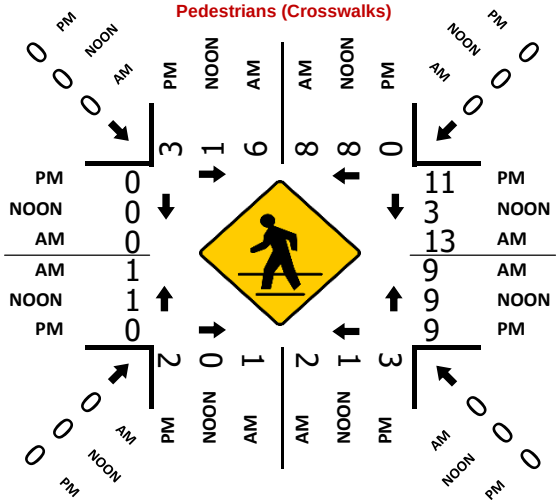
HT (NOON)



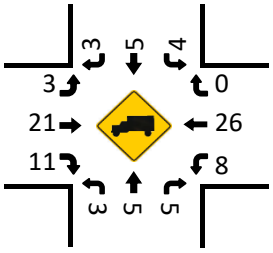
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



Bowman

72-Hour ATR Data

Prepared by Nationwide Traffic Data

VOLUME

NW 41st St/Doral Blvd Bet NW 115th Ave & NW 114th Ave

Day: Tuesday
Date: 4/7/2026

City: Doral
Project #: FL26_570039_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,606	17,113	35,719

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			39		43		82		12:00			261		221		482	
0:15			26		23		49		12:15			264		240		504	
0:30			48		33		81		12:30			245		233		478	
0:45			28	141	34	133	62	274	12:45			277	1047	262	956	539	2003
1:00			25		22		47		13:00			263		272		535	
1:15			21		30		51		13:15			265		300		565	
1:30			16		7		23		13:30			243		265		508	
1:45			13	75	7	66	20	141	13:45			261	1032	270	1107	531	2139
2:00			18		5		23		14:00			286		275		561	
2:15			12		10		22		14:15			259		307		566	
2:30			18		9		27		14:30			242		363		605	
2:45			15	63	13	37	28	100	14:45			237	1024	345	1290	582	2314
3:00			6		8		14		15:00			256		404		660	
3:15			14		9		23		15:15			248		403		651	
3:30			17		8		25		15:30			231		384		615	
3:45			12	49	15	40	27	89	15:45			218	953	439	1630	657	2583
4:00			19		6		25		16:00			210		420		630	
4:15			17		14		31		16:15			225		444		669	
4:30			20		18		38		16:30			207		398		605	
4:45			43	99	25	63	68	162	16:45			253	895	443	1705	696	2600
5:00			49		29		78		17:00			225		409		634	
5:15			89		41		130		17:15			254		569		823	
5:30			151		51		202		17:30			236		426		662	
5:45			191	480	53	174	244	654	17:45			277	992	361	1765	638	2757
6:00			196		71		267		18:00			244		298		542	
6:15			262		80		342		18:15			208		329		537	
6:30			281		100		381		18:30			160		258		418	
6:45			444	1183	135	386	579	1569	18:45			214	826	252	1137	466	1963
7:00			502		141		643		19:00			192		251		443	
7:15			469		186		655		19:15			214		205		419	
7:30			432		199		631		19:30			173		206		379	
7:45			444	1847	221	747	665	2594	19:45			146	725	152	814	298	1539
8:00			436		242		678		20:00			160		166		326	
8:15			361		260		621		20:15			134		164		298	
8:30			420		245		665		20:30			158		119		277	
8:45			423	1640	245	992	668	2632	20:45			145	597	120	569	265	1166
9:00			421		233		654		21:00			109		118		227	
9:15			373		215		588		21:15			128		145		273	
9:30			356		194		550		21:30			127		160		287	
9:45			370	1520	171	813	541	2333	21:45			104	468	116	539	220	1007
10:00			311		185		496		22:00			98		100		198	
10:15			330		186		516		22:15			64		98		162	
10:30			338		188		526		22:30			93		90		183	
10:45			316	1295	179	738	495	2033	22:45			77	332	91	379	168	711
11:00			290		210		500		23:00			85		55		140	
11:15			268		206		474		23:15			63		45		108	
11:30			270		220		490		23:30			45		35		80	
11:45			282	1110	226	862	508	1972	23:45			20	213	36	171	56	384
TOTALS				9502		5051		14553	TOTALS				9104		12062		21166
SPLIT %				65.3%		34.7%		40.7%	SPLIT %				43.0%		57.0%		59.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,606	17,113	35,719

AM Peak Hour	6:45	8:00	8:00	PM Peak Hour	13:15	16:45	16:45
AM Pk Volume	1847	992	2632	PM Pk Volume	1055	1847	2815
Pk Hr Factor	0.920	0.954	0.971	Pk Hr Factor	0.922	0.812	0.855
7 - 9 Volume	3487	1739	5226	4 - 6 Volume	1887	3470	5357
7 - 9 Peak Hour	7:00	8:00	8:00	4 - 6 Peak Hour	17:00	16:45	16:45
7 - 9 Pk Volume	1847	992	2632	4 - 6 Pk Volume	992	1847	2815
Pk Hr Factor	0.920	0.954	0.971	Pk Hr Factor	0.895	0.812	0.855

Prepared by Nationwide Traffic Data

VOLUME

NW 41st St/Doral Blvd Bet NW 115th Ave & NW 114th Ave

Day: Wednesday
Date: 4/8/2026

City: Doral
Project #: FL26_570039_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,676	17,186	35,862

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			26		43		69		12:00			249		215		464	
0:15			26		30		56		12:15			288		241		529	
0:30			40		21		61		12:30			245		244		489	
0:45			37	129	22	116	59	245	12:45			238	1020	212	912	450	1932
1:00			21		19		40		13:00			243		241		484	
1:15			15		20		35		13:15			267		299		566	
1:30			15		11		26		13:30			296		268		564	
1:45			17	68	10	60	27	128	13:45			255	1061	249	1057	504	2118
2:00			4		6		10		14:00			301		309		610	
2:15			7		7		14		14:15			290		323		613	
2:30			13		12		25		14:30			244		326		570	
2:45			8	32	10	35	18	67	14:45			261	1096	323	1281	584	2377
3:00			8		5		13		15:00			227		410		637	
3:15			10		8		18		15:15			240		377		617	
3:30			13		8		21		15:30			213		351		564	
3:45			15	46	14	35	29	81	15:45			253	933	404	1542	657	2475
4:00			18		7		25		16:00			194		416		610	
4:15			16		18		34		16:15			236		447		683	
4:30			33		25		58		16:30			218		416		634	
4:45			44	111	22	72	66	183	16:45			278	926	458	1737	736	2663
5:00			55		27		82		17:00			247		400		647	
5:15			92		37		129		17:15			284		510		794	
5:30			154		56		210		17:30			311		383		694	
5:45			196	497	51	171	247	668	17:45			291	1133	420	1713	711	2846
6:00			199		75		274		18:00			249		351		600	
6:15			265		83		348		18:15			257		371		628	
6:30			282		101		383		18:30			170		273		443	
6:45			445	1191	137	396	582	1587	18:45			202	878	284	1279	486	2157
7:00			500		145		645		19:00			198		243		441	
7:15			470		187		657		19:15			200		249		449	
7:30			433		202		635		19:30			201		203		404	
7:45			450	1853	224	758	674	2611	19:45			155	754	161	856	316	1610
8:00			438		243		681		20:00			197		172		369	
8:15			387		264		651		20:15			153		172		325	
8:30			418		247		665		20:30			173		162		335	
8:45			427	1670	249	1003	676	2673	20:45			170	693	129	635	299	1328
9:00			387		188		575		21:00			125		144		269	
9:15			354		182		536		21:15			106		134		240	
9:30			314		187		501		21:30			122		164		286	
9:45			374	1429	200	757	574	2186	21:45			124	477	131	573	255	1050
10:00			280		180		460		22:00			99		99		198	
10:15			304		187		491		22:15			102		95		197	
10:30			267		195		462		22:30			70		92		162	
10:45			295	1146	179	741	474	1887	22:45			66	337	61	347	127	684
11:00			263		211		474		23:00			79		70		149	
11:15			208		211		419		23:15			55		82		137	
11:30			237		221		458		23:30			43		42		85	
11:45			280	988	222	865	502	1853	23:45			31	208	51	245	82	453
TOTALS				9160		5009		14169	TOTALS				9516		12177		21693
SPLIT %				64.6%		35.4%		39.5%	SPLIT %				43.9%		56.1%		60.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,676	17,186	35,862

AM Peak Hour	7:00	8:00	8:00	PM Peak Hour	13:30	16:30	16:45
AM Pk Volume	1853	1003	2673	PM Pk Volume	1142	1784	2871
Pk Hr Factor	0.927	0.950	0.981	Pk Hr Factor	0.949	0.875	0.904
7 - 9 Volume	3523	1761	5284	4 - 6 Volume	2059	3450	5509
7 - 9 Peak Hour	7:00	8:00	8:00	4 - 6 Peak Hour	17:00	16:30	16:45
7 - 9 Pk Volume	1853	1003	2673	4 - 6 Pk Volume	1133	1784	2871
Pk Hr Factor	0.927	0.950	0.981	Pk Hr Factor	0.911	0.875	0.904

Prepared by Nationwide Traffic Data

VOLUME

NW 41st St/Doral Blvd Bet NW 115th Ave & NW 114th Ave

Day: Thursday
Date: 4/9/2026

City: Doral
Project #: FL26_570039_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,842	17,303	36,145

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			28		33		61		12:00			242		209		451	
0:15			26		20		46		12:15			244		228		472	
0:30			24		14		38		12:30			264		263		527	
0:45			24	102	22	89	46	191	12:45			247	997	243	943	490	1940
1:00			21		15		36		13:00			253		261		514	
1:15			25		17		42		13:15			260		313		573	
1:30			20		17		37		13:30			258		275		533	
1:45			15	81	16	65	31	146	13:45			243	1014	267	1116	510	2130
2:00			13		4		17		14:00			259		290		549	
2:15			12		6		18		14:15			257		294		551	
2:30			9		13		22		14:30			237		328		565	
2:45			18	52	9	32	27	84	14:45			266	1019	354	1266	620	2285
3:00			14		9		23		15:00			232		383		615	
3:15			14		11		25		15:15			220		425		645	
3:30			8		11		19		15:30			236		382		618	
3:45			19	55	5	36	24	91	15:45			236	924	457	1647	693	2571
4:00			15		6		21		16:00			205		440		645	
4:15			18		22		40		16:15			244		459		703	
4:30			26		26		52		16:30			231		426		657	
4:45			52	111	26	80	78	191	16:45			272	952	436	1761	708	2713
5:00			55		22		77		17:00			251		442		693	
5:15			87		35		122		17:15			311		501		812	
5:30			158		53		211		17:30			291		436		727	
5:45			182	482	58	168	240	650	17:45			320	1173	401	1780	721	2953
6:00			157		60		217		18:00			219		343		562	
6:15			259		86		345		18:15			234		354		588	
6:30			313		96		409		18:30			206		292		498	
6:45			441	1170	115	357	556	1527	18:45			239	898	253	1242	492	2140
7:00			428		156		584		19:00			204		224		428	
7:15			483		184		667		19:15			175		225		400	
7:30			452		184		636		19:30			187		196		383	
7:45			421	1784	193	717	614	2501	19:45			191	757	188	833	379	1590
8:00			426		205		631		20:00			192		194		386	
8:15			404		256		660		20:15			159		164		323	
8:30			442		288		730		20:30			164		165		329	
8:45			436	1708	234	983	670	2691	20:45			151	666	119	642	270	1308
9:00			429		205		634		21:00			173		145		318	
9:15			380		166		546		21:15			139		187		326	
9:30			394		213		607		21:30			115		163		278	
9:45			413	1616	217	801	630	2417	21:45			100	527	99	594	199	1121
10:00			319		200		519		22:00			108		115		223	
10:15			293		188		481		22:15			90		90		180	
10:30			250		176		426		22:30			93		88		181	
10:45			250	1112	186	750	436	1862	22:45			75	366	76	369	151	735
11:00			286		205		491		23:00			77		64		141	
11:15			223		194		417		23:15			79		65		144	
11:30			269		202		471		23:30			47		39		86	
11:45			245	1023	211	812	456	1835	23:45			50	253	52	220	102	473
TOTALS				9296		4890		14186	TOTALS				9546		12413		21959
SPLIT %				65.5%		34.5%		39.2%	SPLIT %				43.5%		56.5%		60.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,842	17,303	36,145

AM Peak Hour	6:45	8:00	8:15	PM Peak Hour	17:00	16:45	17:00
AM Pk Volume	1804	983	2694	PM Pk Volume	1173	1815	2953
Pk Hr Factor	0.934	0.853	0.923	Pk Hr Factor	0.916	0.906	0.909
7 - 9 Volume	3492	1700	5192	4 - 6 Volume	2125	3541	5666
7 - 9 Peak Hour	7:00	8:00	8:00	4 - 6 Peak Hour	17:00	16:45	17:00
7 - 9 Pk Volume	1784	983	2691	4 - 6 Pk Volume	1173	1815	2953
Pk Hr Factor	0.923	0.853	0.922	Pk Hr Factor	0.916	0.906	0.909

Prepared by Nationwide Traffic Data

VOLUME

NW 41st St/Doral Blvd Bet NW 114th Ave & NW 112th Ave

Day: Tuesday
Date: 4/7/2026

City: Doral
Project #: FL26_570039_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	19,233	18,792	38,025

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			37		53		90		12:00			279		251		530	
0:15			28		32		60		12:15			283		269		552	
0:30			46		39		85		12:30			299		291		590	
0:45			31	142	38	162	69	304	12:45			263	1124	294	1105	557	2229
1:00			24		34		58		13:00			285		307		592	
1:15			20		25		45		13:15			270		310		580	
1:30			12		13		25		13:30			282		331		613	
1:45			9	65	11	83	20	148	13:45			290	1127	343	1291	633	2418
2:00			19		8		27		14:00			285		389		674	
2:15			11		11		22		14:15			290		398		688	
2:30			18		17		35		14:30			282		414		696	
2:45			13	61	9	45	22	106	14:45			283	1140	411	1612	694	2752
3:00			6		8		14		15:00			279		449		728	
3:15			14		9		23		15:15			250		446		696	
3:30			20		9		29		15:30			283		477		760	
3:45			12	52	13	39	25	91	15:45			246	1058	406	1778	652	2836
4:00			20		9		29		16:00			278		477		755	
4:15			20		10		30		16:15			214		443		657	
4:30			25		18		43		16:30			270		513		783	
4:45			45	110	28	65	73	175	16:45			224	986	427	1860	651	2846
5:00			59		27		86		17:00			308		480		788	
5:15			91		47		138		17:15			237		510		747	
5:30			129		35		164		17:30			276		466		742	
5:45			216	495	36	145	252	640	17:45			265	1086	358	1814	623	2900
6:00			182		60		242		18:00			272		370		642	
6:15			289		70		359		18:15			190		314		504	
6:30			297		90		387		18:30			177		326		503	
6:45			451	1219	139	359	590	1578	18:45			222	861	226	1236	448	2097
7:00			484		156		640		19:00			196		291		487	
7:15			481		198		679		19:15			210		250		460	
7:30			469		236		705		19:30			179		211		390	
7:45			490	1924	276	866	766	2790	19:45			146	731	203	955	349	1686
8:00			469		269		738		20:00			173		171		344	
8:15			420		319		739		20:15			143		197		340	
8:30			466		236		702		20:30			148		144		292	
8:45			454	1809	240	1064	694	2873	20:45			144	608	155	667	299	1275
9:00			398		192		590		21:00			109		156		265	
9:15			375		178		553		21:15			121		177		298	
9:30			343		188		531		21:30			114		160		274	
9:45			380	1496	174	732	554	2228	21:45			101	445	129	622	230	1067
10:00			305		179		484		22:00			87		112		199	
10:15			270		172		442		22:15			55		129		184	
10:30			283		201		484		22:30			77		95		172	
10:45			311	1169	206	758	517	1927	22:45			71	290	88	424	159	714
11:00			259		213		472		23:00			74		79		153	
11:15			246		220		466		23:15			54		55		109	
11:30			247		228		475		23:30			40		39		79	
11:45			284	1036	231	892	515	1928	23:45			31	199	45	218	76	417
TOTALS				9578		5210		14788	TOTALS				9655		13582		23237
SPLIT %				64.8%		35.2%		38.9%	SPLIT %				41.6%		58.4%		61.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	19,233	18,792	38,025

AM Peak Hour	7:00	7:30	7:30	PM Peak Hour	13:30	16:30	16:30
AM Pk Volume	1924	1100	2948	PM Pk Volume	1147	1930	2969
Pk Hr Factor	0.982	0.862	0.962	Pk Hr Factor	0.989	0.941	0.942
7 - 9 Volume	3733	1930	5663	4 - 6 Volume	2072	3674	5746
7 - 9 Peak Hour	7:00	7:30	7:30	4 - 6 Peak Hour	17:00	16:30	16:30
7 - 9 Pk Volume	1924	1100	2948	4 - 6 Pk Volume	1086	1930	2969
Pk Hr Factor	0.982	0.862	0.962	Pk Hr Factor	0.881	0.941	0.942

Prepared by Nationwide Traffic Data

VOLUME

NW 41st St/Doral Blvd Bet NW 114th Ave & NW 112th Ave

Day: Wednesday
Date: 4/8/2026

City: Doral
Project #: FL26_570039_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	19,913	18,639	38,552

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			26		61		87		12:00			268		239		507	
0:15			32		38		70		12:15			302		278		580	
0:30			35		37		72		12:30			281		271		552	
0:45			38	131	29	165	67	296	12:45			232	1083	224	1012	456	2095
1:00			11		30		41		13:00			254		269		523	
1:15			15		21		36		13:15			278		290		568	
1:30			14		16		30		13:30			288		282		570	
1:45			17	57	8	75	25	132	13:45			293	1113	273	1114	566	2227
2:00			2		5		7		14:00			325		353		678	
2:15			6		8		14		14:15			299		373		672	
2:30			10		10		20		14:30			307		367		674	
2:45			10	28	6	29	16	57	14:45			310	1241	381	1474	691	2715
3:00			8		5		13		15:00			276		460		736	
3:15			7		6		13		15:15			259		409		668	
3:30			17		8		25		15:30			245		451		696	
3:45			17	49	13	32	30	81	15:45			239	1019	379	1699	618	2718
4:00			13		9		22		16:00			293		488		781	
4:15			20		15		35		16:15			232		420		652	
4:30			28		22		50		16:30			276		491		767	
4:45			50	111	17	63	67	174	16:45			268	1069	442	1841	710	2910
5:00			62		19		81		17:00			303		464		767	
5:15			97		27		124		17:15			280		488		768	
5:30			134		48		182		17:30			385		465		850	
5:45			210	503	45	139	255	642	17:45			249	1217	397	1814	646	3031
6:00			181		65		246		18:00			301		416		717	
6:15			291		76		367		18:15			251		350		601	
6:30			295		83		378		18:30			214		348		562	
6:45			478	1245	145	369	623	1614	18:45			217	983	290	1404	507	2387
7:00			508		143		651		19:00			214		307		521	
7:15			503		204		707		19:15			205		284		489	
7:30			474		232		706		19:30			215		208		423	
7:45			493	1978	283	862	776	2840	19:45			177	811	202	1001	379	1812
8:00			473		284		757		20:00			194		184		378	
8:15			428		323		751		20:15			147		207		354	
8:30			502		232		734		20:30			160		194		354	
8:45			462	1865	246	1085	708	2950	20:45			148	649	164	749	312	1398
9:00			408		189		597		21:00			125		157		282	
9:15			378		172		550		21:15			108		186		294	
9:30			346		192		538		21:30			128		171		299	
9:45			384	1516	172	725	556	2241	21:45			122	483	156	670	278	1153
10:00			312		185		497		22:00			101		112		213	
10:15			278		173		451		22:15			89		107		196	
10:30			281		209		490		22:30			64		112		176	
10:45			318	1189	205	772	523	1961	22:45			72	326	85	416	157	742
11:00			254		183		437		23:00			76		81		157	
11:15			247		215		462		23:15			66		82		148	
11:30			247		223		470		23:30			38		55		93	
11:45			291	1039	239	860	530	1899	23:45			28	208	51	269	79	477
TOTALS				9711		5176		14887	TOTALS				10202		13463		23665
SPLIT %				65.2%		34.8%		38.6%	SPLIT %				43.1%		56.9%		61.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	19,913	18,639	38,552

AM Peak Hour	7:00	7:30	7:45	PM Peak Hour	14:00	16:30	16:45
AM Pk Volume	1978	1122	3018	PM Pk Volume	1241	1885	3095
Pk Hr Factor	0.973	0.868	0.972	Pk Hr Factor	0.955	0.960	0.910
7 - 9 Volume	3843	1947	5790	4 - 6 Volume	2286	3655	5941
7 - 9 Peak Hour	7:00	7:30	7:45	4 - 6 Peak Hour	16:45	16:30	16:45
7 - 9 Pk Volume	1978	1122	3018	4 - 6 Pk Volume	1236	1885	3095
Pk Hr Factor	0.973	0.868	0.972	Pk Hr Factor	0.803	0.960	0.910

Prepared by Nationwide Traffic Data

VOLUME

NW 41st St/Doral Blvd Bet NW 114th Ave & NW 112th Ave

Day: Thursday
Date: 4/9/2026

City: Doral
Project #: FL26_570039_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	19,784	18,382	38,166

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00			32	43	75	12:00			254	232	486
0:15			26	30	56	12:15			240	237	477
0:30			17	22	39	12:30			254	249	503
0:45			23	24	47	12:45			232	238	470
			98	119	217				980	956	1936
1:00			18	24	42	13:00			293	267	560
1:15			15	17	32	13:15			267	341	608
1:30			14	23	37	13:30			246	268	514
1:45			21	12	33	13:45			244	282	526
			68	76	144				1050	1158	2208
2:00			13	7	20	14:00			273	315	588
2:15			16	8	24	14:15			267	317	584
2:30			10	14	24	14:30			281	367	648
2:45			15	8	23	14:45			276	392	668
			54	37	91				1097	1391	2488
3:00			15	10	25	15:00			251	436	687
3:15			14	7	21	15:15			244	454	698
3:30			13	12	25	15:30			299	469	768
3:45			20	5	25	15:45			247	459	706
			62	34	96				1041	1818	2859
4:00			20	5	25	16:00			278	526	804
4:15			25	16	41	16:15			239	430	669
4:30			28	18	46	16:30			251	487	738
4:45			57	24	81	16:45			273	415	688
			130	63	193				1041	1858	2899
5:00			64	26	90	17:00			328	523	851
5:15			80	31	111	17:15			271	464	735
5:30			159	43	202	17:30			358	499	857
5:45			180	54	234	17:45			275	358	633
			483	154	637				1232	1844	3076
6:00			168	56	224	18:00			276	401	677
6:15			271	84	355	18:15			207	345	552
6:30			339	80	419	18:30			232	329	561
6:45			459	111	570	18:45			209	244	453
			1237	331	1568				924	1319	2243
7:00			423	175	598	19:00			223	292	515
7:15			492	204	696	19:15			193	272	465
7:30			493	211	704	19:30			173	213	386
7:45			464	234	698	19:45			186	232	418
			1872	824	2696				775	1009	1784
8:00			449	235	684	20:00			203	207	410
8:15			452	287	739	20:15			164	222	386
8:30			507	281	788	20:30			165	171	336
8:45			506	216	722	20:45			168	164	332
			1914	1019	2933				700	764	1464
9:00			470	214	684	21:00			165	181	346
9:15			423	168	591	21:15			131	197	328
9:30			424	197	621	21:30			124	161	285
9:45			403	187	590	21:45			112	120	232
			1720	766	2486				532	659	1191
10:00			348	191	539	22:00			98	111	209
10:15			309	175	484	22:15			98	116	214
10:30			271	178	449	22:30			83	89	172
10:45			264	169	433	22:45			81	82	163
			1192	713	1905				360	398	758
11:00			252	199	451	23:00			79	68	147
11:15			245	215	460	23:15			69	71	140
11:30			248	210	458	23:30			47	43	90
11:45			245	205	450	23:45			37	61	98
			990	829	1819				232	243	475
TOTALS			9820	4965	14785	TOTALS			9964	13417	23381
SPLIT %			66.4%	33.6%	38.7%	SPLIT %			42.6%	57.4%	61.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	19,784	18,382	38,166

AM Peak Hour	8:15	7:45	8:00	PM Peak Hour	17:00	15:15	16:45
AM Pk Volume	1935	1037	2933	PM Pk Volume	1232	1908	3131
Pk Hr Factor	0.954	0.903	0.931	Pk Hr Factor	0.860	0.907	0.913
7 - 9 Volume	3786	1843	5629	4 - 6 Volume	2273	3702	5975
7 - 9 Peak Hour	8:00	7:45	8:00	4 - 6 Peak Hour	17:00	16:45	16:45
7 - 9 Pk Volume	1914	1037	2933	4 - 6 Pk Volume	1232	1901	3131
Pk Hr Factor	0.944	0.903	0.931	Pk Hr Factor	0.860	0.909	0.913

Prepared by Nationwide Traffic Data

VOLUME

NW 41st St/Doral Blvd Bet NW 112th Ave & NW 109th Ave

Day: Tuesday
Date: 4/7/2026

City: Doral
Project #: FL26_570039_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	19,559	18,416	37,975

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			33		41		74		12:00			282		264		546	
0:15			27		39		66		12:15			296		273		569	
0:30			42		41		83		12:30			300		282		582	
0:45			35	137	38	159	73	296	12:45			310	1188	299	1118	609	2306
1:00			23		24		47		13:00			296		314		610	
1:15			18		30		48		13:15			304		340		644	
1:30			9		9		18		13:30			299		331		630	
1:45			8	58	12	75	20	133	13:45			305	1204	381	1366	686	2570
2:00			19		12		31		14:00			299		362		661	
2:15			10		11		21		14:15			282		360		642	
2:30			18		22		40		14:30			303		383		686	
2:45			13	60	9	54	22	114	14:45			288	1172	394	1499	682	2671
3:00			6		10		16		15:00			274		415		689	
3:15			17		12		29		15:15			249		421		670	
3:30			22		8		30		15:30			288		459		747	
3:45			8	53	12	42	20	95	15:45			259	1070	351	1646	610	2716
4:00			18		11		29		16:00			279		446		725	
4:15			24		13		37		16:15			216		407		623	
4:30			25		17		42		16:30			261		451		712	
4:45			51	118	26	67	77	185	16:45			219	975	368	1672	587	2647
5:00			52		27		79		17:00			311		461		772	
5:15			76		47		123		17:15			272		481		753	
5:30			113		38		151		17:30			288		433		721	
5:45			192	433	33	145	225	578	17:45			281	1152	323	1698	604	2850
6:00			186		68		254		18:00			251		360		611	
6:15			283		83		366		18:15			225		285		510	
6:30			284		81		365		18:30			191		340		531	
6:45			460	1213	179	411	639	1624	18:45			210	877	243	1228	453	2105
7:00			500		194		694		19:00			209		310		519	
7:15			516		190		706		19:15			207		281		488	
7:30			480		220		700		19:30			173		228		401	
7:45			484	1980	276	880	760	2860	19:45			150	739	207	1026	357	1765
8:00			479		273		752		20:00			161		179		340	
8:15			441		313		754		20:15			137		209		346	
8:30			502		209		711		20:30			133		153		286	
8:45			450	1872	219	1014	669	2886	20:45			149	580	167	708	316	1288
9:00			386		200		586		21:00			108		179		287	
9:15			369		186		555		21:15			115		188		303	
9:30			341		180		521		21:30			114		161		275	
9:45			383	1479	173	739	556	2218	21:45			94	431	145	673	239	1104
10:00			331		174		505		22:00			80		122		202	
10:15			288		171		459		22:15			59		118		177	
10:30			279		199		478		22:30			79		92		171	
10:45			326	1224	189	733	515	1957	22:45			74	292	83	415	157	707
11:00			259		171		430		23:00			77		73		150	
11:15			250		206		456		23:15			53		58		111	
11:30			249		210		459		23:30			36		45		81	
11:45			297	1055	233	820	530	1875	23:45			31	197	52	228	83	425
TOTALS				9682		5139		14821	TOTALS				9877		13277		23154
SPLIT %				65.3%		34.7%		39.0%	SPLIT %				42.7%		57.3%		61.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	19,559	18,416	37,975

AM Peak Hour	7:00	7:30	7:45	PM Peak Hour	12:30	16:30	17:00
AM Pk Volume	1980	1082	2977	PM Pk Volume	1210	1761	2850
Pk Hr Factor	0.959	0.864	0.979	Pk Hr Factor	0.976	0.915	0.923
7 - 9 Volume	3852	1894	5746	4 - 6 Volume	2127	3370	5497
7 - 9 Peak Hour	7:00	7:30	7:45	4 - 6 Peak Hour	17:00	16:30	17:00
7 - 9 Pk Volume	1980	1082	2977	4 - 6 Pk Volume	1152	1761	2850
Pk Hr Factor	0.959	0.864	0.979	Pk Hr Factor	0.926	0.915	0.923

Prepared by Nationwide Traffic Data

VOLUME

NW 41st St/Doral Blvd Bet NW 112th Ave & NW 109th Ave

Day: Wednesday
Date: 4/8/2026

City: Doral
Project #: FL26_570039_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	20,207	18,161	38,368

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			24		63		87		12:00			284		222		506	
0:15			30		39		69		12:15			306		255		561	
0:30			33		38		71		12:30			292		280		572	
0:45			35	122	29	169	64	291	12:45			261	1143	224	981	485	2124
1:00			13		27		40		13:00			266		265		531	
1:15			14		23		37		13:15			290		282		572	
1:30			15		16		31		13:30			289		270		559	
1:45			14	56	8	74	22	130	13:45			306	1151	274	1091	580	2242
2:00			2		3		5		14:00			335		362		697	
2:15			7		9		16		14:15			297		364		661	
2:30			12		11		23		14:30			335		341		676	
2:45			9	30	7	30	16	60	14:45			336	1303	337	1404	673	2707
3:00			8		4		12		15:00			270		434		704	
3:15			9		6		15		15:15			259		381		640	
3:30			17		8		25		15:30			258		431		689	
3:45			15	49	11	29	26	78	15:45			263	1050	344	1590	607	2640
4:00			14		10		24		16:00			288		457		745	
4:15			20		15		35		16:15			247		367		614	
4:30			29		22		51		16:30			269		458		727	
4:45			48	111	18	65	66	176	16:45			287	1091	403	1685	690	2776
5:00			64		22		86		17:00			323		438		761	
5:15			91		31		122		17:15			298		410		708	
5:30			132		52		184		17:30			396		425		821	
5:45			199	486	40	145	239	631	17:45			285	1302	347	1620	632	2922
6:00			175		64		239		18:00			280		389		669	
6:15			294		87		381		18:15			273		349		622	
6:30			295		84		379		18:30			236		346		582	
6:45			453	1217	173	408	626	1625	18:45			216	1005	301	1385	517	2390
7:00			507		201		708		19:00			216		310		526	
7:15			520		192		712		19:15			200		274		474	
7:30			472		221		693		19:30			215		211		426	
7:45			489	1988	271	885	760	2873	19:45			184	815	206	1001	390	1816
8:00			486		279		765		20:00			201		200		401	
8:15			444		307		751		20:15			144		234		378	
8:30			507		200		707		20:30			150		213		363	
8:45			448	1885	223	1009	671	2894	20:45			154	649	191	838	345	1487
9:00			388		197		585		21:00			123		168		291	
9:15			372		183		555		21:15			99		210		309	
9:30			346		184		530		21:30			132		170		302	
9:45			388	1494	172	736	560	2230	21:45			116	470	169	717	285	1187
10:00			334		172		506		22:00			98		125		223	
10:15			283		171		454		22:15			84		119		203	
10:30			282		202		484		22:30			60		111		171	
10:45			324	1223	191	736	515	1959	22:45			73	315	87	442	160	757
11:00			262		177		439		23:00			65		82		147	
11:15			252		210		462		23:15			62		84		146	
11:30			248		214		462		23:30			35		58		93	
11:45			301	1063	239	840	540	1903	23:45			27	189	57	281	84	470
TOTALS				9724		5126		14850	TOTALS				10483		13035		23518
SPLIT %				65.5%		34.5%		38.7%	SPLIT %				44.6%		55.4%		61.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	20,207	18,161	38,368

AM Peak Hour	7:00	7:30	7:45	PM Peak Hour	16:45	16:30	16:45
AM Pk Volume	1988	1078	2983	PM Pk Volume	1304	1709	2980
Pk Hr Factor	0.956	0.878	0.975	Pk Hr Factor	0.823	0.933	0.907
7 - 9 Volume	3873	1894	5767	4 - 6 Volume	2393	3305	5698
7 - 9 Peak Hour	7:00	7:30	7:45	4 - 6 Peak Hour	16:45	16:30	16:45
7 - 9 Pk Volume	1988	1078	2983	4 - 6 Pk Volume	1304	1709	2980
Pk Hr Factor	0.956	0.878	0.975	Pk Hr Factor	0.823	0.933	0.907

Prepared by Nationwide Traffic Data

VOLUME

NW 41st St/Doral Blvd Bet NW 112th Ave & NW 109th Ave

Day: Thursday
Date: 4/9/2026

City: Doral
Project #: FL26_570039_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	20,005	18,483	38,488

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00			29	46	75	12:00			297	233	530
0:15			23	34	57	12:15			252	239	491
0:30			14	23	37	12:30			251	258	509
0:45			24	26	50	12:45			250	240	490
			90	129	219				1050	970	2020
1:00			19	20	39	13:00			300	270	570
1:15			14	18	32	13:15			278	364	642
1:30			12	26	38	13:30			268	289	557
1:45			15	10	25	13:45			263	304	567
			60	74	134				1109	1227	2336
2:00			13	8	21	14:00			281	313	594
2:15			16	7	23	14:15			287	313	600
2:30			9	13	22	14:30			311	354	665
2:45			14	7	21	14:45			293	379	672
			52	35	87				1172	1359	2531
3:00			13	11	24	15:00			250	427	677
3:15			15	6	21	15:15			247	415	662
3:30			14	9	23	15:30			306	456	762
3:45			16	5	21	15:45			275	431	706
			58	31	89				1078	1729	2807
4:00			19	6	25	16:00			265	493	758
4:15			26	15	41	16:15			237	403	640
4:30			29	16	45	16:30			259	476	735
4:45			61	20	81	16:45			279	367	646
			135	57	192				1040	1739	2779
5:00			66	25	91	17:00			320	503	823
5:15			75	34	109	17:15			312	410	722
5:30			162	46	208	17:30			361	470	831
5:45			171	52	223	17:45			292	337	629
			474	157	631				1285	1720	3005
6:00			162	59	221	18:00			272	396	668
6:15			270	94	364	18:15			214	343	557
6:30			328	101	429	18:30			226	342	568
6:45			448	127	575	18:45			216	257	473
			1208	381	1589				928	1338	2266
7:00			411	208	619	19:00			230	299	529
7:15			512	191	703	19:15			206	280	486
7:30			500	214	714	19:30			183	222	405
7:45			471	238	709	19:45			178	240	418
			1894	851	2745				797	1041	1838
8:00			450	245	695	20:00			216	223	439
8:15			463	286	749	20:15			161	239	400
8:30			484	259	743	20:30			162	177	339
8:45			475	211	686	20:45			163	173	336
			1872	1001	2873				702	812	1514
9:00			446	214	660	21:00			166	201	367
9:15			401	180	581	21:15			138	219	357
9:30			413	198	611	21:30			122	187	309
9:45			388	189	577	21:45			104	128	232
			1648	781	2429				530	735	1265
10:00			343	194	537	22:00			91	129	220
10:15			319	179	498	22:15			99	127	226
10:30			278	176	454	22:30			77	92	169
10:45			276	172	448	22:45			74	85	159
			1216	721	1937				341	433	774
11:00			261	220	481	23:00			78	72	150
11:15			253	236	489	23:15			70	76	146
11:30			250	214	464	23:30			46	54	100
11:45			268	228	496	23:45			40	62	102
			1032	898	1930				234	264	498
TOTALS			9739	5116	**14855**	**TOTALS**			10266	13367	**23633**
SPLIT %			65.6%	34.4%	**38.6%**	**SPLIT %**			43.4%	56.6%	**61.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	20,005	18,483	38,488

AM Peak Hour	7:15	7:45	**7:45**	**PM Peak Hour**	17:00	15:45	**16:45**
AM Pk Volume	1933	1028	**2896**	**PM Pk Volume**	1285	1803	**3022**
Pk Hr Factor	0.944	0.899	**0.967**	**Pk Hr Factor**	0.890	0.914	**0.909**
7 - 9 Volume	3766	1852	**5618**	**4 - 6 Volume**	2325	3459	**5784**
7 - 9 Peak Hour	7:15	7:45	**7:45**	**4 - 6 Peak Hour**	17:00	16:30	**16:45**
7 - 9 Pk Volume	1933	1028	**2896**	**4 - 6 Pk Volume**	1285	1756	**3022**
Pk Hr Factor	0.944	0.899	**0.967**	**Pk Hr Factor**	0.890	0.873	**0.909**

Prepared by Nationwide Traffic Data

VOLUME

NW 41st St/Doral Blvd Bet NW 109th Ave & NW 107th Ave

Day: Tuesday
Date: 4/7/2026

City: Doral
Project #: FL26_570039_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	19,086	17,818	36,904

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			38		52		90		12:00			286		239		525	
0:15			23		33		56		12:15			301		261		562	
0:30			37		44		81		12:30			285		241		526	
0:45			35	133	35	164	70	297	12:45			304	1176	255	996	559	2172
1:00			20		24		44		13:00			283		277		560	
1:15			20		32		52		13:15			263		265		528	
1:30			9		12		21		13:30			282		293		575	
1:45			8	57	14	82	22	139	13:45			256	1084	281	1116	537	2200
2:00			19		12		31		14:00			287		348		635	
2:15			10		13		23		14:15			247		377		624	
2:30			14		24		38		14:30			311		350		661	
2:45			16	59	12	61	28	120	14:45			276	1121	379	1454	655	2575
3:00			8		11		19		15:00			252		419		671	
3:15			14		9		23		15:15			256		401		657	
3:30			19		7		26		15:30			274		442		716	
3:45			15	56	14	41	29	97	15:45			231	1013	362	1624	593	2637
4:00			13		9		22		16:00			273		416		689	
4:15			23		15		38		16:15			216		408		624	
4:30			24		18		42		16:30			258		444		702	
4:45			48	108	21	63	69	171	16:45			206	953	387	1655	593	2608
5:00			59		26		85		17:00			298		460		758	
5:15			91		32		123		17:15			257		484		741	
5:30			128		51		179		17:30			278		383		661	
5:45			170	448	49	158	219	606	17:45			261	1094	340	1667	601	2761
6:00			178		57		235		18:00			257		368		625	
6:15			254		90		344		18:15			192		306		498	
6:30			290		83		373		18:30			208		339		547	
6:45			449	1171	172	402	621	1573	18:45			181	838	253	1266	434	2104
7:00			493		239		732		19:00			229		284		513	
7:15			529		171		700		19:15			205		288		493	
7:30			495		194		689		19:30			184		242		426	
7:45			511	2028	237	841	748	2869	19:45			147	765	219	1033	366	1798
8:00			481		220		701		20:00			153		187		340	
8:15			473		239		712		20:15			125		204		329	
8:30			469		176		645		20:30			131		161		292	
8:45			450	1873	200	835	650	2708	20:45			154	563	182	734	336	1297
9:00			363		181		544		21:00			94		175		269	
9:15			362		159		521		21:15			107		199		306	
9:30			358		161		519		21:30			98		166		264	
9:45			360	1443	178	679	538	2122	21:45			94	393	157	697	251	1090
10:00			311		154		465		22:00			79		132		211	
10:15			288		189		477		22:15			65		123		188	
10:30			266		193		459		22:30			76		97		173	
10:45			301	1166	187	723	488	1889	22:45			68	288	95	447	163	735
11:00			286		203		489		23:00			75		68		143	
11:15			222		198		420		23:15			48		57		105	
11:30			265		221		486		23:30			31		49		80	
11:45			305	1078	237	859	542	1937	23:45			24	178	47	221	71	399
TOTALS				9620		4908		14528	TOTALS				9466		12910		22376
SPLIT %				66.2%		33.8%		39.4%	SPLIT %				42.3%		57.7%		60.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	19,086	17,818	36,904

AM Peak Hour	7:00	11:45	7:00	PM Peak Hour	12:00	16:30	16:30
AM Pk Volume	2028	978	2869	PM Pk Volume	1176	1775	2794
Pk Hr Factor	0.958	0.937	0.959	Pk Hr Factor	0.967	0.917	0.922
7 - 9 Volume	3901	1676	5577	4 - 6 Volume	2047	3322	5369
7 - 9 Peak Hour	7:00	7:30	7:00	4 - 6 Peak Hour	17:00	16:30	16:30
7 - 9 Pk Volume	2028	890	2869	4 - 6 Pk Volume	1094	1775	2794
Pk Hr Factor	0.958	0.931	0.959	Pk Hr Factor	0.918	0.917	0.922

Prepared by Nationwide Traffic Data

VOLUME

NW 41st St/Doral Blvd Bet NW 109th Ave & NW 107th Ave

Day: Wednesday
Date: 4/8/2026

City: Doral
Project #: FL26_570039_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	20,275	17,698	37,973

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			22		65		87		12:00			285		220		505	
0:15			28		40		68		12:15			324		256		580	
0:30			34		42		76		12:30			306		287		593	
0:45			33	117	32	179	65	296	12:45			274	1189	231	994	505	2183
1:00			14		25		39		13:00			254		266		520	
1:15			12		26		38		13:15			278		295		573	
1:30			14		17		31		13:30			307		266		573	
1:45			12	52	11	79	23	131	13:45			315	1154	234	1061	549	2215
2:00			4		5		9		14:00			365		340		705	
2:15			4		10		14		14:15			304		337		641	
2:30			11		9		20		14:30			352		311		663	
2:45			11	30	7	31	18	61	14:45			338	1359	313	1301	651	2660
3:00			11		4		15		15:00			273		422		695	
3:15			8		9		17		15:15			279		349		628	
3:30			13		9		22		15:30			261		376		637	
3:45			17	49	11	33	28	82	15:45			257	1070	347	1494	604	2564
4:00			11		11		22		16:00			296		439		735	
4:15			20		13		33		16:15			259		353		612	
4:30			27		21		48		16:30			291		414		705	
4:45			49	107	16	61	65	168	16:45			289	1135	414	1620	703	2755
5:00			60		24		84		17:00			333		421		754	
5:15			93		30		123		17:15			279		405		684	
5:30			130		54		184		17:30			401		368		769	
5:45			173	456	47	155	220	611	17:45			279	1292	354	1548	633	2840
6:00			176		59		235		18:00			271		360		631	
6:15			258		85		343		18:15			263		387		650	
6:30			291		89		380		18:30			231		338		569	
6:45			452	1177	178	411	630	1588	18:45			195	960	300	1385	495	2345
7:00			492		243		735		19:00			243		302		545	
7:15			534		168		702		19:15			194		297		491	
7:30			497		193		690		19:30			207		210		417	
7:45			514	2037	238	842	752	2879	19:45			186	830	228	1037	414	1867
8:00			527		228		755		20:00			193		217		410	
8:15			481		241		722		20:15			154		228		382	
8:30			477		178		655		20:30			137		212		349	
8:45			482	1967	203	850	685	2817	20:45			152	636	198	855	350	1491
9:00			375		181		556		21:00			107		182		289	
9:15			374		155		529		21:15			112		219		331	
9:30			359		164		523		21:30			129		181		310	
9:45			363	1471	179	679	542	2150	21:45			109	457	172	754	281	1211
10:00			316		158		474		22:00			88		138		226	
10:15			290		185		475		22:15			78		110		188	
10:30			269		199		468		22:30			62		115		177	
10:45			305	1180	185	727	490	1907	22:45			72	300	97	460	169	760
11:00			283		200		483		23:00			57		97		154	
11:15			218		193		411		23:15			55		77		132	
11:30			266		224		490		23:30			36		68		104	
11:45			311	1078	233	850	544	1928	23:45			24	172	50	292	74	464
TOTALS				9721		4897		14618	TOTALS				10554		12801		23355
SPLIT %				66.5%		33.5%		38.5%	SPLIT %				45.2%		54.8%		61.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	20,275	17,698	37,973

AM Peak Hour	7:15	11:45	7:30	PM Peak Hour	14:00	16:30	16:45
AM Pk Volume	2072	996	2919	PM Pk Volume	1359	1654	2910
Pk Hr Factor	0.970	0.868	0.967	Pk Hr Factor	0.931	0.982	0.946
7 - 9 Volume	4004	1692	5696	4 - 6 Volume	2427	3168	5595
7 - 9 Peak Hour	7:15	7:30	7:30	4 - 6 Peak Hour	16:45	16:30	16:45
7 - 9 Pk Volume	2072	900	2919	4 - 6 Pk Volume	1302	1654	2910
Pk Hr Factor	0.970	0.934	0.967	Pk Hr Factor	0.812	0.982	0.946

Prepared by Nationwide Traffic Data

VOLUME

NW 41st St/Doral Blvd Bet NW 109th Ave & NW 107th Ave

Day: Thursday
Date: 4/9/2026

City: Doral
Project #: FL26_570039_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	19,828	18,121	37,949

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00			23	46	69	12:00			297	229	526
0:15			27	33	60	12:15			262	235	497
0:30			13	24	37	12:30			256	236	492
0:45			22 85	27 130	49 215	12:45			239 1054	231 931	470 1985
1:00			16	19	35	13:00			278	261	539
1:15			16	21	37	13:15			268	353	621
1:30			9	19	28	13:30			279	282	561
1:45			14 55	11 70	25 125	13:45			254 1079	294 1190	548 2269
2:00			12	9	21	14:00			273	302	575
2:15			17	8	25	14:15			307	311	618
2:30			9	13	22	14:30			286	348	634
2:45			12 50	4 34	16 84	14:45			286 1152	359 1320	645 2472
3:00			14	9	23	15:00			242	413	655
3:15			14	7	21	15:15			248	435	683
3:30			15	10	25	15:30			289	403	692
3:45			15 58	4 30	19 88	15:45			265 1044	396 1647	661 2691
4:00			17	7	24	16:00			260	454	714
4:15			22	17	39	16:15			218	415	633
4:30			27	15	42	16:30			288	437	725
4:45			55 121	14 53	69 174	16:45			261 1027	370 1676	631 2703
5:00			67	26	93	17:00			312	508	820
5:15			68	31	99	17:15			282	426	708
5:30			151	43	194	17:30			363	407	770
5:45			165 451	50 150	215 601	17:45			290 1247	358 1699	648 2946
6:00			156	51	207	18:00			261	367	628
6:15			231	82	313	18:15			191	364	555
6:30			328	96	424	18:30			234	323	557
6:45			437 1152	140 369	577 1521	18:45			228 914	285 1339	513 2253
7:00			426	259	685	19:00			213	290	503
7:15			522	153	675	19:15			210	293	503
7:30			521	193	714	19:30			181	238	419
7:45			517 1986	195 800	712 2786	19:45			170 774	255 1076	425 1850
8:00			497	206	703	20:00			206	242	448
8:15			488	252	740	20:15			141	230	371
8:30			464	238	702	20:30			157	199	356
8:45			475 1924	194 890	669 2814	20:45			161 665	179 850	340 1515
9:00			466	197	663	21:00			152	197	349
9:15			422	174	596	21:15			131	231	362
9:30			406	174	580	21:30			118	190	308
9:45			389 1683	177 722	566 2405	21:45			104 505	143 761	247 1266
10:00			343	189	532	22:00			83	149	232
10:15			335	172	507	22:15			91	128	219
10:30			253	180	433	22:30			72	111	183
10:45			272 1203	174 715	446 1918	22:45			66 312	86 474	152 786
11:00			282	236	518	23:00			80	77	157
11:15			243	225	468	23:15			63	70	133
11:30			264	235	499	23:30			44	64	108
11:45			266 1055	237 933	503 1988	23:45			45 232	51 262	96 494
TOTALS			9823	4896	14719	TOTALS			10005	13225	23230
SPLIT %			66.7%	33.3%	38.8%	SPLIT %			43.1%	56.9%	61.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	19,828	18,121	37,949

AM Peak Hour	7:15	11:45	7:30	PM Peak Hour	17:00	16:30	17:00
AM Pk Volume	2057	937	2869	PM Pk Volume	1247	1741	2946
Pk Hr Factor	0.985	0.988	0.969	Pk Hr Factor	0.859	0.857	0.898
7 - 9 Volume	3910	1690	5600	4 - 6 Volume	2274	3375	5649
7 - 9 Peak Hour	7:15	7:45	7:30	4 - 6 Peak Hour	17:00	16:30	17:00
7 - 9 Pk Volume	2057	891	2869	4 - 6 Pk Volume	1247	1741	2946
Pk Hr Factor	0.985	0.884	0.969	Pk Hr Factor	0.859	0.857	0.898

Prepared by Nationwide Traffic Data

VOLUME

NW 114th Ave Bet NW 44th St & NW 41st St/Doral Blvd

Day: Tuesday
Date: 4/7/2026

City: Doral
Project #: FL26_570039_005

DAILY TOTALS	NB	SB	EB	WB	Total
	6,871	9,209	0	0	16,080

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	26		13				39		12:00	86		141				227	
0:15	18		12				30		12:15	99		124				223	
0:30	21		18				39		12:30	84		108				192	
0:45	20	85	10	53			30	138	12:45	84	353	132	505			216	858
1:00	11		13				24		13:00	103		168				271	
1:15	14		12				26		13:15	77		120				197	
1:30	6		0				6		13:30	96		130				226	
1:45	13	44	4	29			17	73	13:45	100	376	141	559			241	935
2:00	5		6				11		14:00	102		134				236	
2:15	12		6				18		14:15	96		147				243	
2:30	7		5				12		14:30	113		148				261	
2:45	8	32	6	23			14	55	14:45	108	419	147	576			255	995
3:00	4		4				8		15:00	90		110				200	
3:15	7		6				13		15:15	95		131				226	
3:30	5		11				16		15:30	130		167				297	
3:45	3	19	9	30			12	49	15:45	130	445	132	540			262	985
4:00	5		5				10		16:00	143		138				281	
4:15	8		17				25		16:15	138		147				285	
4:30	3		21				24		16:30	144		166				310	
4:45	10	26	26	69			36	95	16:45	135	560	166	617			301	1177
5:00	10		24				34		17:00	164		157				321	
5:15	18		41				59		17:15	144		188				332	
5:30	22		37				59		17:30	175		192				367	
5:45	19	69	65	167			84	236	17:45	181	664	149	686			330	1350
6:00	21		61				82		18:00	156		133				289	
6:15	24		75				99		18:15	150		118				268	
6:30	24		94				118		18:30	159		153				312	
6:45	43	112	157	387			200	499	18:45	109	574	125	529			234	1103
7:00	68		200				268		19:00	125		145				270	
7:15	95		194				289		19:15	138		125				263	
7:30	93		172				265		19:30	125		123				248	
7:45	76	332	231	797			307	1129	19:45	115	503	99	492			214	995
8:00	82		218				300		20:00	101		98				199	
8:15	80		192				272		20:15	99		98				197	
8:30	92		180				272		20:30	113		64				177	
8:45	69	323	188	778			257	1101	20:45	102	415	73	333			175	748
9:00	78		146				224		21:00	84		73				157	
9:15	61		134				195		21:15	104		82				186	
9:30	43		138				181		21:30	107		56				163	
9:45	72	254	99	517			171	771	21:45	74	369	53	264			127	633
10:00	71		133				204		22:00	67		42				109	
10:15	51		131				182		22:15	57		43				100	
10:30	50		119				169		22:30	59		52				111	
10:45	55	227	140	523			195	750	22:45	46	229	38	175			84	404
11:00	68		96				164		23:00	48		17				65	
11:15	74		142				216		23:15	45		20				65	
11:30	66		99				165		23:30	34		19				53	
11:45	75	283	150	487			225	770	23:45	31	158	17	73			48	231
TOTALS		1806		3860				5666	TOTALS		5065		5349				10414
SPLIT %		31.9%		68.1%				35.2%	SPLIT %		48.6%		51.4%				64.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	6,871	9,209	0	0	16,080

AM Peak Hour	7:15	7:45	7:15	PM Peak Hour	17:00	16:45	17:00
AM Pk Volume	346	821	1161	PM Pk Volume	664	703	1350
Pk Hr Factor	0.911	0.889	0.945	Pk Hr Factor	0.917	0.915	0.920
7 - 9 Volume	655	1575	2230	4 - 6 Volume	1224	1303	2527
7 - 9 Peak Hour	7:15	7:45	7:15	4 - 6 Peak Hour	17:00	16:45	17:00
7 - 9 Pk Volume	346	821	1161	4 - 6 Pk Volume	664	703	1350
Pk Hr Factor	0.911	0.889	0.945	Pk Hr Factor	0.917	0.915	0.920

Prepared by Nationwide Traffic Data

VOLUME

NW 114th Ave Bet NW 44th St & NW 41st St/Doral Blvd

Day: Wednesday
Date: 4/8/2026

City: Doral
Project #: FL26_570039_005

DAILY TOTALS	NB	SB	EB	WB	Total
	7,296	9,555	0	0	16,851

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	30		15				45		12:00	96		140				236	
0:15	29		17				46		12:15	123		107				230	
0:30	28		9				37		12:30	87		123				210	
0:45	13	100	8	49			21	149	12:45	88	394	137	507			225	901
1:00	16		8				24		13:00	102		112				214	
1:15	14		9				23		13:15	83		124				207	
1:30	9		4				13		13:30	117		118				235	
1:45	5	44	7	28			12	72	13:45	90	392	136	490			226	882
2:00	3		2				5		14:00	102		158				260	
2:15	6		4				10		14:15	121		173				294	
2:30	7		5				12		14:30	114		161				275	
2:45	6	22	5	16			11	38	14:45	143	480	151	643			294	1123
3:00	2		4				6		15:00	115		123				238	
3:15	4		3				7		15:15	105		129				234	
3:30	5		12				17		15:30	137		162				299	
3:45	4	15	6	25			10	40	15:45	150	507	125	539			275	1046
4:00	10		7				17		16:00	124		165				289	
4:15	3		12				15		16:15	134		127				261	
4:30	9		18				27		16:30	143		164				307	
4:45	5	27	24	61			29	88	16:45	140	541	134	590			274	1131
5:00	11		30				41		17:00	172		174				346	
5:15	9		40				49		17:15	163		171				334	
5:30	23		44				67		17:30	199		182				381	
5:45	19	62	56	170			75	232	17:45	181	715	173	700			354	1415
6:00	22		57				79		18:00	165		192				357	
6:15	20		88				108		18:15	155		142				297	
6:30	25		94				119		18:30	163		179				342	
6:45	35	102	167	406			202	508	18:45	143	626	157	670			300	1296
7:00	68		206				274		19:00	149		167				316	
7:15	90		228				318		19:15	132		145				277	
7:30	86		179				265		19:30	157		104				261	
7:45	93	337	227	840			320	1177	19:45	101	539	122	538			223	1077
8:00	93		217				310		20:00	111		95				206	
8:15	91		222				313		20:15	113		92				205	
8:30	97		205				302		20:30	122		77				199	
8:45	79	360	193	837			272	1197	20:45	126	472	82	346			208	818
9:00	70		154				224		21:00	94		67				161	
9:15	73		171				244		21:15	103		83				186	
9:30	65		135				200		21:30	99		76				175	
9:45	66	274	140	600			206	874	21:45	74	370	74	300			148	670
10:00	63		124				187		22:00	77		53				130	
10:15	63		109				172		22:15	60		30				90	
10:30	58		115				173		22:30	55		32				87	
10:45	62	246	144	492			206	738	22:45	42	234	33	148			75	382
11:00	74		92				166		23:00	55		31				86	
11:15	60		115				175		23:15	39		31				70	
11:30	61		107				168		23:30	32		17				49	
11:45	85	280	136	450			221	730	23:45	31	157	31	110			62	267
TOTALS		1869		3974				5843	TOTALS		5427		5581				11008
SPLIT %		32.0%		68.0%				34.7%	SPLIT %		49.3%		50.7%				65.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	7,296	9,555	0	0	16,851

AM Peak Hour	11:45	7:45	7:45	PM Peak Hour	17:00	17:15	17:15
AM Pk Volume	391	871	1245	PM Pk Volume	715	718	1426
Pk Hr Factor	0.795	0.959	0.973	Pk Hr Factor	0.898	0.935	0.936
7 - 9 Volume	697	1677	2374	4 - 6 Volume	1256	1290	2546
7 - 9 Peak Hour	7:45	7:45	7:45	4 - 6 Peak Hour	17:00	17:00	17:00
7 - 9 Pk Volume	374	871	1245	4 - 6 Pk Volume	715	700	1415
Pk Hr Factor	0.964	0.959	0.973	Pk Hr Factor	0.898	0.962	0.928

Prepared by Nationwide Traffic Data

VOLUME

NW 114th Ave Bet NW 44th St & NW 41st St/Doral Blvd

Day: Thursday
Date: 4/9/2026

City: Doral
Project #: FL26_570039_005

DAILY TOTALS	NB	SB	EB	WB	Total
	7,108	9,480	0	0	16,588

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	23		13				36		12:00	87		159				246	
0:15	20		10				30		12:15	88		107				195	
0:30	19		9				28		12:30	73		115				188	
0:45	24	86	8	40			32	126	12:45	78	326	114	495			192	821
1:00	18		6				24		13:00	85		121				206	
1:15	18		6				24		13:15	100		108				208	
1:30	20		7				27		13:30	89		115				204	
1:45	5	61	13	32			18	93	13:45	87	361	131	475			218	836
2:00	5		0				5		14:00	99		133				232	
2:15	3		8				11		14:15	99		131				230	
2:30	6		6				12		14:30	114		151				265	
2:45	8	22	8	22			16	44	14:45	124	436	148	563			272	999
3:00	6		6				12		15:00	120		106				226	
3:15	6		7				13		15:15	108		149				257	
3:30	4		8				12		15:30	147		179				326	
3:45	3	19	10	31			13	50	15:45	148	523	150	584			298	1107
4:00	6		9				15		16:00	150		146				296	
4:15	3		15				18		16:15	117		115				232	
4:30	3		25				28		16:30	136		177				313	
4:45	5	17	25	74			30	91	16:45	161	564	168	606			329	1170
5:00	10		27				37		17:00	160		189				349	
5:15	11		34				45		17:15	145		159				304	
5:30	17		50				67		17:30	163		170				333	
5:45	14	52	56	167			70	219	17:45	157	625	170	688			327	1313
6:00	16		57				73		18:00	153		150				303	
6:15	32		71				103		18:15	166		117				283	
6:30	25		118				143		18:30	159		164				323	
6:45	35	108	149	395			184	503	18:45	141	619	144	575			285	1194
7:00	78		213				291		19:00	135		133				268	
7:15	118		233				351		19:15	148		159				307	
7:30	86		169				255		19:30	119		124				243	
7:45	66	348	215	830			281	1178	19:45	115	517	114	530			229	1047
8:00	74		201				275		20:00	147		115				262	
8:15	100		217				317		20:15	122		109				231	
8:30	99		195				294		20:30	113		106				219	
8:45	71	344	172	785			243	1129	20:45	112	494	97	427			209	921
9:00	60		179				239		21:00	96		82				178	
9:15	61		152				213		21:15	92		101				193	
9:30	56		142				198		21:30	105		88				193	
9:45	64	241	111	584			175	825	21:45	82	375	67	338			149	713
10:00	70		119				189		22:00	70		68				138	
10:15	53		127				180		22:15	64		47				111	
10:30	57		132				189		22:30	61		31				92	
10:45	56	236	123	501			179	737	22:45	58	253	28	174			86	427
11:00	87		109				196		23:00	41		24				65	
11:15	74		118				192		23:15	49		32				81	
11:30	76		116				192		23:30	37		24				61	
11:45	74	311	119	462			193	773	23:45	43	170	22	102			65	272
TOTALS		1845		3923				5768	TOTALS		5263		5557				10820
SPLIT %		32.0%		68.0%				34.8%	SPLIT %		48.6%		51.4%				65.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	7,108	9,480	0	0	16,588

AM Peak Hour	7:00	7:00	7:00	PM Peak Hour	17:30	16:30	16:45
AM Pk Volume	348	830	1178	PM Pk Volume	639	693	1315
Pk Hr Factor	0.737	0.891	0.839	Pk Hr Factor	0.962	0.917	0.942
7 - 9 Volume	692	1615	2307	4 - 6 Volume	1189	1294	2483
7 - 9 Peak Hour	7:00	7:00	7:00	4 - 6 Peak Hour	16:45	16:30	16:45
7 - 9 Pk Volume	348	830	1178	4 - 6 Pk Volume	629	693	1315
Pk Hr Factor	0.737	0.891	0.839	Pk Hr Factor	0.965	0.917	0.942

Prepared by Nationwide Traffic Data

VOLUME

NW 112th Ave Bet NW 43rd Ln & NW 41st St/Doral Blvd

Day: Tuesday
Date: 4/7/2026

City: Doral
Project #: FL26_570039_006

DAILY TOTALS	NB	SB	EB	WB	Total
	5,048	4,992	0	0	10,040

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	9		7				16		12:00	71		83				154	
0:15	14		4				18		12:15	68		73				141	
0:30	9		4				13		12:30	79		87				166	
0:45	4	36	2	17			6	53	12:45	76	294	85	328			161	622
1:00	7		3				10		13:00	82		75				157	
1:15	6		0				6		13:15	78		86				164	
1:30	3		1				4		13:30	88		104				192	
1:45	1	17	0	4			1	21	13:45	95	343	94	359			189	702
2:00	4		0				4		14:00	91		97				188	
2:15	6		4				10		14:15	99		114				213	
2:30	6		0				6		14:30	97		125				222	
2:45	1	17	0	4			1	21	14:45	120	407	89	425			209	832
3:00	1		0				1		15:00	113		82				195	
3:15	2		2				4		15:15	78		115				193	
3:30	2		4				6		15:30	91		95				186	
3:45	1	6	2	8			3	14	15:45	170	452	95	387			265	839
4:00	4		1				5		16:00	100		70				170	
4:15	2		5				7		16:15	89		81				170	
4:30	2		4				6		16:30	85		87				172	
4:45	0	8	11	21			11	29	16:45	112	386	101	339			213	725
5:00	6		6				12		17:00	141		83				224	
5:15	4		12				16		17:15	165		121				286	
5:30	7		9				16		17:30	139		88				227	
5:45	5	22	18	45			23	67	17:45	128	573	78	370			206	943
6:00	5		24				29		18:00	144		68				212	
6:15	11		26				37		18:15	121		77				198	
6:30	22		39				61		18:30	94		61				155	
6:45	39	77	68	157			107	234	18:45	92	451	53	259			145	710
7:00	71		151				222		19:00	74		62				136	
7:15	58		126				184		19:15	91		54				145	
7:30	80		83				163		19:30	77		44				121	
7:45	52	261	124	484			176	745	19:45	59	301	48	208			107	509
8:00	61		174				235		20:00	80		30				110	
8:15	78		132				210		20:15	54		37				91	
8:30	71		117				188		20:30	67		22				89	
8:45	48	258	104	527			152	785	20:45	53	254	30	119			83	373
9:00	36		74				110		21:00	53		17				70	
9:15	39		73				112		21:15	67		27				94	
9:30	45		65				110		21:30	36		19				55	
9:45	35	155	75	287			110	442	21:45	40	196	15	78			55	274
10:00	55		58				113		22:00	53		12				65	
10:15	35		61				96		22:15	21		16				37	
10:30	50		52				102		22:30	14		7				21	
10:45	40	180	54	225			94	405	22:45	18	106	11	46			29	152
11:00	53		56				109		23:00	12		15				27	
11:15	51		62				113		23:15	18		7				25	
11:30	41		66				107		23:30	15		4				19	
11:45	45	190	79	263			124	453	23:45	13	58	6	32			19	90
TOTALS		1227		2042				3269	TOTALS		3821		2950				6771
SPLIT %		37.5%		62.5%				32.6%	SPLIT %		56.4%		43.6%				67.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	5,048	4,992	0	0	10,040

AM Peak Hour	7:30	7:45	7:45	PM Peak Hour	17:15	13:45	16:45
AM Pk Volume	271	547	809	PM Pk Volume	576	430	950
Pk Hr Factor	0.847	0.786	0.861	Pk Hr Factor	0.873	0.860	0.830
7 - 9 Volume	519	1011	1530	4 - 6 Volume	959	709	1668
7 - 9 Peak Hour	7:30	7:45	7:45	4 - 6 Peak Hour	17:00	16:45	16:45
7 - 9 Pk Volume	271	547	809	4 - 6 Pk Volume	573	393	950
Pk Hr Factor	0.847	0.786	0.861	Pk Hr Factor	0.868	0.812	0.830

Prepared by Nationwide Traffic Data

VOLUME

NW 112th Ave Bet NW 43rd Ln & NW 41st St/Doral Blvd

Day: Wednesday
Date: 4/8/2026

City: Doral
Project #: FL26_570039_006

DAILY TOTALS	NB	SB	EB	WB	Total
	4,942	5,107	0	0	10,049

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	10		4				14		12:00	44		63				107	
0:15	10		6				16		12:15	53		58				111	
0:30	11		6				17		12:30	69		57				126	
0:45	7	38	5	21			12	59	12:45	61	227	77	255			138	482
1:00	2		5				7		13:00	72		65				137	
1:15	4		4				8		13:15	68		58				126	
1:30	1		1				2		13:30	84		84				168	
1:45	1	8	0	10			1	18	13:45	75	299	84	291			159	590
2:00	1		2				3		14:00	77		85				162	
2:15	2		1				3		14:15	58		93				151	
2:30	0		1				1		14:30	99		139				238	
2:45	1	4	0	4			1	8	14:45	100	334	103	420			203	754
3:00	1		3				4		15:00	101		85				186	
3:15	0		2				2		15:15	99		125				224	
3:30	4		1				5		15:30	112		105				217	
3:45	3	8	4	10			7	18	15:45	162	474	97	412			259	886
4:00	2		2				4		16:00	103		75				178	
4:15	0		3				3		16:15	108		88				196	
4:30	0		4				4		16:30	120		103				223	
4:45	4	6	4	13			8	19	16:45	122	453	134	400			256	853
5:00	3		7				10		17:00	130		95				225	
5:15	6		10				16		17:15	157		122				279	
5:30	8		12				20		17:30	138		111				249	
5:45	4	21	15	44			19	65	17:45	150	575	114	442			264	1017
6:00	15		19				34		18:00	125		66				191	
6:15	27		29				56		18:15	122		90				212	
6:30	24		43				67		18:30	103		83				186	
6:45	57	123	69	160			126	283	18:45	102	452	75	314			177	766
7:00	86		139				225		19:00	72		55				127	
7:15	56		142				198		19:15	84		59				143	
7:30	61		91				152		19:30	57		47				104	
7:45	50	253	135	507			185	760	19:45	51	264	45	206			96	470
8:00	64		172				236		20:00	68		32				100	
8:15	73		141				214		20:15	78		34				112	
8:30	84		99				183		20:30	62		26				88	
8:45	40	261	102	514			142	775	20:45	59	267	26	118			85	385
9:00	43		74				117		21:00	58		31				89	
9:15	37		60				97		21:15	71		18				89	
9:30	33		67				100		21:30	36		34				70	
9:45	31	144	69	270			100	414	21:45	46	211	20	103			66	314
10:00	33		67				100		22:00	40		17				57	
10:15	41		80				121		22:15	40		12				52	
10:30	45		61				106		22:30	25		14				39	
10:45	36	155	69	277			105	432	22:45	13	118	13	56			26	174
11:00	45		57				102		23:00	21		8				29	
11:15	43		48				91		23:15	14		7				21	
11:30	47		62				109		23:30	17		8				25	
11:45	45	180	67	234			112	414	23:45	15	67	3	26			18	93
TOTALS		1201		2064				3265	TOTALS		3741		3043				6784
SPLIT %		36.8%		63.2%				32.5%	SPLIT %		55.1%		44.9%				67.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	4,942	5,107	0	0	10,049

AM Peak Hour	7:45	7:45	7:45	PM Peak Hour	17:00	16:45	17:00
AM Pk Volume	271	547	818	PM Pk Volume	575	462	1017
Pk Hr Factor	0.807	0.795	0.867	Pk Hr Factor	0.916	0.862	0.911
7 - 9 Volume	514	1021	1535	4 - 6 Volume	1028	842	1870
7 - 9 Peak Hour	7:45	7:45	7:45	4 - 6 Peak Hour	17:00	16:45	17:00
7 - 9 Pk Volume	271	547	818	4 - 6 Pk Volume	575	462	1017
Pk Hr Factor	0.807	0.795	0.867	Pk Hr Factor	0.916	0.862	0.911

Prepared by Nationwide Traffic Data

VOLUME

NW 112th Ave Bet NW 43rd Ln & NW 41st St/Doral Blvd

Day: Thursday
Date: 4/9/2026

City: Doral
Project #: FL26_570039_006

DAILY TOTALS	NB	SB	EB	WB	Total
	4,989	4,826	0	0	9,815

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	12		2				14		12:00	54		68				122	
0:15	12		3				15		12:15	55		51				106	
0:30	7		1				8		12:30	60		45				105	
0:45	4	35	3	9			7	44	12:45	50	219	66	230			116	449
1:00	2		5				7		13:00	65		52				117	
1:15	6		3				9		13:15	94		53				147	
1:30	7		1				8		13:30	58		85				143	
1:45	4	19	2	11			6	30	13:45	74	291	70	260			144	551
2:00	5		3				8		14:00	62		52				114	
2:15	1		2				3		14:15	52		85				137	
2:30	1		2				3		14:30	93		112				205	
2:45	0	7	1	8			1	15	14:45	119	326	75	324			194	650
3:00	3		2				5		15:00	99		82				181	
3:15	0		2				2		15:15	90		112				202	
3:30	0		4				4		15:30	104		96				200	
3:45	4	7	1	9			5	16	15:45	176	469	103	393			279	862
4:00	4		3				7		16:00	105		86				191	
4:15	1		4				5		16:15	83		89				172	
4:30	1		4				5		16:30	93		82				175	
4:45	0	6	7	18			7	24	16:45	125	406	102	359			227	765
5:00	2		10				12		17:00	146		89				235	
5:15	5		6				11		17:15	135		121				256	
5:30	7		16				23		17:30	154		107				261	
5:45	6	20	16	48			22	68	17:45	161	596	94	411			255	1007
6:00	12		15				27		18:00	123		62				185	
6:15	33		29				62		18:15	123		85				208	
6:30	30		36				66		18:30	104		66				170	
6:45	43	118	80	160			123	278	18:45	93	443	70	283			163	726
7:00	94		152				246		19:00	73		53				126	
7:15	67		128				195		19:15	94		63				157	
7:30	66		73				139		19:30	66		47				113	
7:45	49	276	127	480			176	756	19:45	79	312	42	205			121	517
8:00	70		175				245		20:00	78		46				124	
8:15	87		166				253		20:15	78		38				116	
8:30	91		95				186		20:30	59		40				99	
8:45	37	285	98	534			135	819	20:45	47	262	26	150			73	412
9:00	43		92				135		21:00	66		28				94	
9:15	47		57				104		21:15	56		39				95	
9:30	48		77				125		21:30	52		23				75	
9:45	34	172	65	291			99	463	21:45	37	211	20	110			57	321
10:00	30		62				92		22:00	39		19				58	
10:15	34		70				104		22:15	27		14				41	
10:30	32		52				84		22:30	28		14				42	
10:45	41	137	63	247			104	384	22:45	22	116	9	56			31	172
11:00	50		51				101		23:00	22		15				37	
11:15	44		58				102		23:15	16		5				21	
11:30	44		45				89		23:30	15		6				21	
11:45	47	185	41	195			88	380	23:45	18	71	9	35			27	106
TOTALS		1267		2010				3277	TOTALS		3722		2816				6538
SPLIT %		38.7%		61.3%				33.4%	SPLIT %		56.9%		43.1%				66.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	4,989	4,826	0	0	9,815

AM Peak Hour	7:45	7:45	7:45	PM Peak Hour	17:00	16:45	17:00
AM Pk Volume	297	563	860	PM Pk Volume	596	419	1007
Pk Hr Factor	0.816	0.804	0.850	Pk Hr Factor	0.925	0.866	0.965
7 - 9 Volume	561	1014	1575	4 - 6 Volume	1002	770	1772
7 - 9 Peak Hour	7:45	7:45	7:45	4 - 6 Peak Hour	17:00	16:45	17:00
7 - 9 Pk Volume	297	563	860	4 - 6 Pk Volume	596	419	1007
Pk Hr Factor	0.816	0.804	0.850	Pk Hr Factor	0.925	0.866	0.965

Bowman

Peak Season Conversion Factor (PSCF)

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.07	1.13
2	01/07/2024 - 01/13/2024	1.03	1.08
3	01/14/2024 - 01/20/2024	1.00	1.05
4	01/21/2024 - 01/27/2024	0.98	1.03
* 5	01/28/2024 - 02/03/2024	0.97	1.02
* 6	02/04/2024 - 02/10/2024	0.96	1.01
* 7	02/11/2024 - 02/17/2024	0.95	1.00
* 8	02/18/2024 - 02/24/2024	0.95	1.00
* 9	02/25/2024 - 03/02/2024	0.94	0.99
*10	03/03/2024 - 03/09/2024	0.94	0.99
*11	03/10/2024 - 03/16/2024	0.94	0.99
*12	03/17/2024 - 03/23/2024	0.94	0.99
*13	03/24/2024 - 03/30/2024	0.95	1.00
*14	03/31/2024 - 04/06/2024	0.95	1.00
*15	04/07/2024 - 04/13/2024	0.96	1.01
*16	04/14/2024 - 04/20/2024	0.97	1.02
*17	04/21/2024 - 04/27/2024	0.98	1.03
18	04/28/2024 - 05/04/2024	0.99	1.04
19	05/05/2024 - 05/11/2024	1.00	1.05
20	05/12/2024 - 05/18/2024	1.02	1.07
21	05/19/2024 - 05/25/2024	1.03	1.08
22	05/26/2024 - 06/01/2024	1.04	1.09
23	06/02/2024 - 06/08/2024	1.05	1.11
24	06/09/2024 - 06/15/2024	1.06	1.12
25	06/16/2024 - 06/22/2024	1.05	1.11
26	06/23/2024 - 06/29/2024	1.04	1.09
27	06/30/2024 - 07/06/2024	1.03	1.08
28	07/07/2024 - 07/13/2024	1.02	1.07
29	07/14/2024 - 07/20/2024	1.02	1.07
30	07/21/2024 - 07/27/2024	1.01	1.06
31	07/28/2024 - 08/03/2024	1.01	1.06
32	08/04/2024 - 08/10/2024	1.01	1.06
33	08/11/2024 - 08/17/2024	1.01	1.06
34	08/18/2024 - 08/24/2024	1.01	1.06
35	08/25/2024 - 08/31/2024	1.01	1.06
36	09/01/2024 - 09/07/2024	1.01	1.06
37	09/08/2024 - 09/14/2024	1.01	1.06
38	09/15/2024 - 09/21/2024	1.01	1.06
39	09/22/2024 - 09/28/2024	1.01	1.06
40	09/29/2024 - 10/05/2024	1.01	1.06
41	10/06/2024 - 10/12/2024	1.01	1.06
42	10/13/2024 - 10/19/2024	1.02	1.07
43	10/20/2024 - 10/26/2024	1.02	1.07
44	10/27/2024 - 11/02/2024	1.02	1.07
45	11/03/2024 - 11/09/2024	1.02	1.07
46	11/10/2024 - 11/16/2024	1.03	1.08
47	11/17/2024 - 11/23/2024	1.03	1.08
48	11/24/2024 - 11/30/2024	1.04	1.09
49	12/01/2024 - 12/07/2024	1.05	1.11
50	12/08/2024 - 12/14/2024	1.06	1.12
51	12/15/2024 - 12/21/2024	1.07	1.13
52	12/22/2024 - 12/28/2024	1.03	1.08
53	12/29/2024 - 12/31/2024	1.00	1.05

* PEAK SEASON

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.07	1.13
2	01/07/2024 - 01/13/2024	1.03	1.08
3	01/14/2024 - 01/20/2024	1.00	1.05
4	01/21/2024 - 01/27/2024	0.98	1.03
* 5	01/28/2024 - 02/03/2024	0.97	1.02
* 6	02/04/2024 - 02/10/2024	0.96	1.01
* 7	02/11/2024 - 02/17/2024	0.95	1.00
* 8	02/18/2024 - 02/24/2024	0.95	1.00
* 9	02/25/2024 - 03/02/2024	0.94	0.99
*10	03/03/2024 - 03/09/2024	0.94	0.99
*11	03/10/2024 - 03/16/2024	0.94	0.99
*12	03/17/2024 - 03/23/2024	0.94	0.99
*13	03/24/2024 - 03/30/2024	0.95	1.00
*14	03/31/2024 - 04/06/2024	0.95	1.00
*15	04/07/2024 - 04/13/2024	0.96	1.01
*16	04/14/2024 - 04/20/2024	0.97	1.02
*17	04/21/2024 - 04/27/2024	0.98	1.03
18	04/28/2024 - 05/04/2024	0.99	1.04
19	05/05/2024 - 05/11/2024	1.00	1.05
20	05/12/2024 - 05/18/2024	1.02	1.07
21	05/19/2024 - 05/25/2024	1.03	1.08
22	05/26/2024 - 06/01/2024	1.04	1.09
23	06/02/2024 - 06/08/2024	1.05	1.11
24	06/09/2024 - 06/15/2024	1.06	1.12
25	06/16/2024 - 06/22/2024	1.05	1.11
26	06/23/2024 - 06/29/2024	1.04	1.09
27	06/30/2024 - 07/06/2024	1.03	1.08
28	07/07/2024 - 07/13/2024	1.02	1.07
29	07/14/2024 - 07/20/2024	1.02	1.07
30	07/21/2024 - 07/27/2024	1.01	1.06
31	07/28/2024 - 08/03/2024	1.01	1.06
32	08/04/2024 - 08/10/2024	1.01	1.06
33	08/11/2024 - 08/17/2024	1.01	1.06
34	08/18/2024 - 08/24/2024	1.01	1.06
35	08/25/2024 - 08/31/2024	1.01	1.06
36	09/01/2024 - 09/07/2024	1.01	1.06
37	09/08/2024 - 09/14/2024	1.01	1.06
38	09/15/2024 - 09/21/2024	1.01	1.06
39	09/22/2024 - 09/28/2024	1.01	1.06
40	09/29/2024 - 10/05/2024	1.01	1.06
41	10/06/2024 - 10/12/2024	1.01	1.06
42	10/13/2024 - 10/19/2024	1.02	1.07
43	10/20/2024 - 10/26/2024	1.02	1.07
44	10/27/2024 - 11/02/2024	1.02	1.07
45	11/03/2024 - 11/09/2024	1.02	1.07
46	11/10/2024 - 11/16/2024	1.03	1.08
47	11/17/2024 - 11/23/2024	1.03	1.08
48	11/24/2024 - 11/30/2024	1.04	1.09
49	12/01/2024 - 12/07/2024	1.05	1.11
50	12/08/2024 - 12/14/2024	1.06	1.12
51	12/15/2024 - 12/21/2024	1.07	1.13
52	12/22/2024 - 12/28/2024	1.03	1.08
53	12/29/2024 - 12/31/2024	1.00	1.05

* PEAK SEASON

Bowman

Transportation Master Plan
Roadway Improvements

Table 3-6: Proposed Special Emphasis Crosswalk Locations (City/County Intersections)

No.	North/South Roadway	East/West Roadway	Crosswalk Location			
			N	S	E	W
1	NW 87th Ave	NW 21st Terr	1	1	1	1
2	NW 87th Ave	NW 17th St	1	1	1	1
3	NW 87th Ave	NW 27th St	1	1	1	1
4	NW 87th Ave	NW 29th St			1	
5	NW 87th Ave	NW 30th Ter			1	1
6	NW 87th Ave	NW 33rd St	1	1	1	1
7	NW 87th Ave	NW 35th Ln				1
8	NW 87th Ave	NW 56th St			1	
9	NW 87th Ave	NW 53rd St	1			
10	NW 87th Ave	NW 52nd St			1	
11	NW 87th Ave	NW 41st St	1	1	1	1
12	NW 82nd Ave	NW 36th St	1	1	1	1
13	NW 82nd Ave	NW 12th St	1		1	1
14	NW 97th Ave	NW 28th Terr				1
15	NW 97th Ave	NW 27th Terr				1
16	NW 97th Ave	NW 27th St				1
17	NW 107th Ave	NW 27th St	1	1	1	1
18	NW 107th Ave	NW 33rd St	1	1	1	1
19	NW 107th Ave	NW 31st Terr			1	
20	NW 109th Ave	NW 41st St	1			
21	NW 112th Ave	NW 41st St	1			
22	NW 97th Ave	NW 52nd St		1		1
23	NW 102nd Ave	NW 58th St	1	1	1	1
24	NW 107th Ave	NW 86th St	1	1		
25	NW 107th Ave	NW 88th St		1		
26	NW 107th Ave	NW 82nd St			1	1
27	NW 107th Ave	NW 78th St				1
28	NW 107th Ave	NW 78th St			1	
29	NW 104th Ave	NW 74th St	1	1	1	1
30	NW 112th Ave	NW 58th St			1	
31	NW 114th Ave	NW 58th St			1	
32	NW 107th Ave	NW 50th St				1
33	NW 99th Ave	NW 25th St	1	1		
34	NW 102nd Ave	NW 25th St	1	1	1	1
35	NW 102nd Pl	NW 25th St		1		
36	NW 89th Pl	NW 25th St		1		
37	NW 24th Terr	NW 25th St		1		
38	NW 93rd Ct	NW 12th St	1		1	1
39	NW 97th Ave	NW 13th St			1	
40	NW 107th Ave	NW 19th St			1	
41	NW 112th Ave	NW 74th St	1		1	1
42	NW 114th Ave	NW 74th St	1	1	1	1
43	NW 107th Ave	NW 66th St	1	1	1	1
44	NW 107th Ave	NW 62nd St			1	
45	NW 107th Ave	NW 90th St		1		1
46	NW 79th Ave	NW 58th St		1		
47	NW 99th Ave	NW 58th St	1			1
48	NW 98th Ct	NW 12th St	1			
49	NW 107th Ave	NW 21st St			1	1
50	NW 112th Ave	NW 25th St			1	
51	NW 117th Ave	NW 25th St		1	1	
52	NW 102nd Ave	NW 41st St	1	1	1	1
53	NW 97th Ave	NW 33rd St	1	1	1	1
54	NW 97th Ave	NW 38th St			1	
55	NW 97th Ave	NW 40th St Rd			1	
56	NW 84th Ave	NW 12th St	1	1		1
57	NW 107th Ave	NW 36th St			1	
58	NW 104th Ave	NW 41st St		1		
59	NW 87th Ave	NW 15th St			1	1
60	NW 87th Ave	NW 13th Terr	1	1	1	1
61	NW 87th Ave	NW 18th Terr	1	1	1	1

Figure 3-7: Proposed Special Emphasis Crosswalk Locations (City/County Intersections)

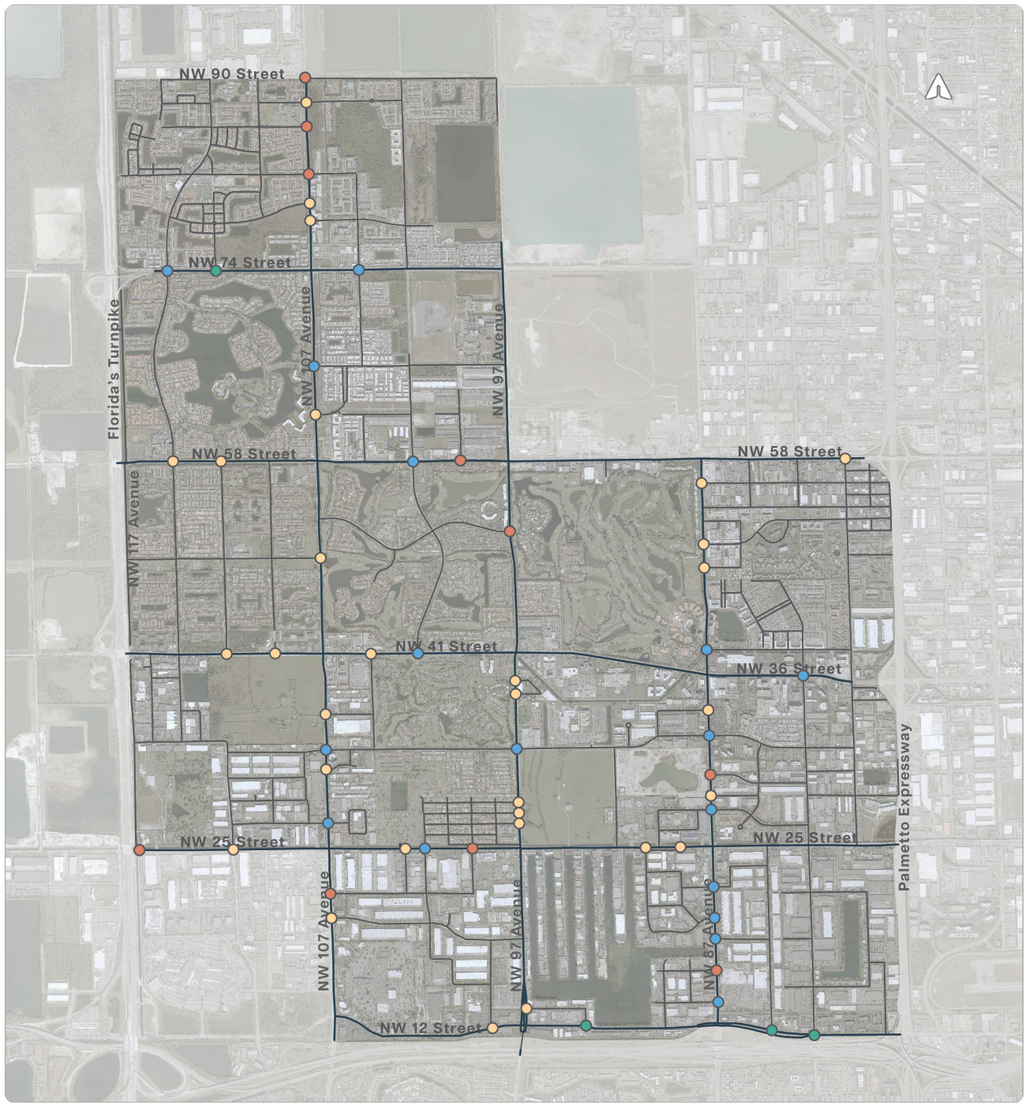
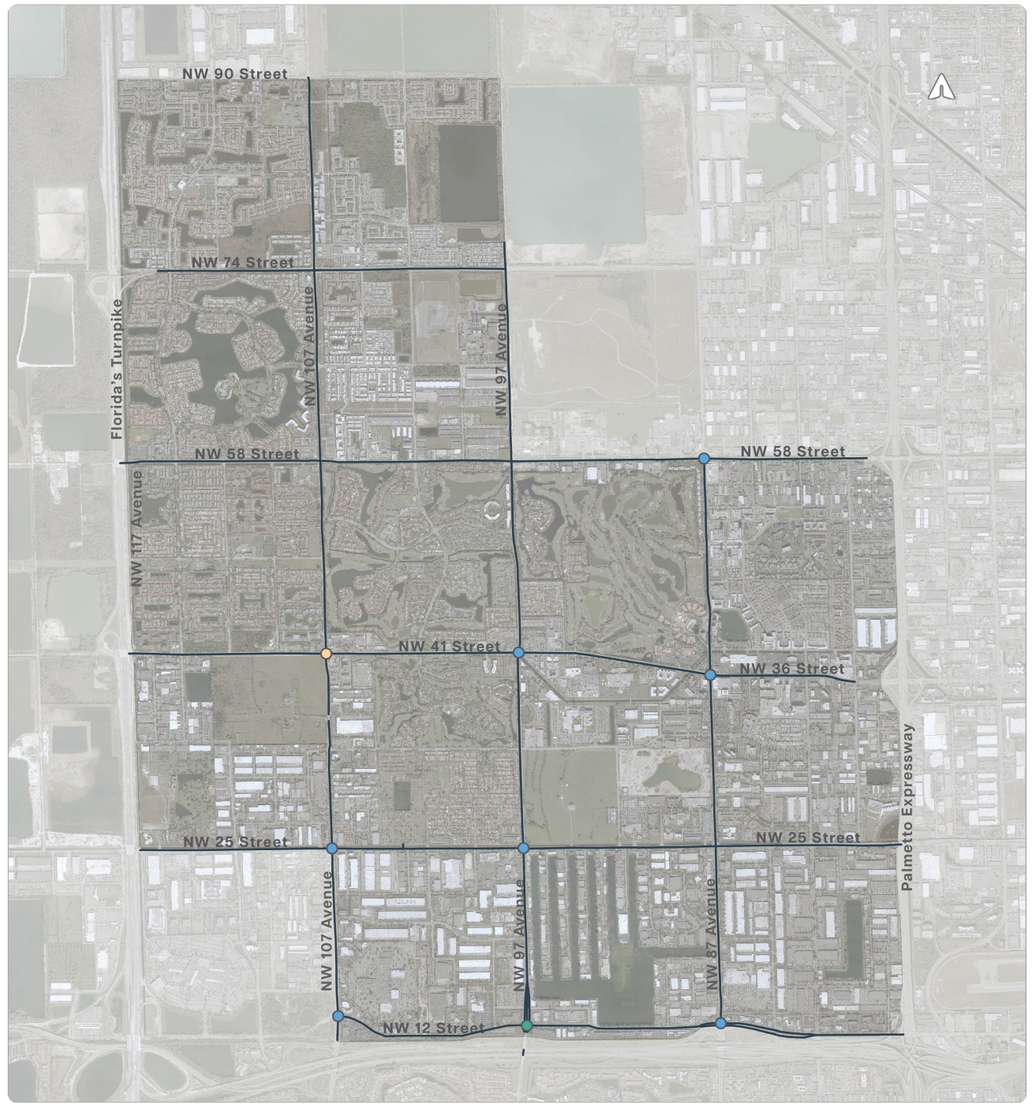


Table 3-7: Proposed Special Emphasis Crosswalk Locations (County/County Intersections)

No.	North/South Roadway	East/West Roadway	Crosswalk Location			
			N	S	E	W
1	NW 87th Ave	NW 36th St	1	1	1	1
2	NW 97th Ave	NW 41st St	1	1	1	1
3	NW 107th Ave	NW 41st St				1
4	NW 107th Ave	NW 25th St	1	1	1	1
5	NW 97th Ave	NW 25th St	1	1	1	1
6	NW 87th Ave	NW 12th St	1	1	1	1
7	NW 107th Ave	NW 12th St	1	1	1	1
8	NW 87th Ave	NW 58th St	1	1	1	1
9	NW 97th Ave	NW 12th St	1		1	

Figure 3-8: Proposed Special Emphasis Crosswalk Locations (County/County Intersections)



Recommended Safety Projects

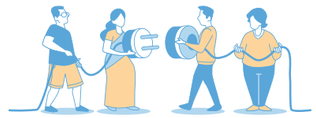
Minimizing transportation related incidents is a top priority for the City of Doral and targeted improvements are recommended for key intersections and corridors to reduce crashes, improve visibility, and protect vulnerable road users. **Table 3-8** lists recommendations that aim to reduce common crash types and serious and fatal injuries.

Table 3-8: Recommended Safety Projects

Proj. No.	Roadway/ Facility Name	Project Limits		Jurisdiction	Project Description
		From	To		
S - 1	NW 114 Ave	NW 41 St		City/County	Installation of new signal heads with backplates with retroreflective borders on all mast arm assemblies at the intersection. Installation of raised/retroreflective pavement markers for traffic separator pavement markings extensions on South leg of the intersection.
S - 2	NW 114 Ave	NW 74 St		City/County	Installation of new signal heads with backplates with retroflective borders on all mast arm assemblies at the intersection. Provision of pavement marking extension for traffic separators beyond crosswalks for North, West, and South legs of the intersection and installation of raised/retroreflective pavement markers for traffic separator pavement marking extensions. Provision of special emphasis crosswalk markings for all legs of the intersection.
S - 3	NW 79 Ave	NW 25 St		City/County	Installation of pedestrian crosswalk with special emphasis markings and pedestrian signals on East and West leg of the intersection.
S - 4	NW 79 Ave	NW 36 St		City/County	installation of new signal heads with backplates with retroreflective borders on the mast arm assemblies at the South and East legs of the intersection. Installation of pedestrian crosswalk and pedestrian signals on East leg of the intersection. Provision of special emphasis crosswalk markings for all legs of the intersection.
S - 5	NW 33 St	NW 87 Ave		City/County	Installation of new signal heads with backplates with retroflective borders on all mast arm assemblies at the intersection. Provision of pavement marking extension for traffic separators beyond crosswalks for North, West, and South legs of the intersection and installation of raised/retroreflective pavement markers for traffic separator pavement marking extensions. Provision of special emphasis crosswalk markings for all legs of the intersection.
S - 6	NW 33 St	NW 97 Ave		City/County	Installation of new signal heads with backplates with retroflective borders on all mast arm assemblies at the intersection. Provision of special emphasis crosswalk markings for all legs of the intersection.
S - 7	NW 41 St	NW 87 Ave		City/County	Installation of new signal heads with backplates with retroflective borders on all mast arm assemblies at the intersection. Installation of pedestrian crosswalk and pedestrian signals on South leg of the intersection. Provision of special emphasis crosswalk markings for all legs of the intersection. Elimination of Right Turn on Red for eastbound approach (West leg).
S - 8	NW 58 St	NW 107 Ave		County	Widening of sidewalk on the NW corner of the intersection to provide more capacity and refuge for pedestrians and bicyclists entering and exiting the existing trail. Installation of new signal heads with backplates with retroflective borders on all mast arm assemblies at the intersection.
S - 9	NW 74 St	NW 107 Ave		County	Installation of bollards at entrance of Atlas Trail on the NW corner of the intersection. Realignment of existing key hole bike lane to go on the outside of existing westbound right turn lane. Widening sidewalk on NW corner of intersection to recieve bike lane and reconfiguring/reducing existing ramp at entrance of Atlas Trail which can currently be mistaken for a driveway.

Proj. No.	Roadway/ Facility Name	Project Limits		Jurisdiction	Project Description
		From	To		
S-10	NW 78 St	NW 107 Ave		City/County	Installation of pedestrian crosswalk with special emphasis markings and mast arm (overhead) pedestrian signals on North and South leg of the intersection.
S-11	NW 87 Ave	NW 14 St		County	installation of new signal heads with backplates with retroreflective borders on the mast arm assemblies at all legs of the intersection. Installation of pedestrian crosswalk and pedestrian signals on South leg of the intersection. Provision of special emphasis crosswalk markings for all legs of the intersection.
S-12	Various			City	Provision of special emphasis crosswalk markings at specified legs of 101 City Road/City Road intersections. (*Specific locations provided within Section 3.2 of this Transportation Master Plan*).
S-13	Various			City/County	Provision of special emphasis crosswalk markings at specified legs of 61 City Road/ County Road intersections. (*Specific locations provided within Section 3.2 of this Transportation Master Plan*).
S-14	Various			County	Provision of special emphasis crosswalk markings at specified legs of 9 County Road/ County Road intersections. (*Specific locations provided within Section 3.2 of this Transportation Master Plan*).

Note: A structural analysis will be required for any recommended signal head modifications to ensure that existing mast arm assembly can handle additional weight.



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Proj. No.	Roadway/ Facility Name	Project Limits		Jurisdiction	Project Description
		From	To		
AT - 13	NW 25 St	NW 99 Ave	NW 87 Ave	County	Construction of a 10 ft. asphalt separated shared used path on the north side of the road replacing the existing sidewalk (in some segments) and marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict areas to provide an extension of existing Beacon Trail to the east.
AT - 14	Dressel's Dairy Canal	NW 82 Ave		County	Construction of a 10 ft. asphalt separated shared used path on the south side of Dressel's Dairy Canal and marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict areas to provide a missing link of the existing Dressel's Dairy Trail that runs from NW 97 Ave to NW 79 Ave.
AT - 15	NW 86 St	NW 112 Ave		City	Construction of a 10 ft. asphalt separated shared used path on the south side of the road replacing the existing sidewalk and marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict areas.
AT - 16	NW 109 Ave	NW 86 St	NW 78 St	City	Construction of an 8 ft. asphalt separated shared used path on both sides of the road replacing the existing sidewalk and marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict.
AT - 17	NW 97 Ave	NW 41 St	NW 52 St	County	Construction of a 10 ft. asphalt sidepath on the west side of the road replacing the existing sidewalk and marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict areas.
AT - 18	NW 25 St	NW 117 Ave		County	Construction of a 10 ft. asphalt sidepath on the north side of the road and marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict areas to provide a connection to the existing Beacon Trail as well as the Turnpike Trail. Provision of special emphasis marking on the existing crosswalk across the east leg of the intersection.

Proj. No.	Roadway/ Facility Name	Project Limits		Jurisdiction	Project Description
		From	To		
AT - 19	Turnpike Trail	NW 41 St		County	Construction of a bicycle/pedestrian bridge over NW 41 St to provide a safe separated connection/missing link for the Turnpike Trail.
AT - 20	Various			City/County	Installation of a Rectangular Rapid Flashing Beacon (RRFB) for existing trail crossing according to MUTCD guidelines, with the necessary crossing warning signage and special emphasis crosswalk markings at the following locations: *NW 105 Ct at Approx. 120 ft. East of NW 107 Ave* *NW 50 St/Turnpike Trail at Approx. 80 ft. east of NW 117 Ave* *NW 58 St/Turnpike Trail at Approx. 115 ft. east of NW 117 Ave (County maintained road)* *NW 66 St at Approx. 150 ft. East of NW 107 Ave* *NW 78 St Approx. 450 ft. east of NW 107 Ave* *NW 82 St Approx. 450 ft. east of NW 107 Ave*
AT - 21	NW 53 St	NW 85 Pl		City	Construction of a raised intersection to place heightened focus on pedestrian crossing activities for motor vehicles at this busy intersection.
AT - 22	NW 58 St	NW 79 Ave		City	Installation of pedestrian signal on existing mast arm assembly for existing pedestrian crosswalk across south leg of the intersection and signal phasing adjustment to incorporate pedestrian phase.
AT - 23	NW 90 St	NW 112 Ave		City	Provision of new crosswalk across north leg of the intersection which would require re-striping to shift stop bar to the north approximately 10 ft. Extension of existing crosswalk across east leg of the intersection to intersect with proposed new crosswalk and reach the existing ADA curb ramp. Provision of special emphasis markings for all crosswalks.
AT - 24	NW 58 St	NW 107 Ave	NW 102 Ave	County	Construction of a 10 ft. asphalt sidepath on the north side of the road replacing the existing sidewalk and marked appropriately for shared use by bicyclists and pedestrians, and with special emphasis crossing markings at conflict areas to provide a connection to the existing Greenway Trail.

Table 3-9: Doral Trolley Stop Route 1 Recommended Improvements

Trolley Stop No.	Existing Amenities	Recommended Amenities	Midblock Crossing Rec.	Jurisdiction
1001	Bench	Shelter		County
1003	Bench	Shelter		County
1004	Bench	Shelter		County
1005	Bench	Shelter		County
1011	Shelter		Yes	City
1012	Bench	Shelter		County
1013	Bench	Shelter		County
1014	Bench	Shelter		City
1015	Bench	Shelter		City
1016	Bench	Shelter		County
1017	Bench	Shelter		County
1019	Bench	Shelter	Yes	County
1020	Bench	Shelter and Bike Rack		City
1021	Bench	Shelter and Bike Rack		City
1022	Bench	Bike Rack		City
1023	Bench	Shelter and Bike Rack		City
1024	Bench	Shelter		County
1026	Shelter	Bike Rack		City
1028	Shelter	Bike Rack		City
1030	Bench	Shelter		City
1031	Bench		Yes	City
1032	Bench	Shelter	Yes	City
1033	Shelter	Bike Rack	Yes	City
1034	Shelter	Bike Rack	Yes	City
1035	Bench	Shelter		City
1038	Bench	Shelter	Yes	City
1043	Bench	Shelter		County
1045	Sign Post	Shelter and Bike Rack		City
1046	Sign Post	Shelter and Bike Rack		City
1047	Sign Post	Shelter		City
1048	Bench	Shelter		City
1049	Shelter	Bike Rack		City
1050	Bench	Bike Rack		City
1051	Bench	Shelter		City
1054	Sign Post	Shelter		City
1055	Sign Post	Shelter and Bike Rack		City
1056	Bench	Shelter		City
1058	Shelter	Bike Rack	Yes	County
1059	Bench	Shelter and Bike Rack		City
1060	Bench	Shelter and Bike Rack		City
1061	Bench	Shelter and Bike Rack		City
1062	Sign Post	Shelter and Bike Rack		City
1063	Bench	Shelter and Bike Rack	Yes	City
1068	Sign Post	Shelter		County
1073	Bench	Shelter		County
1078	Shelter		Yes	County
1080	Sign Post		Yes	City
1081	Sign Post	Shelter and Bike Rack		City
1082	Bench	Shelter		County
1084	Sign Post	Shelter	Yes	City

Figure 3-13: Doral Trolley Route 1 Recommended Improvements

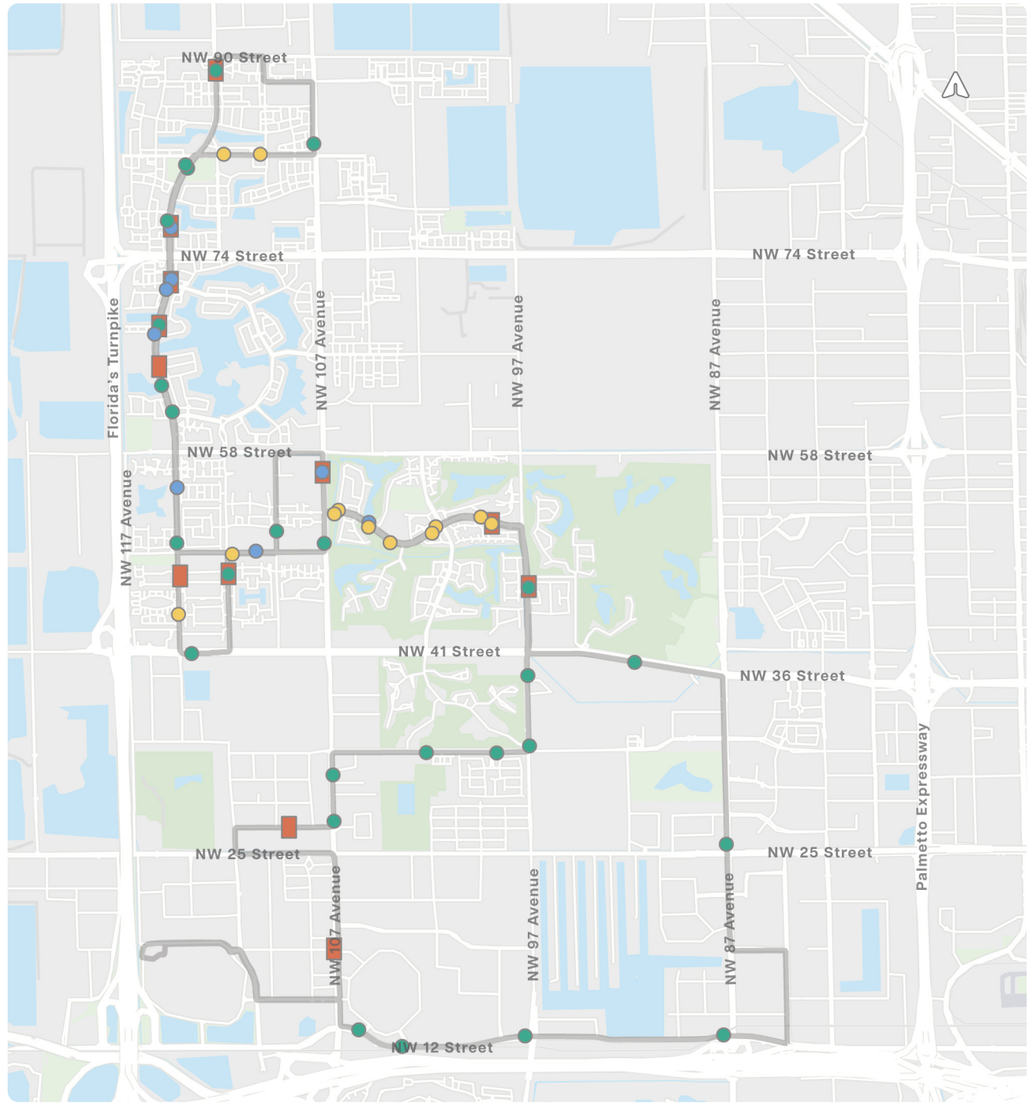


Table 3-11: Doral Trolley Stop Route 3 Recommended Improvements

Trolley Stop No.	Existing Amenities	Recommended Amenities	Midblock Crossing Rec.	Jurisdiction
3001	Sign Post		Yes	County
3003	Sign Post		Yes	County
3005	Bench	Shelter		County
3006	Bench	Shelter		County
3007	Bench	Shelter		County
3008	Bench	Shelter		City
3009	Bench	Shelter		City
3010	Bench	Shelter and Bike Rack		City
3011	Bench	Bike Rack		City
3012	Sign Post	Shelter		City
3013	Bench	Shelter		County
3014	Bench	Shelter		County
3015	Bench	Shelter		County
3016	Bench	Shelter		County
3017	Bench	Shelter		City
3018	Sign Post	Shelter and Bike Rack	Yes	City
3019	Bench	Shelter and Bike Rack		City
3020	Shelter	Bike Rack		City
3021	Bench	Shelter and Bike Rack		City
3022	Shelter	Bike Rack		City
3023	Bench	Shelter		City
3024	Bench	Shelter		City
3025	Sign Post	Shelter		City
3028	Bench	Shelter		City
3031	Bench	Shelter		City
3035	Shelter		Yes	County
3036	Bench	Shelter		County
3037	Bench	Shelter	Yes	County
3038	Bench	Shelter	Yes	County
3039	Sign Post	Shelter		County
3040	Sign Post	Shelter and Bike Rack		County
3041	Sign Post	Bike Rack		County
3042	Sign Post	Shelter and Bike Rack	Yes	City
3044	Sign Post	Shelter		City
3045	Sign Post	Shelter		City
3046	Sign Post	Shelter and Bike Rack		City

Figure 3-15: Doral Trolley Route 3 Recommended Improvements

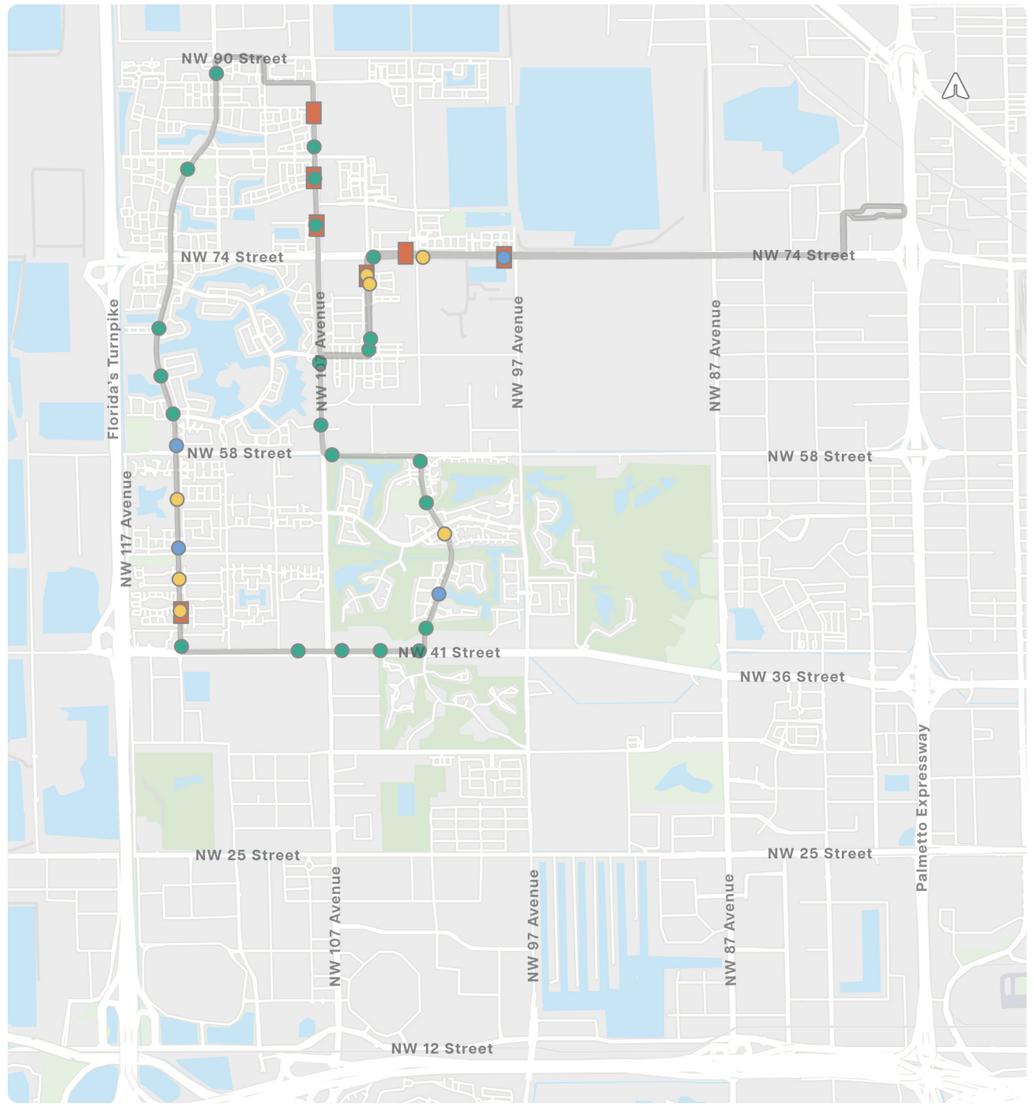


Figure 3-17: Existing Trolley Stop Amenities







Recommended Transit Projects

To enhance the efficiency, reliability, and accessibility of public transit within the City of Doral, targeted improvements are recommended for key intersections and corridors in **Table 3-13**. These improvements focus on reducing transit delays, improving access to bus stops, and enhancing overall transit operations.

Table 3-13: Recommended Transit Projects

Proj. No.	Roadway/ Facility Name	Project Limits		Jurisdiction	Project Description
		From	To		
T - 1	Trolley Stops- New Shelter (City Roads)	Varies		City	Installation of Doral branded transit stop shelter at 55 identified trolley stops located on city maintained roads.
T - 2	Trolley Stops- New Shelter (County Roads)	Varies		County	Installation of Doral branded transit stop shelter at 45 identified trolley stops located on county maintained roads.
T - 3	Trolley Stops- Bike Parking (City Roads)	Varies		City	Installation of bicycle parking racks at 28 identified trolley stops located on city maintained roads.
T - 4	Trolley Stops- Bike Parking (County Roads)	Varies		County	Installation of bicycle parking racks at 4 identified trolley stops located on county maintained roads.
T - 5	Trolley Stops- Midblock Crossing (City Roads)	Varies		City	Installation of a midblock crossing at 19 identified locations where trolley stops are located on both sides of the road across each other. City maintained roads.
T - 6	Trolley Stops- Midblock Crossing (County Roads)	Varies		County	Installation of a midblock crossing at 14 identified locations where trolley stops are located on both sides of the road across each other. County maintained roads.

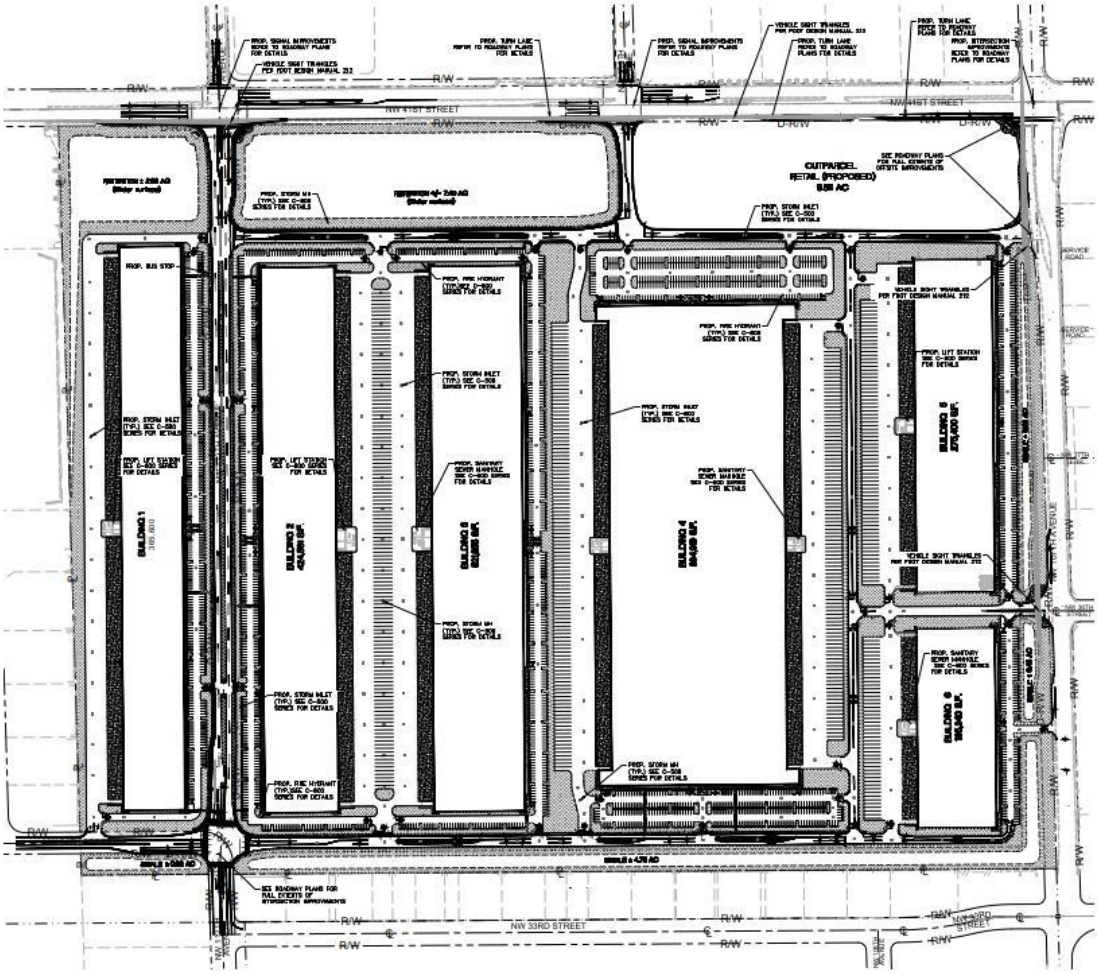
Bowman

Committed Development

Traffic Impact Analysis

Bridge Point Doral

Doral, Florida



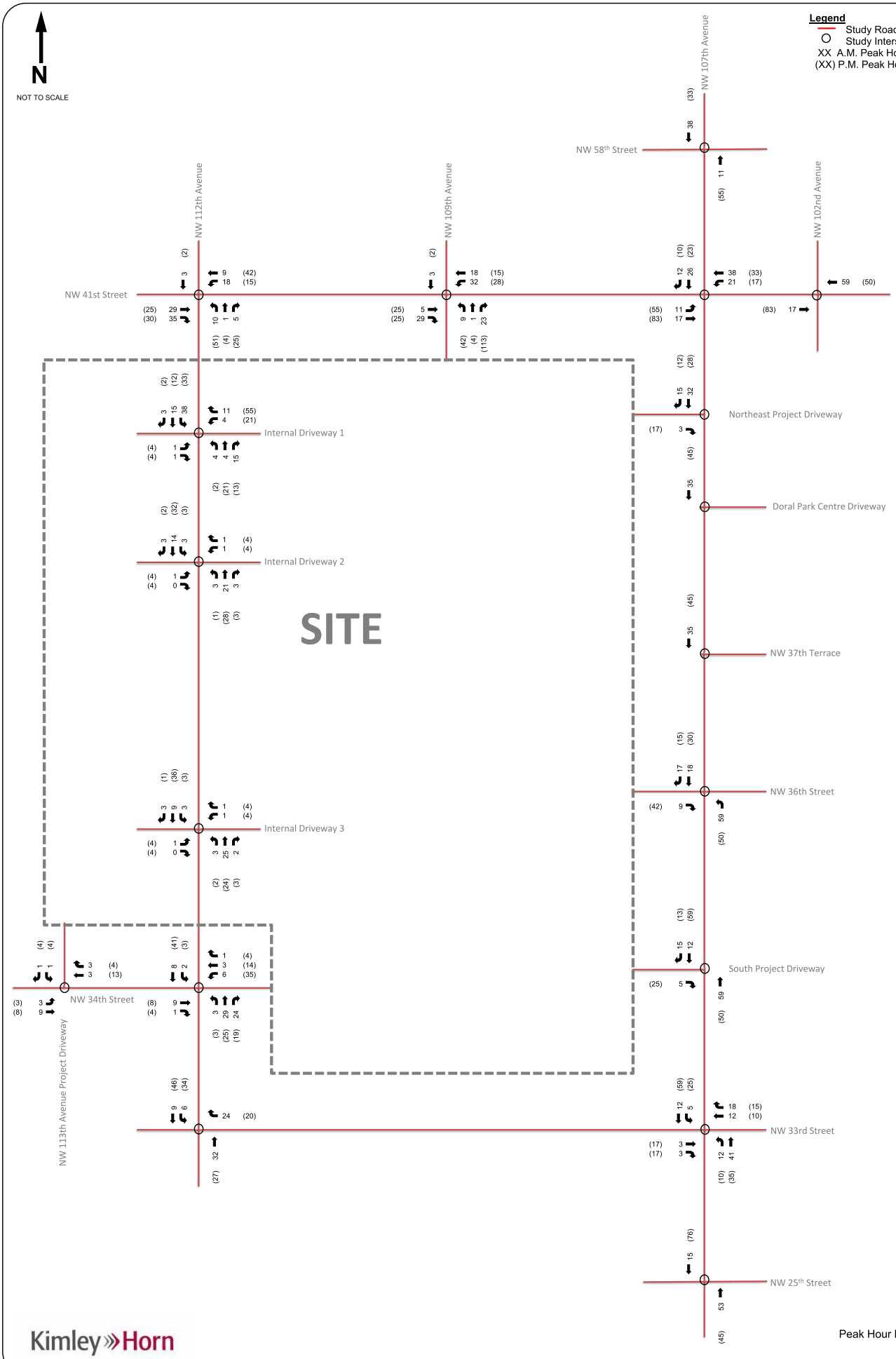
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Updated November 2022

July 2022

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Figure 5
Peak Hour Project Trip Assignment
Bridge Point Doral
Doral, Florida

- One (1) northbound through lane and one (1) southbound through lane was added to the intersection of NW 107th Avenue and NW 36th Street.
- One (1) northbound through lane and one (1) southbound through lane was added to the intersection of NW 107th Avenue and NW 33rd Street. Signal timings were also optimized for the intersection to account for the programmed laneage improvements.
- One (1) eastbound through lane and one (1) westbound through lane was added to the intersection of NW 107th Avenue and NW 25th Street. Additionally, one (1) northbound right-turn lane was converted to a northbound through lane. Signal timing for the intersection was also optimized to accommodate the programmed laneage improvements.

The results of the intersection capacity analysis indicate that all intersections operate at adopted LOS E or better during both the A.M. and P.M. peak hours under future background conditions.

FUTURE TOTAL WITH PROJECT CONDITIONS SUMMARY

To provide enhanced mobility and increased capacity throughout the study area, several improvements are proposed at the study intersections by the project, including:

- The existing eastbound turbo lanes at the intersection of NW 112th Avenue and NW 41st Street are proposed to be removed in order to construct the northbound approach of NW 112th Avenue. The intersection will operate as a four-legged signalized intersection. The northbound approach laneage will consist of one (1) left-turn lane, two (2) through lanes, and one (1) right-turn lane. The southbound approach laneage will consist of one (1) left-turn lane, one (1) through lane, and one (1) shared through/right-turn lane. One (1) eastbound right-turn lane and one (1) westbound left-turn lane will also be incorporated into the intersection by the project. Intersection signal timings were also optimized to accommodate the proposed improvements.
- The northbound approach at the intersection of NW 112th Avenue and NW 33rd Street is proposed to consist of one (1) left-turn lane, one (1) through lane, and one (1) shared through/right-turn lane.
- The intersection of NW 109th Avenue and NW 41st Street is proposed to be signalized consistent with the City of Doral Transportation Master Plan and previous coordination with Miami-Dade County. Additionally, one (1) eastbound right-turn lane and one (1) westbound

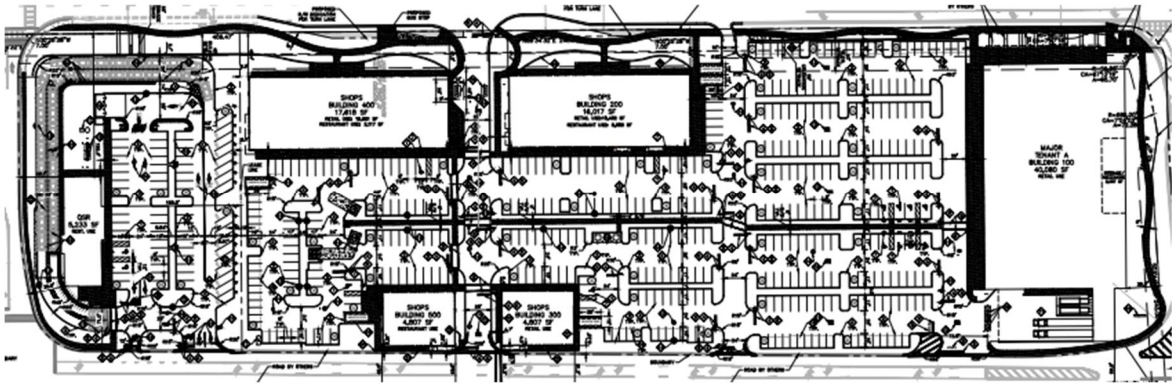
left-turn lane are proposed by the project. The laneage at the northbound approach will consist of one (1) left-turn lane and one (1) shared through/right-turn lane. The laneage at the southbound approach will consist of one (1) left-turn lane and one (1) shared through/right-turn lane.

- Signal timings at the intersection of NW 107th Avenue and NW 58th Street are proposed to be optimized.
- One (1) eastbound right-turn lane is proposed to be added at the intersection of NW 107th Avenue and NW 41st Street with an overlap phase. Intersection signal timings were optimized to accommodate the proposed improvements.
- At the intersection of NW 107th Avenue and NW 36th Street, the eastbound approach is proposed to consist of one (1) right-turn lane. Additionally, one (1) southbound right-turn lane and one (1) northbound left-turn lane are proposed to be added.
- Signal timings at the intersection of NW 107th Avenue and NW 33rd Street are proposed to be optimized.
- Signal timings at the intersection of NW 107th Avenue and NW 25th Street are proposed to be optimized.
- At the intersection of NW 112th Avenue and NW 34th Street, NW 34th Street is proposed to be realigned to operate at adopted level of service and provide additional laneage for the eastbound approach. The laneage at the eastbound approach is proposed to be one (1) left-turn lane, one (1) through lane, and two (2) right-turn lanes. The laneage at the westbound approach is proposed to be one (1) left-turn lane and one (1) shared through/right-turn lane. The laneage at the northbound approach is proposed to be one (1) left-turn lane, one (1) through lane, and one (1) shared through/right-turn lane. The laneage at the southbound approach is proposed to be one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane.

The results of the intersection capacity analysis indicate that all intersections operate at adopted LOS E or better during both the A.M. and P.M. peak hours under future total conditions except for the following intersections:

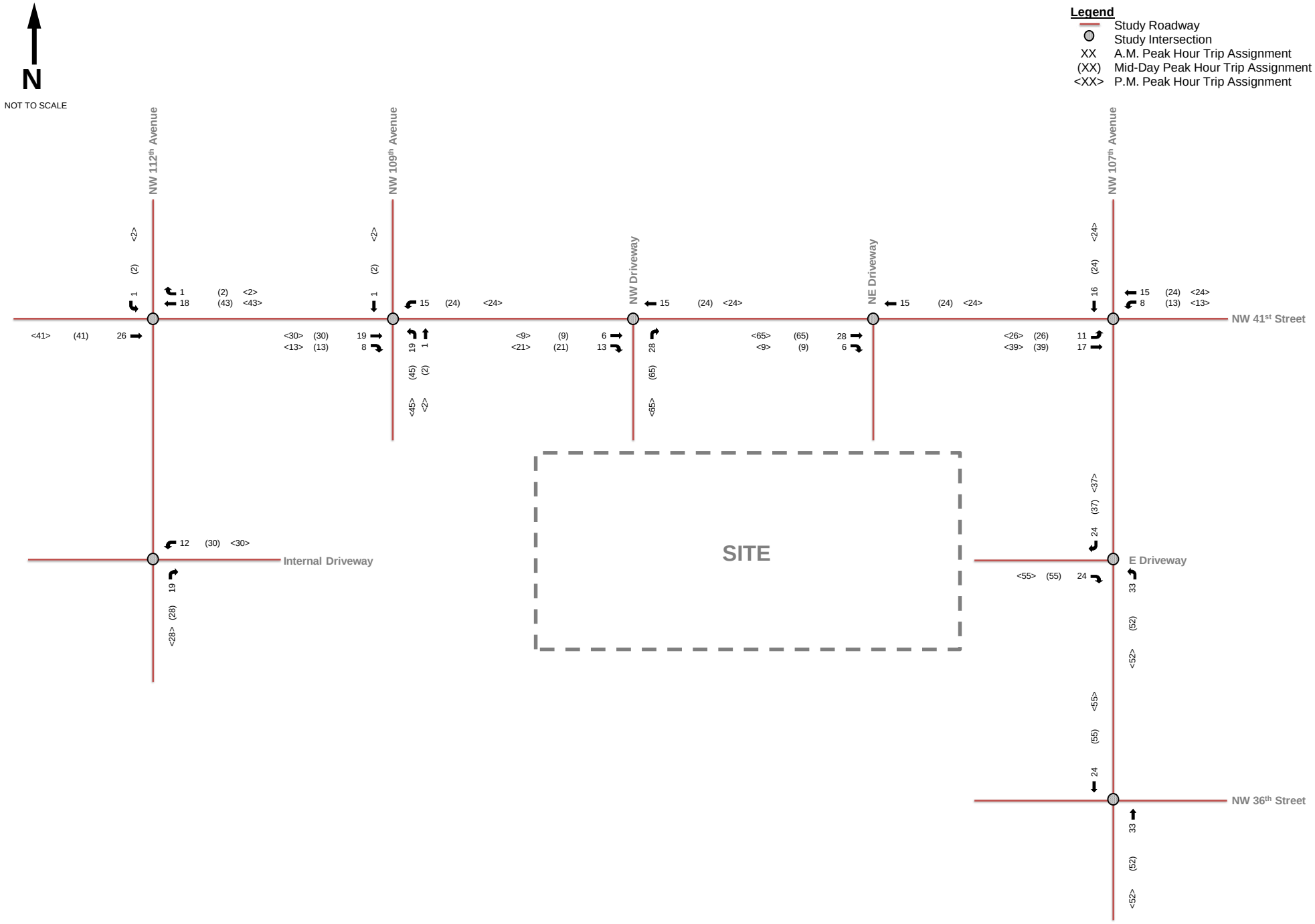
Traffic Impact Analysis

Doral Marketplace
Doral, Florida



Kimley»Horn

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May 2023
147911000

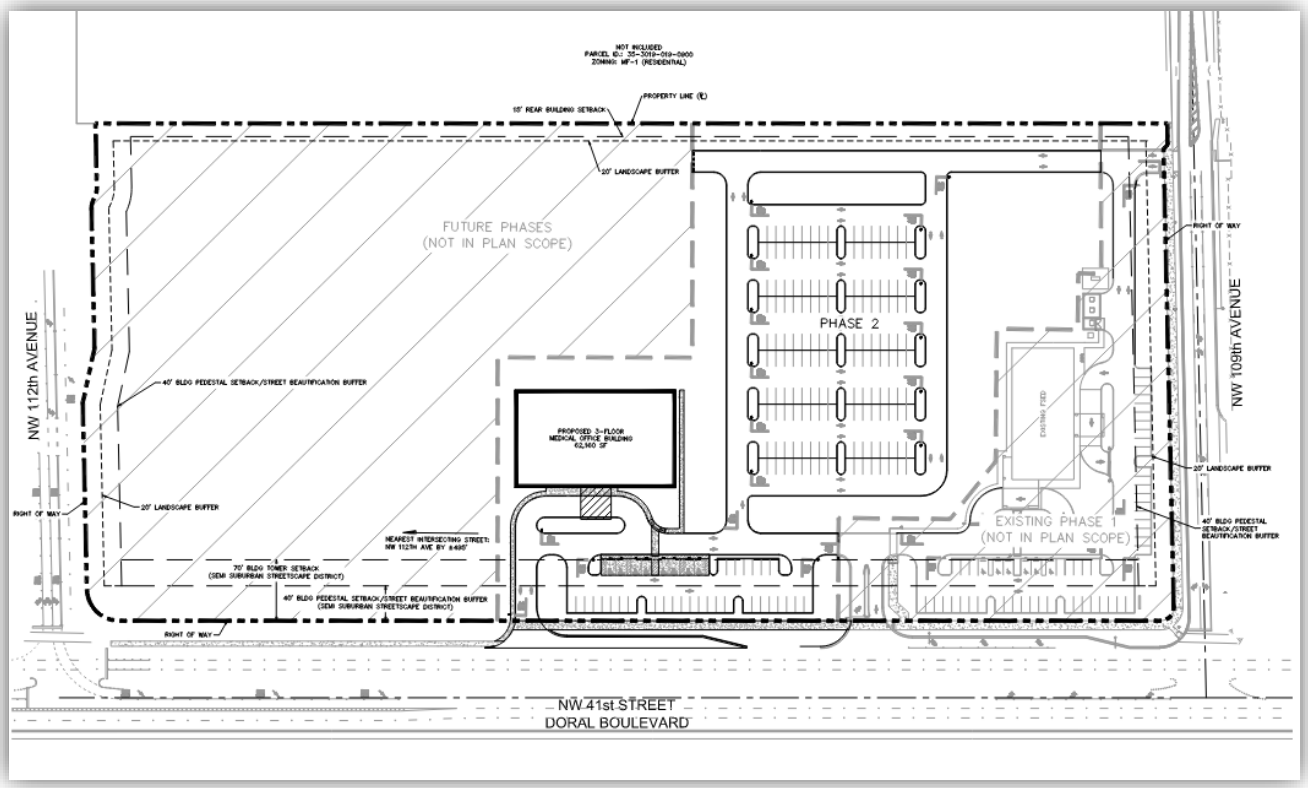


Kimley»Horn
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Figure 7
Peak Hour Project Trip Assignment - With Proposed Bridge Point Doral Off-Site Improvements
Bridge Point Doral Retail
Doral, Florida

Traffic Impact Analysis
for Submittal to
the City of Doral

DORAL MEDICAL OFFICE BUILDING
DORAL, FLORIDA



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Updated April 2023
February 2023
January 2023
149817042

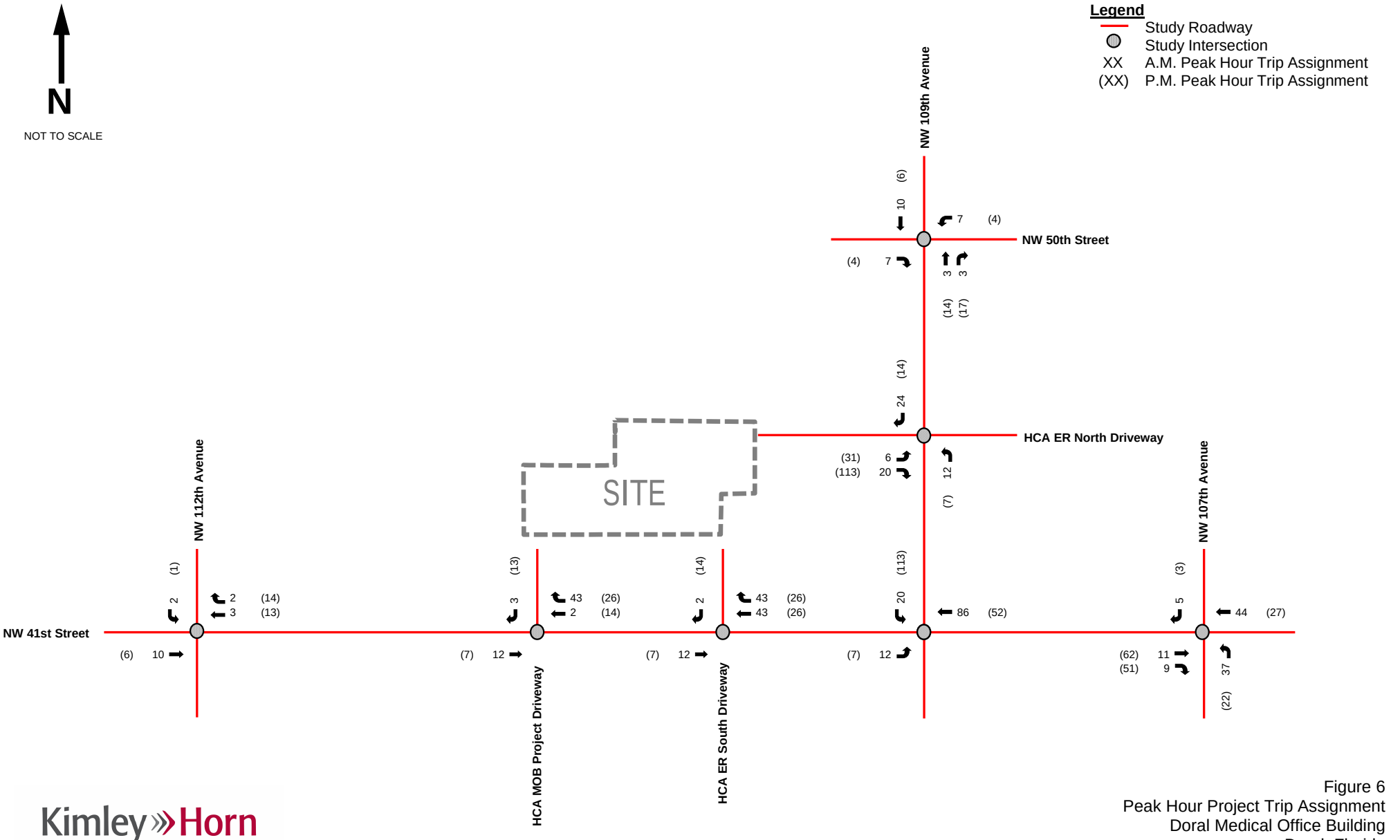


Figure 6
Peak Hour Project Trip Assignment
Doral Medical Office Building
Doral, Florida

Kimley»Horn
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Traffic Engineering • Transportation Planning

www.jfogroupinc.com

September 15, 2023 *Sent via e-mail: akosh@bohlereng.com*

Aaron Kosh, P.E.
Project Coordinator
1 SE 3rd Avenue, Suite 1760
Miami, FL 33131
o 786-681-0800

Re: SmartStop Storage (Doral)
NWC NW 33rd Street & NW 104th Avenue
Traffic Impact Study Level 1
Folio ID: 35-3029-001-0250

JFO Group Inc. has been retained to prepare a Traffic Impact Study to determine compliance with *Miami-Dade Traffic Division Traffic Impact Study Standard Methodology* requirements. This statement is associated with a site plan amendment application to add ±85,826 SF of Mini Warehouse uses to ±31,413 SF of existing Mini Warehouse uses. Miami-Dade County Property Appraiser Folio ID associated with this project is 35-3029-001-0250. Exhibit 1 includes a copy of the property appraiser data associated with this project while Exhibit 2 includes a copy of the latest proposed site plan.

According to *Miami-Dade Traffic Division Traffic Impact Study Standard Methodology* requirements, projects generating less than 100 peak hour trips are required to provide Trip Generation as indicated in Section 3(a)iii, Trip Distribution as indicated in Section 3(a)iv, and if a gated entrance is proposed, queue lengths should be evaluated according to Section 3(g)ii.



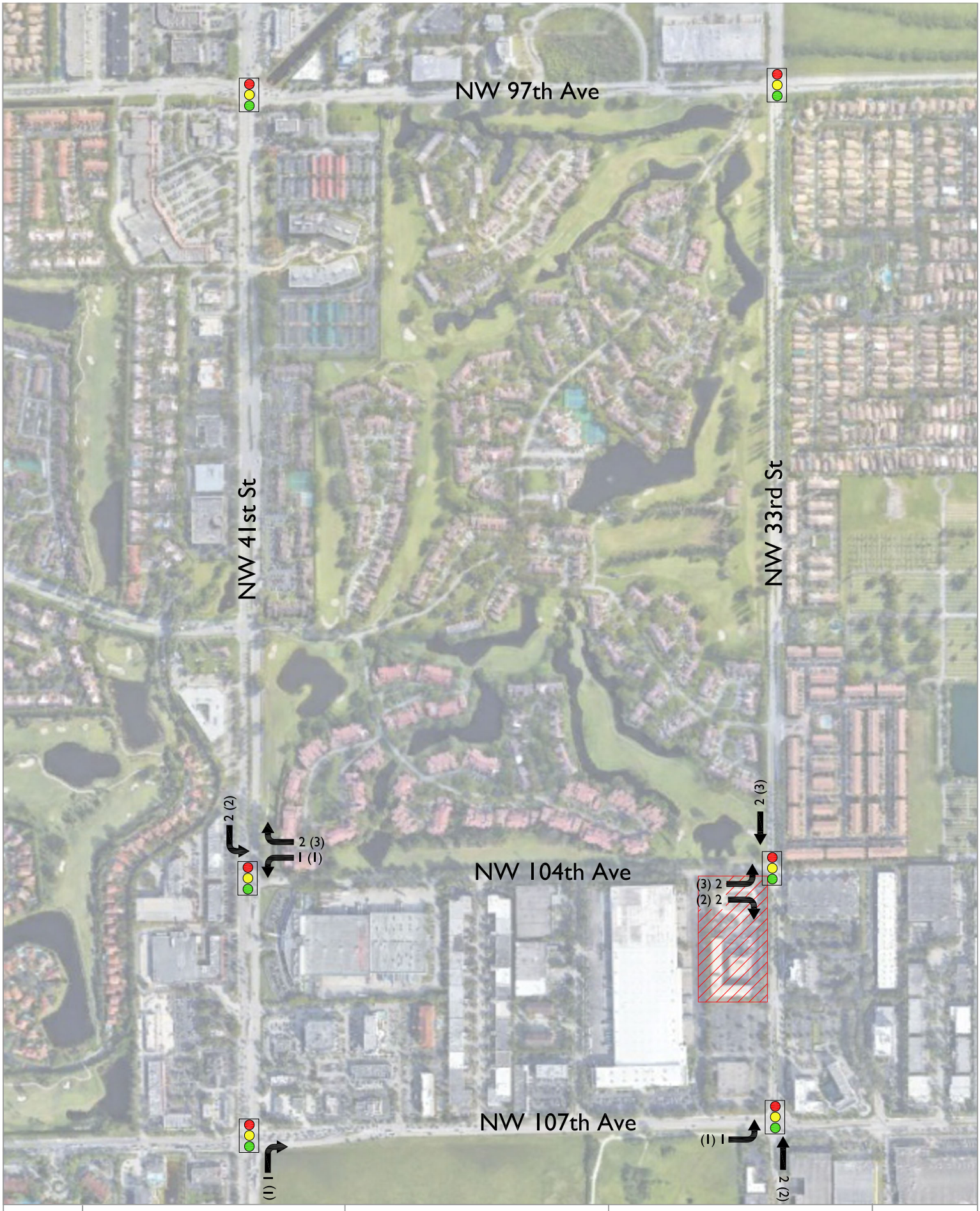
Figure 1 : Project Location

Project trip generation rates used for this analysis were based on the *Institute of Transportation Engineering (ITE) Trip Generation Manual 11th Edition*. Table 1 shows the rates and equations used in order to determine the trip generation for Daily, AM, and PM peak hour conditions. Typically, when fitted curve equations are not available, weighted average rates are used. Similarly, when data plots had at least 20 data points and a fitted curve equation with an R^2 of at least 0.75, fitted curve equations were used. Exhibit 3 includes copies of the trip generation rates from ITE.

Table 1: Trip Generation Rates

Land Use	ITE Code	Daily Trip Gen.	Pass-By %	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Mini-Warehouse	151	1.45	0%	59%	41%	0.09	47%	53%	0.15

6671 W Indiantown Rd • Suite 50-324 • Jupiter, Florida 33458
T: (561) 462-5364 • F: (561) 465-8044 • info@jfo.us



LEGEND

AM Peak Hour	=	XX
PM Peak Hour	=	(XY)
Daily	=	YY

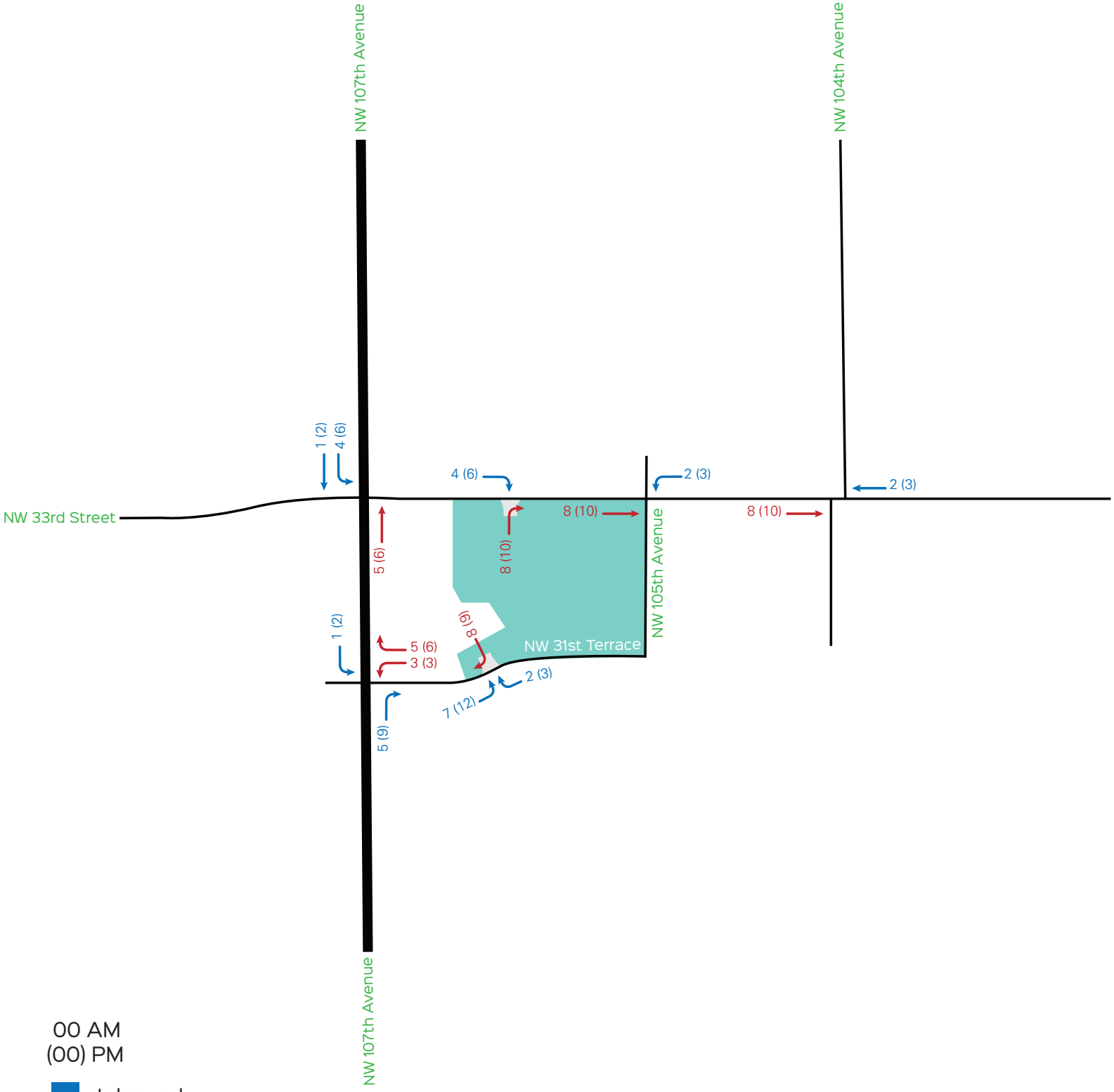
SMARTSTOP STORAGE
NWC NW 104th Avenue &
NW 33rd Street
City of Doral

FIGURE 3: PROJECT TRIPS

RITZ SKY MANSIONS

Traffic Study

dpa
Since 1978



00 AM
(00) PM

Inbound

Outbound

Project Location

Exhibit 12

Project Trip Assignment

NORTH
MAP NOT TO SCALE

Bowman

Growth Rate Calculations

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 7081 - NW 41ST. STREET, 250' EAST OF NW 114 AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	40500 C	E 21000	W 19500	9.00	55.10	4.00
2022	35500 F	E 17500	W 18000	9.00	54.70	3.70
2021	36500 C	E 18000	W 18500	9.00	54.30	3.70
2020	41500 F	E 21500	W 20000	9.00	54.20	8.50
2019	43500 C	E 22500	W 21000	9.00	54.60	8.50
2018	48500 F	E 24000	W 24500	9.00	54.30	6.40
2017	47500 C	E 23500	W 24000	9.00	55.00	6.40
2016	46000 F	E 22500	W 23500	9.00	54.50	7.20
2015	44000 C	E 21500	W 22500	9.00	54.70	7.20
2014	40000 F	E 20500	W 19500	9.00	54.50	10.10
2013	40000 C	E 20500	W 19500	9.00	52.40	10.10

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8227 - NW 107TH AVE, 200' NORTH OF NW 41ST STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	30000 F	N 16500	S 13500	9.00	55.10	8.00
2022	29000 C	N 16000	S 13000	9.00	54.70	11.80
2021	24500 T	N 12500	S 12000	9.00	54.30	17.50
2020	25500 S	N 13000	S 12500	9.00	54.20	10.40
2019	26500 F	N 13500	S 13000	9.00	54.60	11.00
2018	26500 C	N 13500	S 13000	9.00	54.30	12.10
2017	29000 S	N 15000	S 14000	9.00	55.00	12.60
2016	28000 F	N 14500	S 13500	9.00	54.50	13.50
2015	27000 C	N 14000	S 13000	9.00	54.70	13.70
2014	25500 S	N 14000	S 11500	9.00	54.50	17.40
2013	25500 F	N 14000	S 11500	9.00	52.40	16.20
2012	25500 C	N 14000	S 11500	9.00	55.70	16.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8699 - NW 112 AVENUE 300' SOUTH OF NW 50 STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	8800 F	N 4400	S 4400	9.00	55.10	7.00
2022	8600 C	N 4300	S 4300	9.00	54.70	7.60
2021	7800 T	N 3400	S 4400	9.00	54.30	7.00
2020	8000 S	N 3500	S 4500	9.00	54.20	8.90
2019	8400 F	N 3700	S 4700	9.00	54.60	8.70
2018	8400 C	N 3700	S 4700	9.00	54.30	8.80
2017	7900 T	N 3800	S 4100	9.00	55.00	8.50
2016	7700 S	N 3700	S 4000	9.00	54.50	8.00
2015	7300 F	N 3500	S 3800	9.00	54.70	10.20
2014	7100 C	N 3400	S 3700	9.00	54.50	12.00

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

GROWTH RATE CALCULATION
ALBATROS 71 TRAFFIC ANALYSIS

Roadway	FDOT Site	2015	2045
NW 41 Street east of NW 114 Avenue	877081	41353	52286
NW 107 Avenue, north of NW 41 Street	878227	29303	36814
NW 112 Avenue, south of NW 50 Street	878699	10712	13676
	TOTAL	81,368	102,776
	Average Annual Growth Rate		**0.78%**

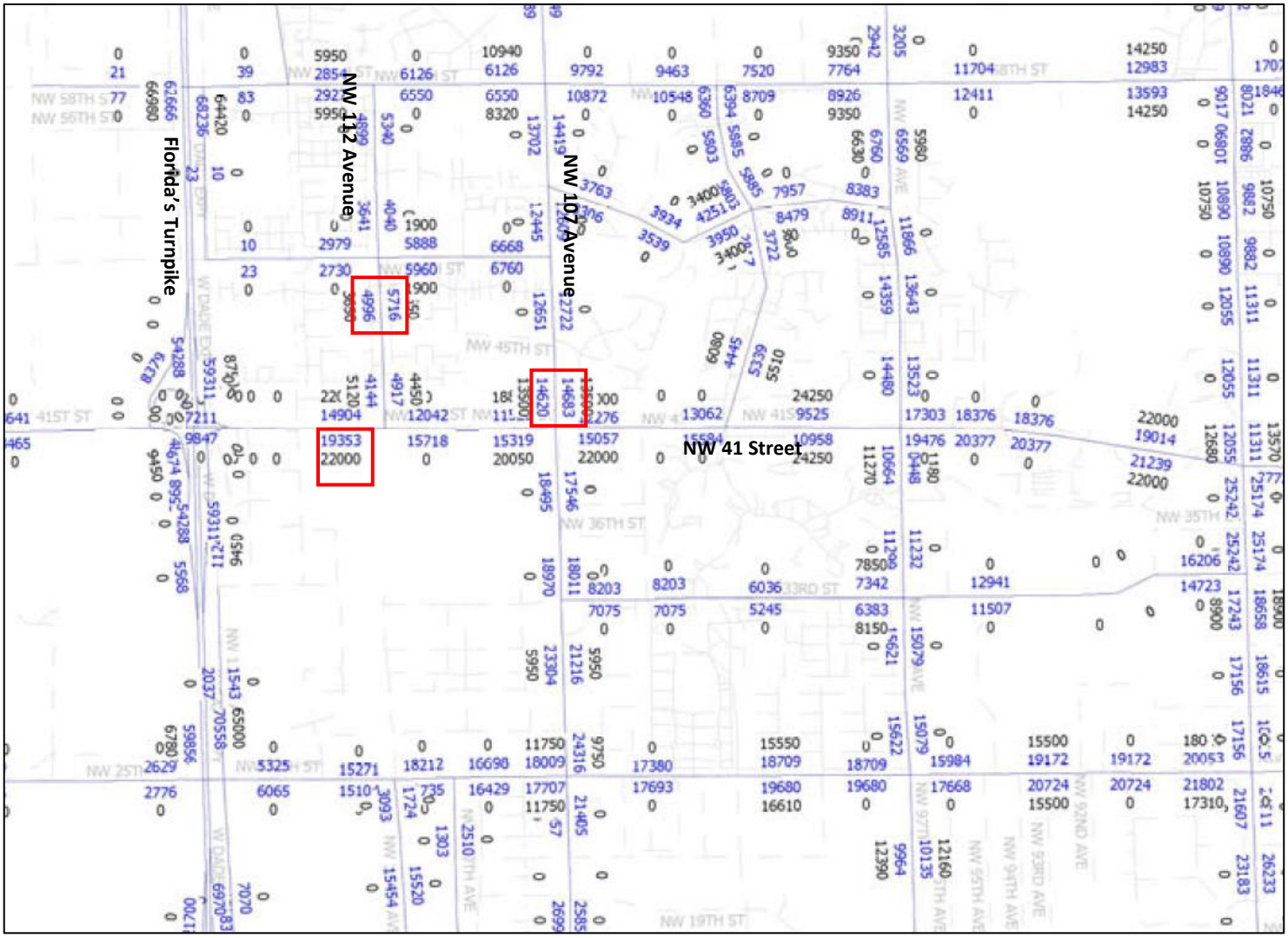
Bowman

GROWTH RATE CALCULATION (TREND ANALYSIS)
ALBATROS 71 TRAFFIC ANALYSIS

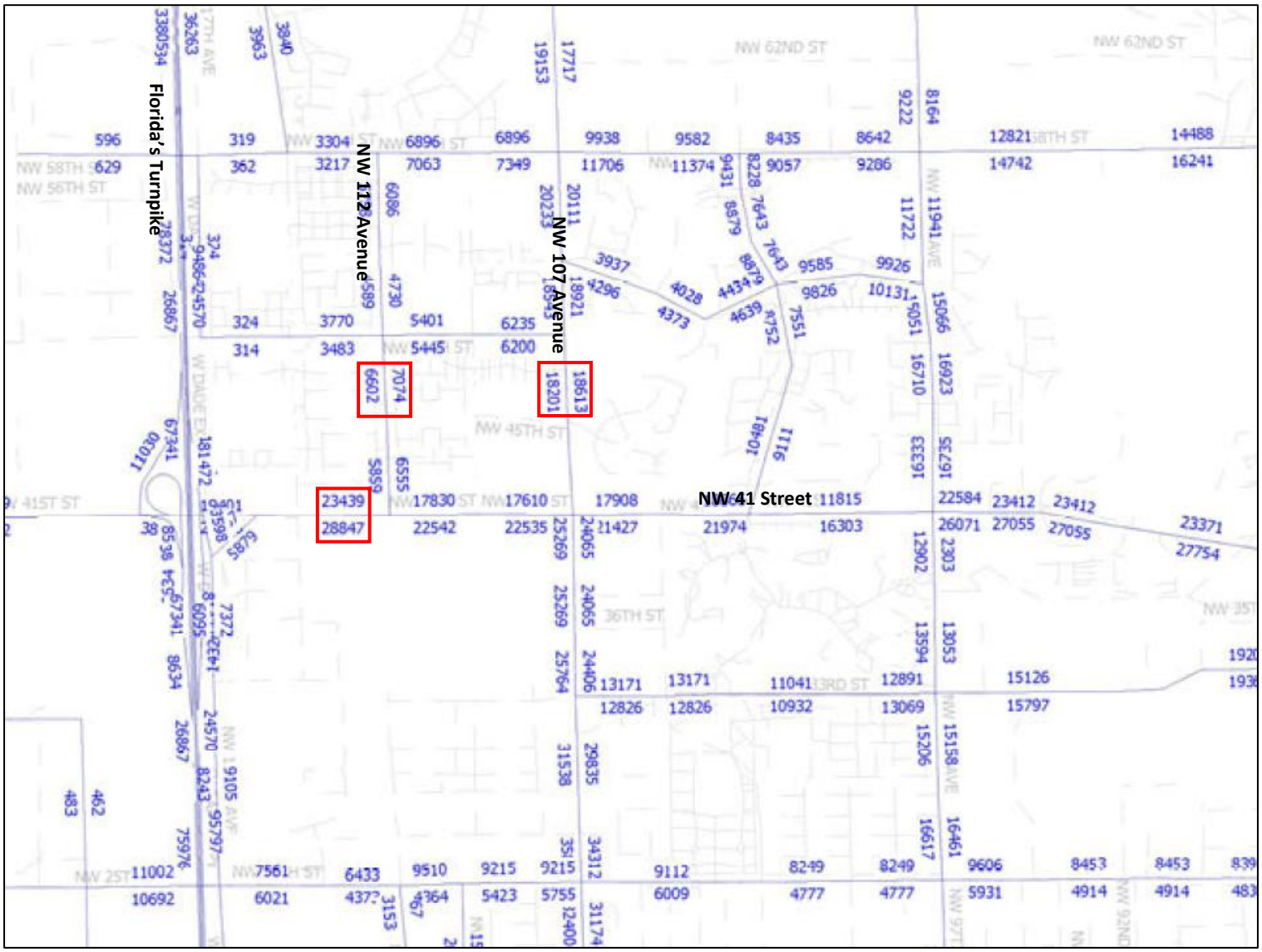
Roadway	FDOT Site	5-Year Trend		
		Linear	Exponential	Decaying
NW 41 Street east of NW 114 Avenue	877081	-0.83%	-0.90%	-0.30%
NW 107 Avenue, north of NW 41 Street	878227	0.75%	0.71%	0.78%
NW 112 Avenue, south of NW 50 Street	878699	2.09%	1.93%	2.09%
Average Annual Growth Rate		**0.67%**	**0.58%**	**0.86%**

Bowman

Albatros 71
2015 Daily Volumes
Part of MDC Plot Screenshot



Albatros 71
2045 Daily Volumes
Part of MDC Plot Screenshot

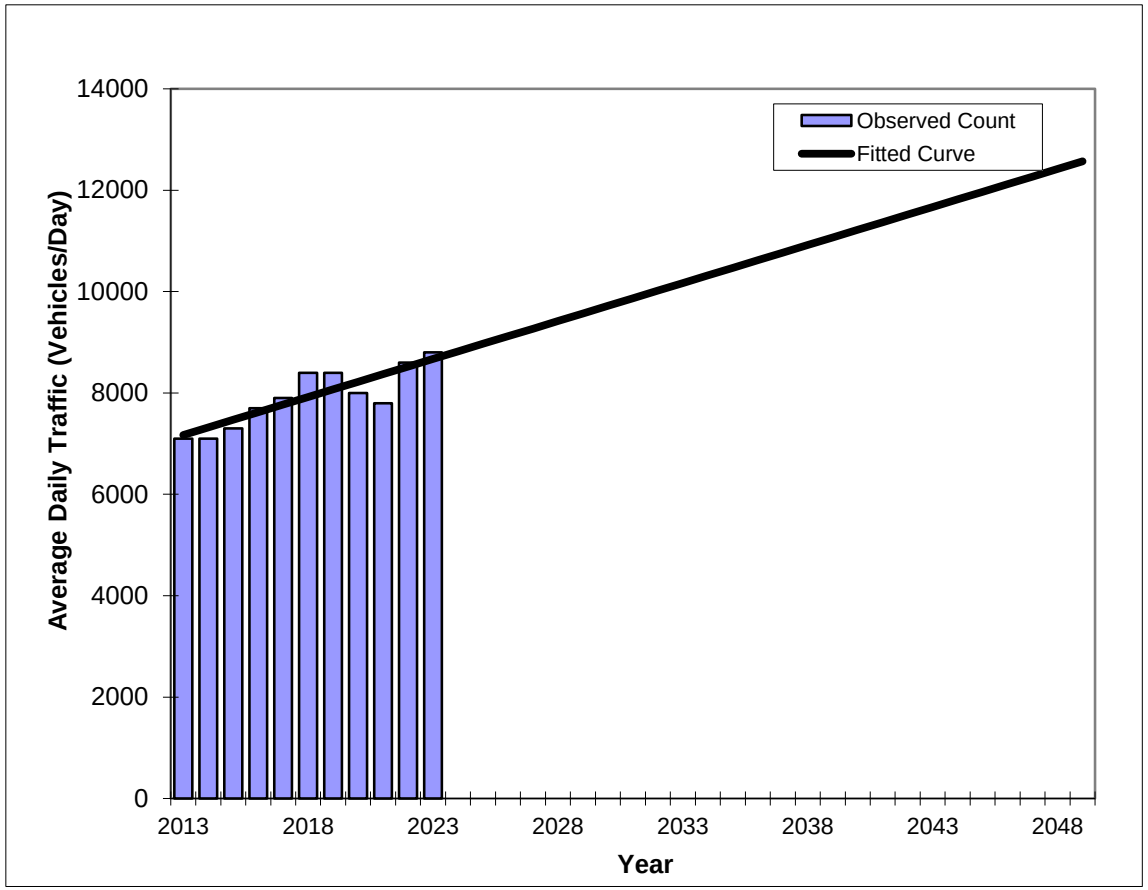


Traffic Trends - V2023

-- NW 112 AVENUE 300' SOUTH OF NW 50 STREET

FM #	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	878699
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2013	7,100	7,170
2014	7,100	7,320
2015	7,300	7,470
2016	7,700	7,620
2017	7,900	7,770
2018	8,400	7,920
2019	8,400	8,070
2020	8,000	8,220
2021	7,800	8,370
2022	8,600	8,520
2023	8,800	8,670
2025 Opening Year Trend		
2025	N/A	8,970
2039 Interim Year Trend		
2039	N/A	11,070
2049 Design Year Trend		
2049	N/A	12,570
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Annual Trend Increase:	150
Trend R-squared:	87.26%
Trend Annual Historic Growth Rate:	2.09%
Trend Growth Rate (2023 to Design Year)	1.73%
Printed:	2/7/2025

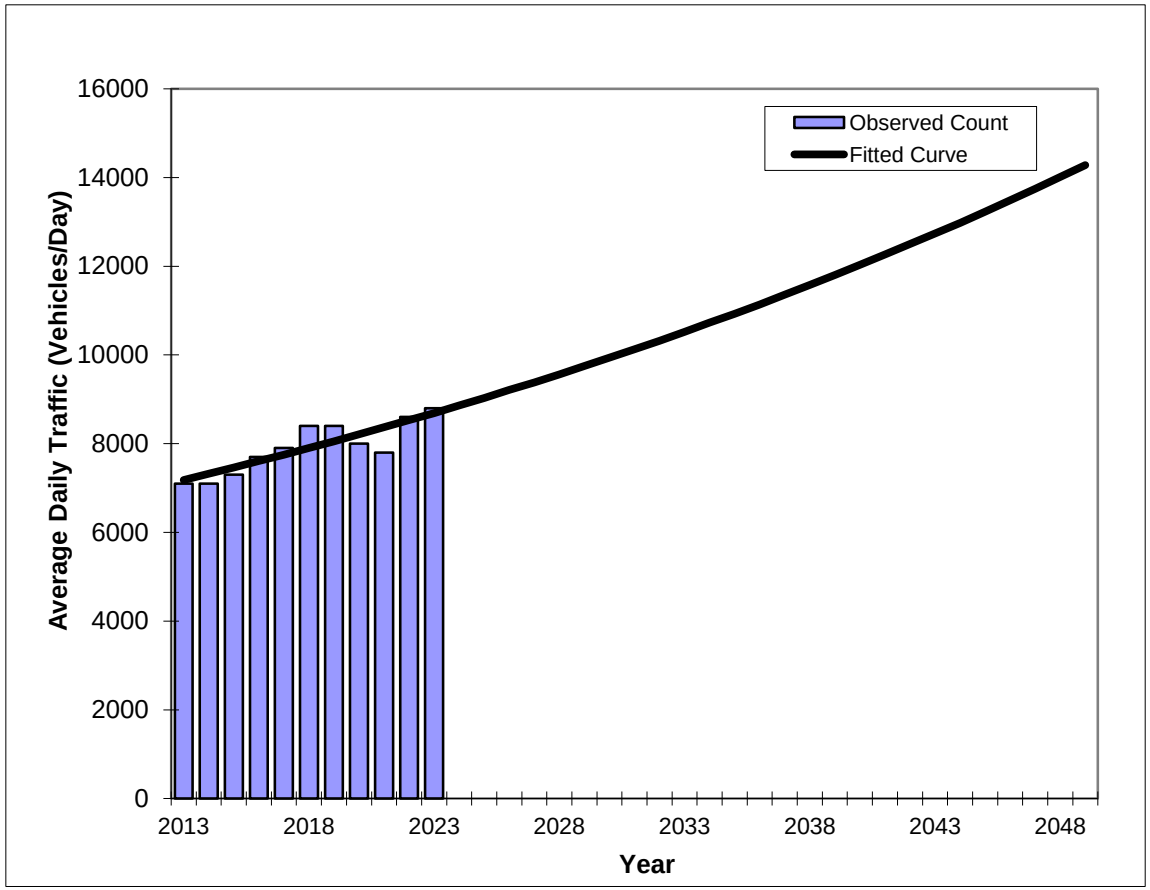
Linear Growth Option

Traffic Trends - V2023

-- NW 112 AVENUE 300' SOUTH OF NW 50 STREET

FM #	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	878699
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2013	7,100	7,180
2014	7,100	7,320
2015	7,300	7,460
2016	7,700	7,610
2017	7,900	7,750
2018	8,400	7,900
2019	8,400	8,050
2020	8,000	8,210
2021	7,800	8,370
2022	8,600	8,530
2023	8,800	8,690
2025 Opening Year Trend		
2025	N/A	9,030
2039 Interim Year Trend		
2039	N/A	11,800
2049 Design Year Trend		
2049	N/A	14,280
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	87.27%
Compounded Annual Historic Growth Rate:	1.93%
Compounded Growth Rate (2023 to Design Year)	1.93%
Printed:	2/7/2025

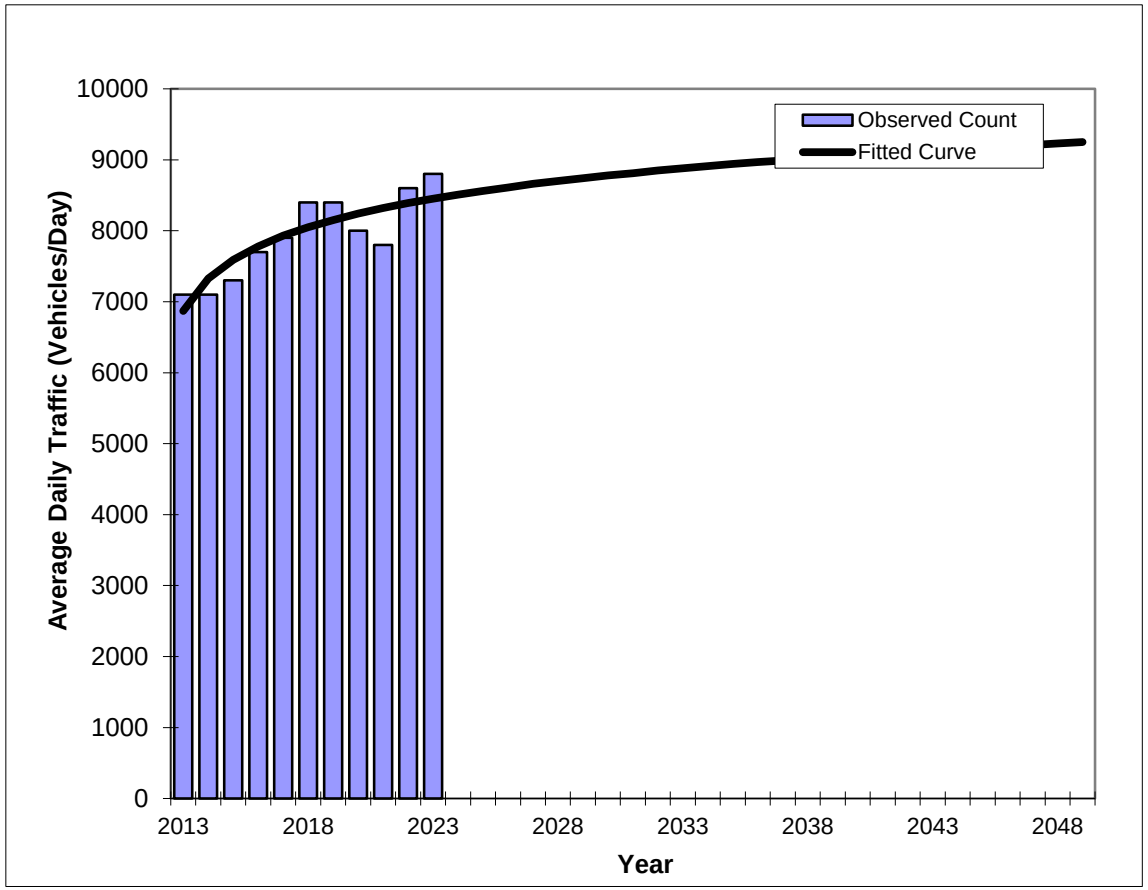
Exponential Growth Option

Traffic Trends - V2023

-- NW 112 AVENUE 300' SOUTH OF NW 50 STREET

FM #	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	878699
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2013	7,100	6,870
2014	7,100	7,330
2015	7,300	7,590
2016	7,700	7,780
2017	7,900	7,930
2018	8,400	8,050
2019	8,400	8,150
2020	8,000	8,240
2021	7,800	8,320
2022	8,600	8,390
2023	8,800	8,450
2025 Opening Year Trend		
2025	N/A	8,560
2039 Interim Year Trend		
2039	N/A	9,040
2049 Design Year Trend		
2049	N/A	9,250
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	85.30%
Compounded Annual Historic Growth Rate:	2.09%
Compounded Growth Rate (2023 to Design Year)	0.35%
Printed:	2/7/2025

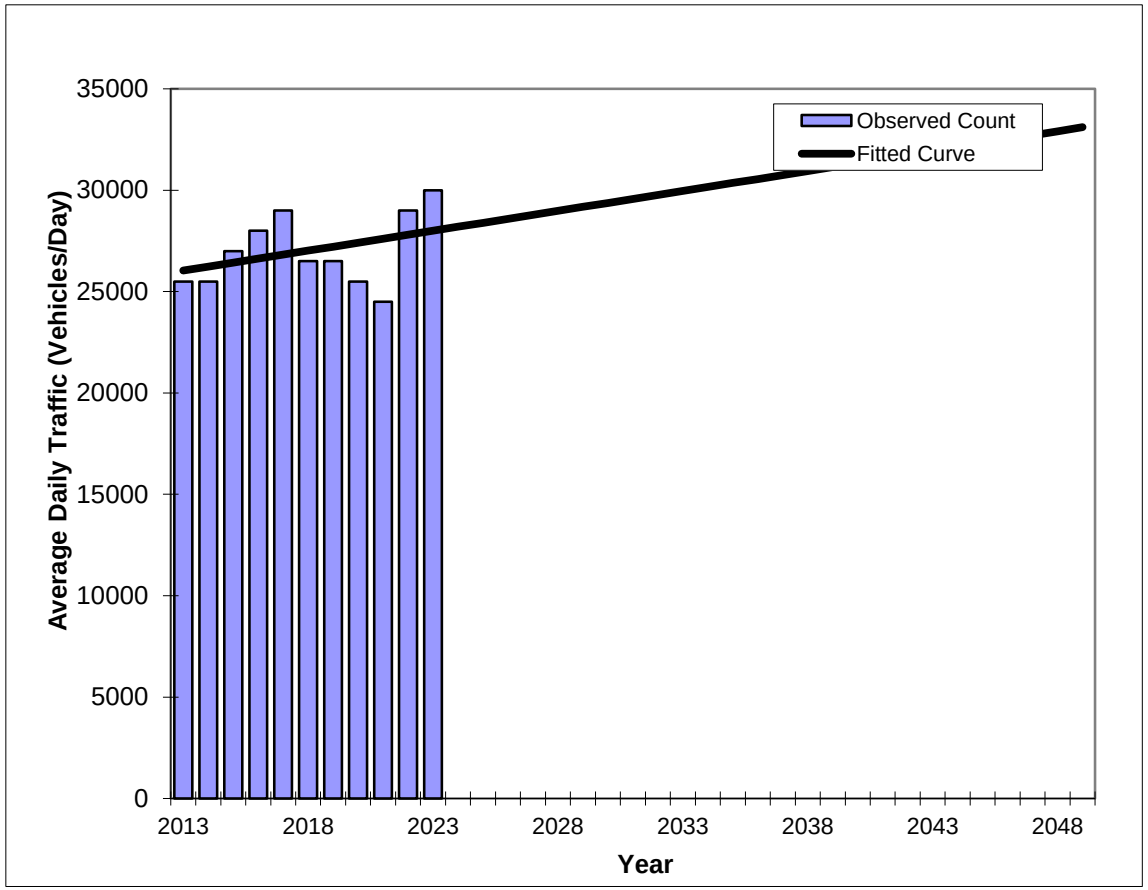
Decaying Exponential Growth Option

Traffic Trends - V2023

-- NW 107TH AVE, 200' NORTH OF NW 41ST STREET

FM #	**1234**
Location	**2**

County:	Miami-Dade (87)
Station #:	878227
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2013	25,500	26,040
2014	25,500	26,230
2015	27,000	26,430
2016	28,000	26,630
2017	29,000	26,820
2018	26,500	27,020
2019	26,500	27,210
2020	25,500	27,410
2021	24,500	27,610
2022	29,000	27,800
2023	30,000	28,000
2025 Opening Year Trend		
2025	N/A	28,390
2039 Interim Year Trend		
2039	N/A	31,140
2049 Design Year Trend		
2049	N/A	33,110
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Annual Trend Increase:	196
Trend R-squared:	23.52%
Trend Annual Historic Growth Rate:	0.75%
Trend Growth Rate (2023 to Design Year)	0.70%
Printed:	2/7/2025

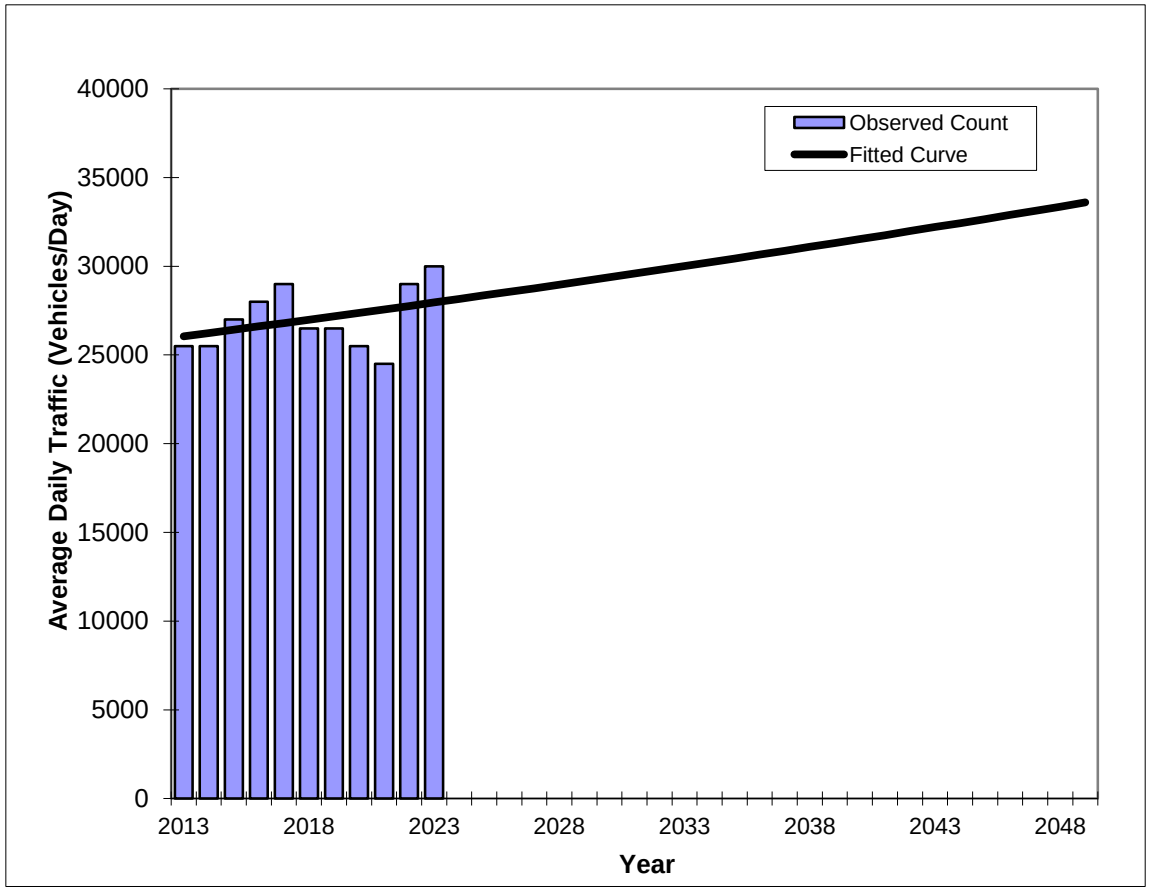
Linear Growth Option

Traffic Trends - V2023

-- NW 107TH AVE, 200' NORTH OF NW 41ST STREET

FM #	**1234**
Location	**2**

County:	Miami-Dade (87)
Station #:	878227
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2013	25,500	26,050
2014	25,500	26,240
2015	27,000	26,420
2016	28,000	26,610
2017	29,000	26,800
2018	26,500	26,990
2019	26,500	27,180
2020	25,500	27,370
2021	24,500	27,570
2022	29,000	27,760
2023	30,000	27,960
2025 Opening Year Trend		
2025	N/A	28,360
2039 Interim Year Trend		
2039	N/A	31,310
2049 Design Year Trend		
2049	N/A	33,600
FSUTMS Forecasts/Trends		

Trend R-squared:	23.04%
Compounded Annual Historic Growth Rate:	0.71%
Compounded Growth Rate (2023 to Design Year)	0.71%
Printed:	2/7/2025

Exponential Growth Option

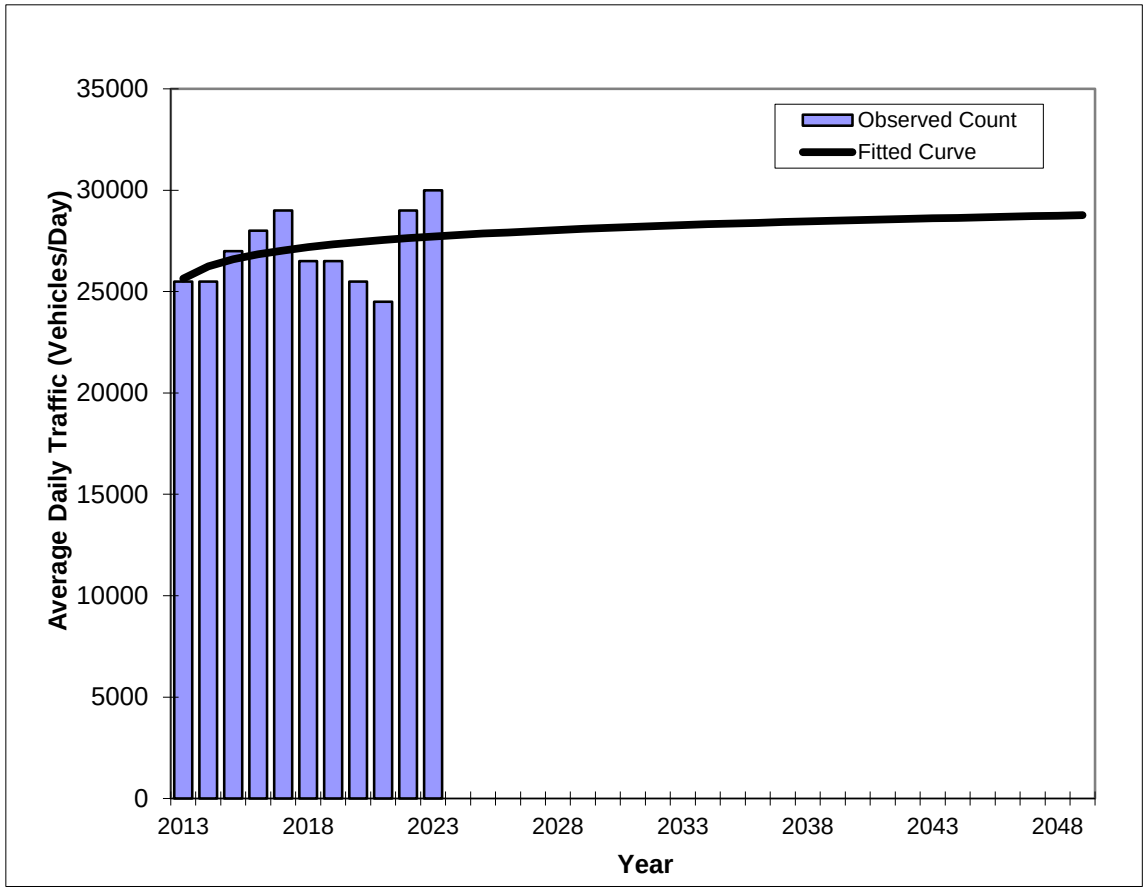
***Axle-Adjusted**

Traffic Trends - V2023

-- NW 107TH AVE, 200' NORTH OF NW 41ST STREET

FM #	**1234**
Location	**2**

County:	Miami-Dade (87)
Station #:	878227
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2013	25,500	25,640
2014	25,500	26,240
2015	27,000	26,590
2016	28,000	26,840
2017	29,000	27,030
2018	26,500	27,190
2019	26,500	27,330
2020	25,500	27,440
2021	24,500	27,540
2022	29,000	27,630
2023	30,000	27,720
2025 Opening Year Trend		
2025	N/A	27,860
2039 Interim Year Trend		
2039	N/A	28,490
2049 Design Year Trend		
2049	N/A	28,770
FSUTMS Forecasts/Trends		

Trend R-squared:	23.03%
Compounded Annual Historic Growth Rate:	0.78%
Compounded Growth Rate (2023 to Design Year)	0.14%
Printed:	2/7/2025

Decaying Exponential Growth Option

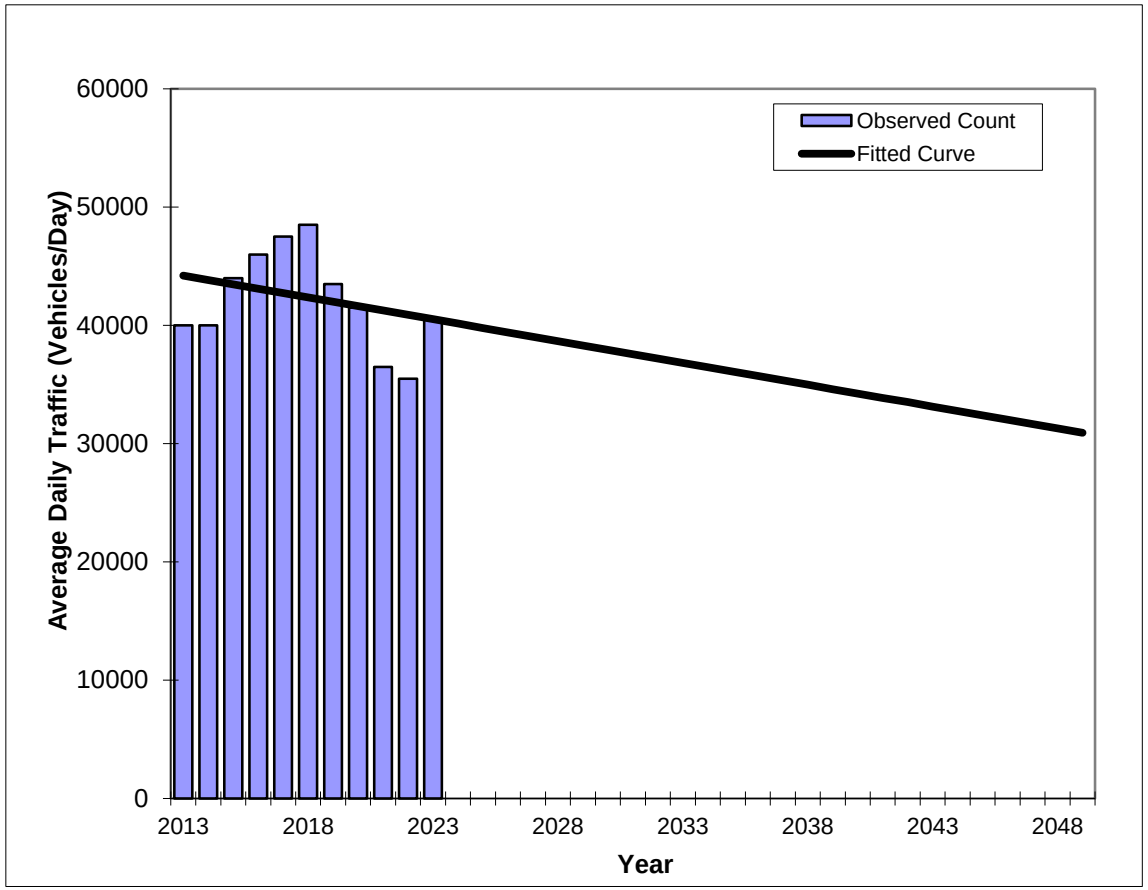
***Axle-Adjusted**

Traffic Trends - V2023

NW 41ST. STREET, 250' EAST OF NW 114 AVE

FM #	**1234**
Location	**3**

County:	Miami-Dade (87)
Station #:	877081
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2013	40,000	44,210
2014	40,000	43,840
2015	44,000	43,470
2016	46,000	43,100
2017	47,500	42,730
2018	48,500	42,360
2019	43,500	41,990
2020	41,500	41,630
2021	36,500	41,260
2022	35,500	40,890
2023	40,500	40,520
2025 Opening Year Trend		
2025	N/A	39,780
2039 Interim Year Trend		
2039	N/A	34,610
2049 Design Year Trend		
2049	N/A	30,920
FSUTMS Forecasts/Trends		

Annual Trend Decrease:	369
Trend R-squared:	13.13%
Trend Annual Historic Growth Rate:	-0.83%
Trend Growth Rate (2023 to Design Year)	-0.91%
Printed:	2/7/2025

Linear Growth Option

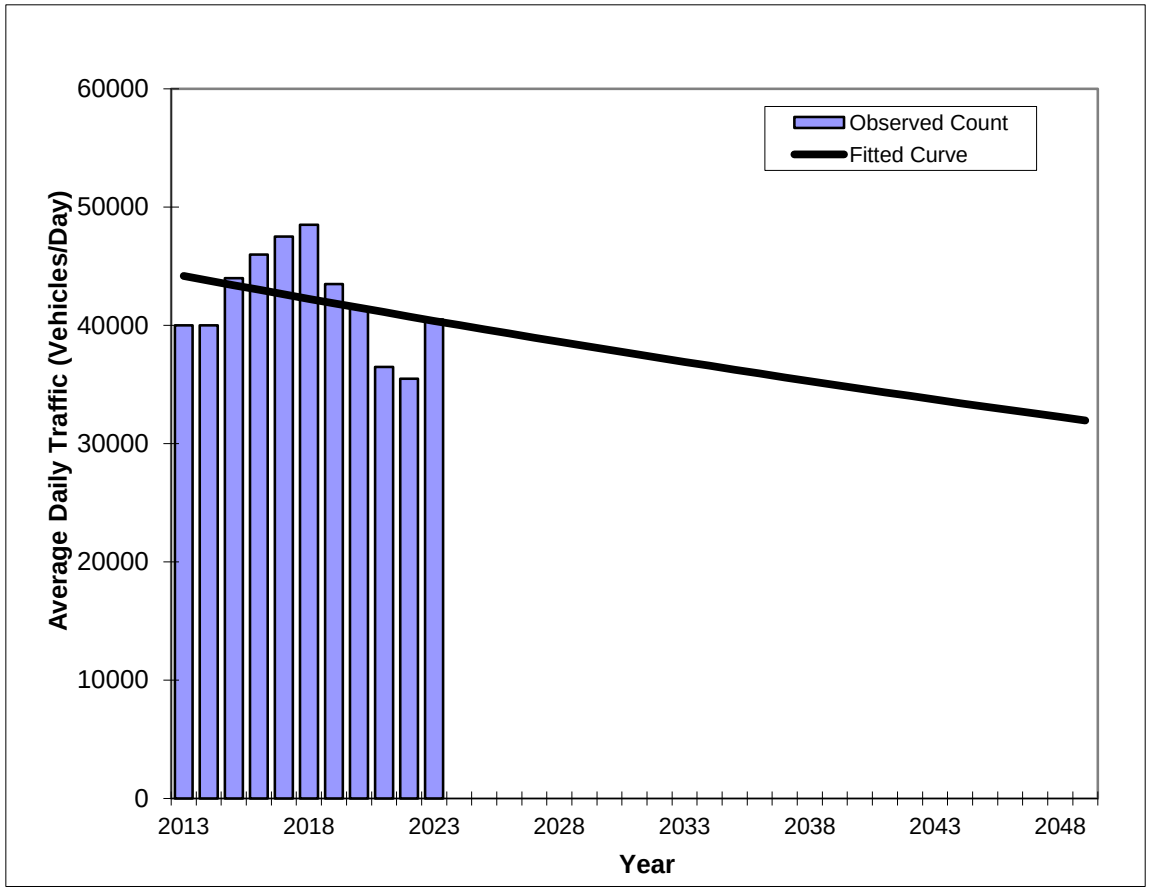
***Axle-Adjusted**

Traffic Trends - V2023

NW 41ST. STREET, 250' EAST OF NW 114 AVE

FM #	**1234**
Location	**3**

County:	Miami-Dade (87)
Station #:	877081
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2013	40,000	44,180
2014	40,000	43,790
2015	44,000	43,400
2016	46,000	43,010
2017	47,500	42,620
2018	48,500	42,240
2019	43,500	41,860
2020	41,500	41,490
2021	36,500	41,120
2022	35,500	40,750
2023	40,500	40,380
2025 Opening Year Trend		
2025	N/A	39,660
2039 Interim Year Trend		
2039	N/A	34,970
2049 Design Year Trend		
2049	N/A	31,960
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	13.92%
Compounded Annual Historic Growth Rate:	-0.90%
Compounded Growth Rate (2023 to Design Year)	-0.90%
Printed:	2/7/2025

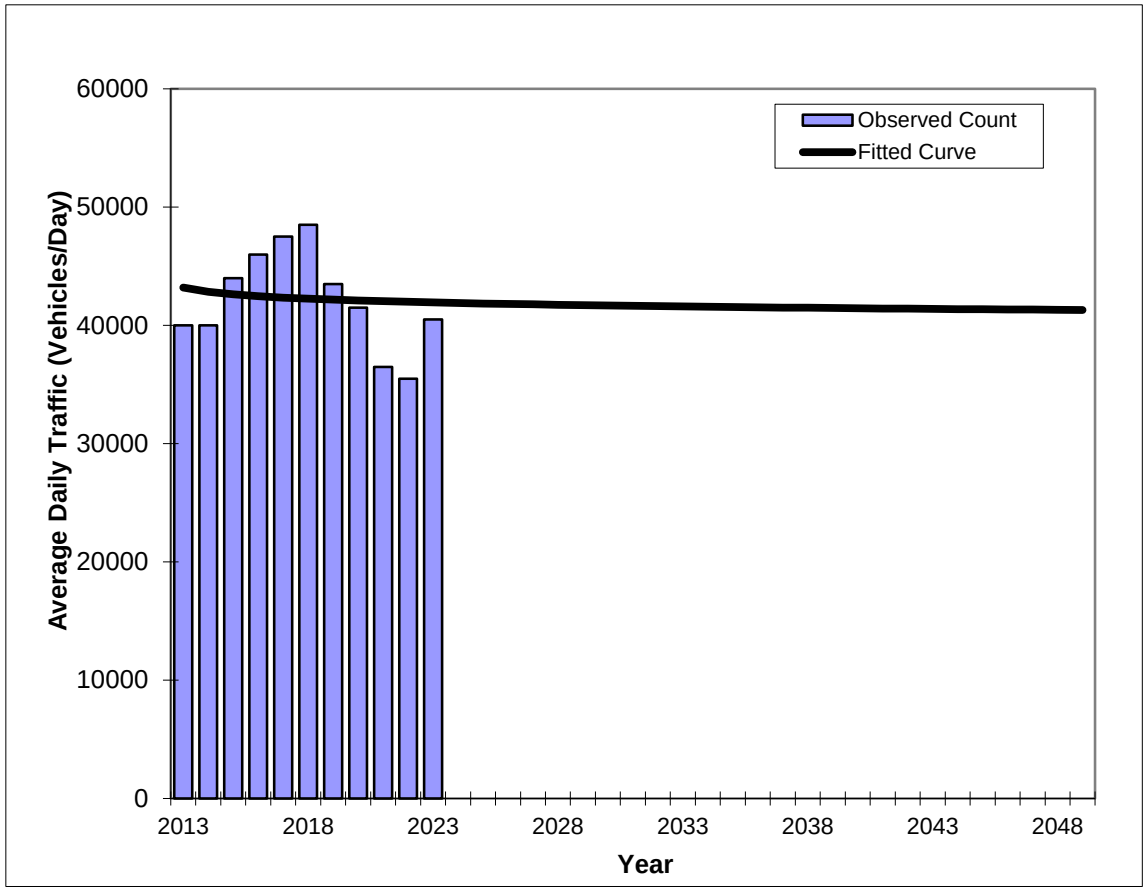
Exponential Growth Option

Traffic Trends - V2023

NW 41ST. STREET, 250' EAST OF NW 114 AVE

FM #	**1234**
Location	**3**

County:	Miami-Dade (87)
Station #:	877081
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2013	40,000	43,200
2014	40,000	42,840
2015	44,000	42,620
2016	46,000	42,470
2017	47,500	42,350
2018	48,500	42,260
2019	43,500	42,180
2020	41,500	42,110
2021	36,500	42,040
2022	35,500	41,990
2023	40,500	41,940
2025 Opening Year Trend		
2025	N/A	41,850
2039 Interim Year Trend		
2039	N/A	41,470
2049 Design Year Trend		
2049	N/A	41,300
FSUTMS Forecasts/Trends		

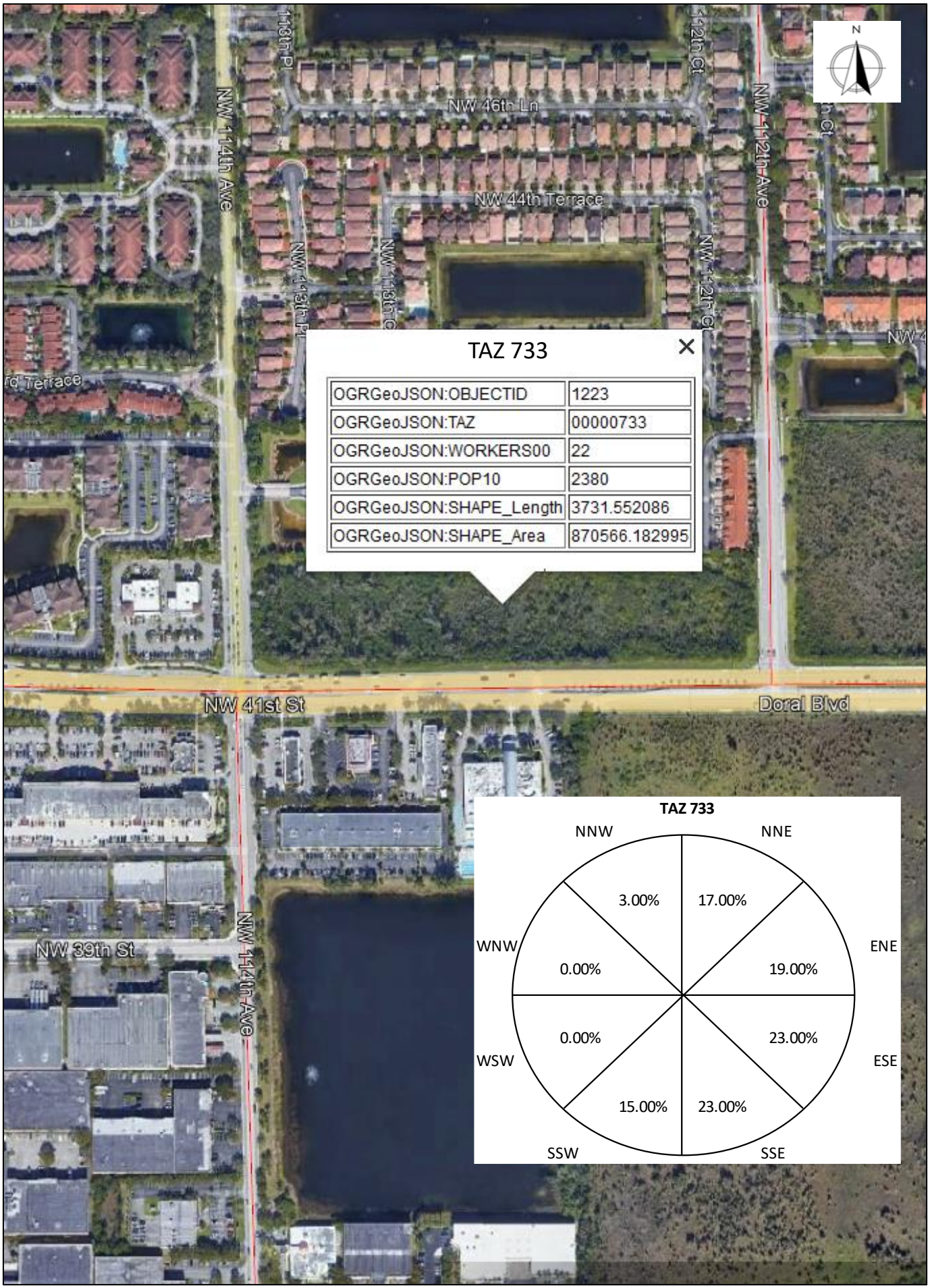
***Axle-Adjusted**

Trend R-squared:	1.35%
Compounded Annual Historic Growth Rate:	-0.30%
Compounded Growth Rate (2023 to Design Year)	-0.06%
Printed:	2/7/2025

Decaying Exponential Growth Option

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TAZ


N
NW 46th Ln
NW 44th Terrace
NW 114th Ave
NW 112th Ave
NW 41st St
Doral Blvd
NW 39th St
NW 114th Ave
TAZ 733
OGRGeoJSON:OBJECTID 1223
OGRGeoJSON:TAZ 00000733
OGRGeoJSON:WORKERS00 22
OGRGeoJSON:POP10 2380
OGRGeoJSON:SHAPE_Length 3731.552086
OGRGeoJSON:SHAPE_Area 870566.182995
TAZ 733
NNW
NNE
WNW
ENE
WSW
ESE
SSW
SSE
3.00%
17.00%
0.00%
19.00%
0.00%
23.00%
15.00%
23.00%

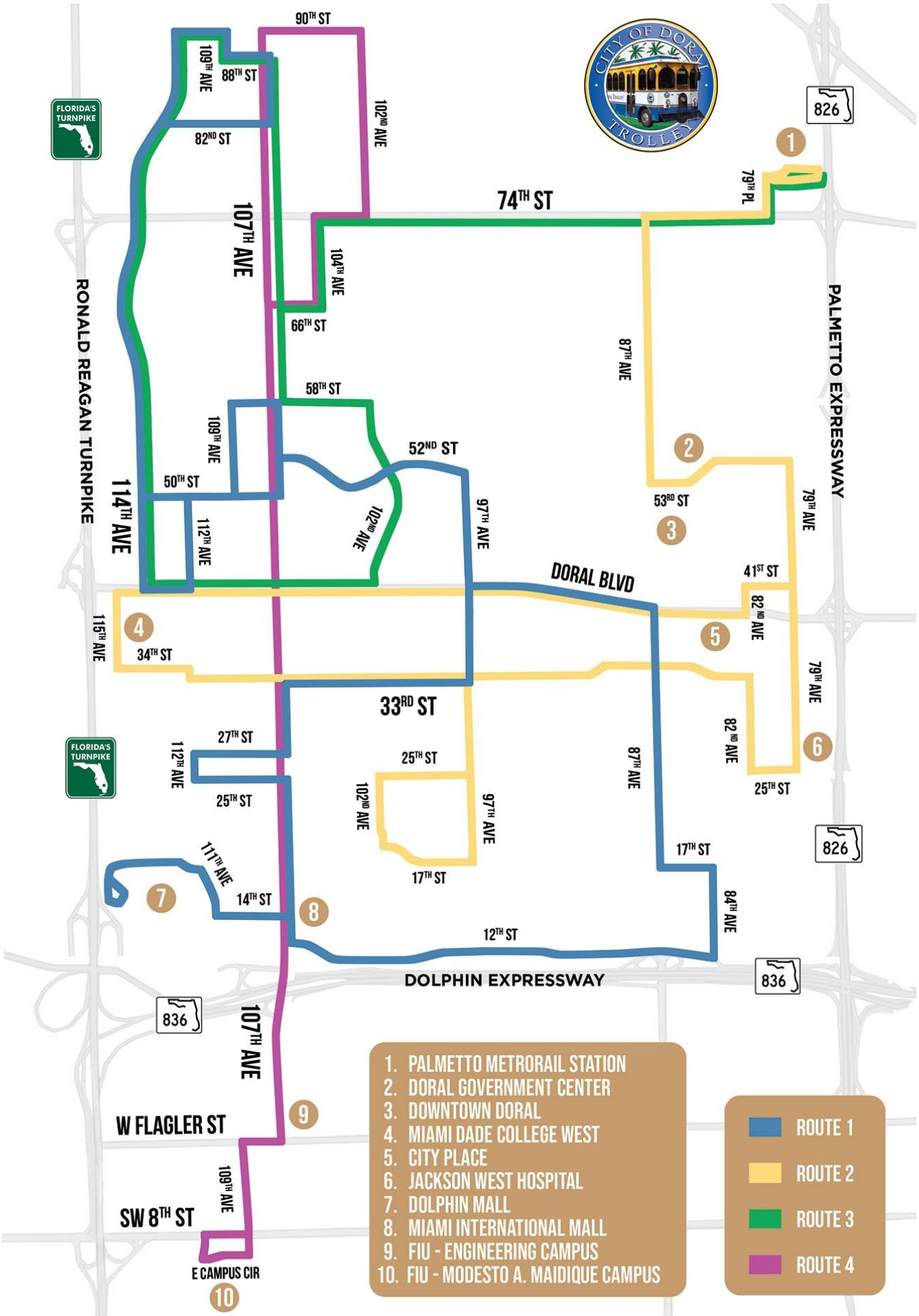
Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
729	3629	Trips	206	206	329	286	297	68	17	104	1,531
729	3629	Percent	13.6	13.6	21.7	18.9	19.6	4.5	1.1	6.9	
730	3630	Trips	250	220	415	302	422	177	53	112	1,996
730	3630	Percent	12.8	11.3	21.3	15.5	21.6	9.0	2.7	5.7	
731	3631	Trips	517	596	813	813	681	19	142	298	4,043
731	3631	Percent	13.3	15.4	21.0	21.0	17.6	0.5	3.7	7.7	
732	3632	Trips	863	867	1,444	1,380	340	17	-	208	5,260
732	3632	Percent	16.9	16.9	28.2	27.0	6.6	0.3	-	4.1	
733	3633	Trips	657	803	931	996	595	26	0	138	4,206
733	3633	Percent	15.9	19.4	22.5	24.0	14.4	0.6	-	3.3	
734	3634	Trips	532	581	702	597	340	100	38	244	3,173
734	3634	Percent	17.0	18.5	22.4	19.0	10.8	3.2	1.2	7.8	
735	3635	Trips	722	684	766	699	1,015	154	138	316	4,610
735	3635	Percent	16.1	15.2	17.1	15.6	22.6	3.4	3.1	7.0	
736	3636	Trips	1,697	1,373	1,827	1,418	1,874	868	296	810	10,504
736	3636	Percent	16.7	13.5	18.0	14.0	18.4	8.5	2.9	8.0	
737	3637	Trips	210	194	246	220	246	18	5	111	1,250
737	3637	Percent	16.8	15.5	19.7	17.6	19.7	1.4	0.4	8.9	
738	3638	Trips	1,072	634	807	1,102	570	57	0	84	4,343
738	3638	Percent	24.8	14.7	18.7	25.5	13.2	1.3	-	2.0	
739	3639	Trips	168	172	225	204	131	10	11	46	966
739	3639	Percent	17.4	17.9	23.3	21.1	13.5	1.0	1.1	4.8	
740	3640	Trips	1,694	1,965	2,149	2,006	1,841	869	60	951	11,735
740	3640	Percent	14.7	17.0	18.6	17.4	16.0	7.5	0.5	8.3	
741	3641	Trips	984	889	1,179	697	1,262	612	86	485	6,358
741	3641	Percent	15.9	14.4	19.0	11.3	20.4	9.9	1.4	7.8	
742	3642	Trips	1,389	1,121	973	1,058	1,476	277	439	484	7,275
742	3642	Percent	19.3	15.5	13.5	14.7	20.5	3.8	6.1	6.7	
743	3643	Trips	2,026	1,818	1,612	1,335	1,850	999	869	824	11,561
743	3643	Percent	17.9	16.0	14.2	11.8	16.3	8.8	7.7	7.3	
744	3644	Trips	612	601	486	536	500	279	140	261	3,448
744	3644	Percent	17.9	17.6	14.2	15.7	14.6	8.2	4.1	7.6	
745	3645	Trips	508	630	487	467	554	260	266	311	3,503
745	3645	Percent	14.6	18.1	14.0	13.4	15.9	7.5	7.6	8.9	
746	3646	Trips	1,885	1,270	1,464	1,555	1,879	1,365	896	848	11,365
746	3646	Percent	16.9	11.4	13.1	13.9	16.8	12.2	8.0	7.6	
747	3647	Trips	632	509	426	291	584	339	160	209	3,161
747	3647	Percent	20.1	16.2	13.5	9.3	18.6	10.8	5.1	6.6	
748	3648	Trips	922	672	527	356	950	400	385	460	4,696
748	3648	Percent	19.7	14.4	11.3	7.6	20.3	8.6	8.2	9.9	
749	3649	Trips	1,677	1,314	810	659	1,498	752	635	1,068	8,585
749	3649	Percent	19.9	15.6	9.6	7.8	17.8	8.9	7.6	12.7	
750	3650	Trips	94	36	79	44	69	30	21	58	432
750	3650	Percent	21.8	8.4	18.4	10.1	16.1	7.0	4.8	13.5	
751	3651	Trips	1,985	2,126	1,446	1,303	2,050	1,602	1,153	1,717	13,747
751	3651	Percent	14.8	15.9	10.8	9.7	15.3	12.0	8.6	12.8	
752	3652	Trips	458	612	391	247	515	499	333	509	3,577
752	3652	Percent	12.9	17.2	11.0	6.9	14.4	14.0	9.3	14.3	
753	3653	Trips	651	712	409	250	736	645	309	693	4,416
753	3653	Percent	14.8	16.2	9.3	5.7	16.7	14.6	7.0	15.7	
754	3654	Trips	19,813	17,560	21,518	15,301	15,993	15,902	7,688	17,486	138,365
754	3654	Percent	15.1	13.4	16.4	11.7	12.2	12.1	5.9	13.3	

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
729	3629	Trips	249	239	389	323	304	51	11	150	1,732
729	3629	Percent	14.5	13.9	22.7	18.8	17.7	3.0	0.7	8.7	
730	3630	Trips	404	346	547	340	446	125	54	98	2,443
730	3630	Percent	17.1	14.7	23.2	14.4	18.9	5.3	2.3	4.2	
731	3631	Trips	802	801	1,149	836	870	31	68	239	4,935
731	3631	Percent	16.7	16.7	24.0	17.4	18.1	0.7	1.4	5.0	
732	3632	Trips	1,028	997	1,435	1,272	520	15	-	195	5,529
732	3632	Percent	18.8	18.3	26.3	23.3	9.5	0.3	-	3.6	
733	3633	Trips	809	879	1,120	973	682	18	2	108	4,712
733	3633	Percent	17.6	19.2	24.4	21.2	14.9	0.4	0.0	2.4	
734	3634	Trips	726	836	1,152	828	770	63	22	230	4,742
734	3634	Percent	15.7	18.1	24.9	17.9	16.6	1.4	0.5	5.0	
735	3635	Trips	1,095	1,008	1,264	967	1,284	188	81	304	6,472
735	3635	Percent	17.7	16.3	20.4	15.6	20.8	3.0	1.3	4.9	
736	3636	Trips	1,499	1,431	2,076	1,307	1,801	753	97	803	10,015
736	3636	Percent	15.4	14.7	21.3	13.4	18.4	7.7	1.0	8.2	
737	3637	Trips	291	322	288	298	415	17	7	101	1,768
737	3637	Percent	16.7	18.5	16.6	17.1	23.9	1.0	0.4	5.8	
738	3638	Trips	1,407	789	919	1,297	828	78	0	109	5,439
738	3638	Percent	25.9	14.5	16.9	23.9	15.3	1.4	-	2.0	
739	3639	Trips	209	203	315	347	245	14	12	46	1,390
739	3639	Percent	15.0	14.6	22.7	24.9	17.6	1.0	0.9	3.3	
740	3640	Trips	2,241	2,423	2,600	2,497	2,229	1,067	50	860	14,254
740	3640	Percent	16.0	17.4	18.6	17.9	16.0	7.6	0.4	6.2	
741	3641	Trips	1,181	1,308	1,490	948	1,410	825	55	532	7,972
741	3641	Percent	15.2	16.9	19.2	12.2	18.2	10.6	0.7	6.9	
742	3642	Trips	2,332	2,205	2,003	1,684	2,465	441	1,041	872	13,375
742	3642	Percent	17.9	16.9	15.4	12.9	18.9	3.4	8.0	6.7	
743	3643	Trips	1,935	2,112	1,787	1,488	2,028	756	952	844	12,037
743	3643	Percent	16.3	17.8	15.0	12.5	17.0	6.4	8.0	7.1	
744	3644	Trips	785	753	622	577	664	344	258	347	4,374
744	3644	Percent	18.0	17.3	14.3	13.3	15.3	7.9	5.9	8.0	
745	3645	Trips	796	929	631	534	850	405	297	451	4,910
745	3645	Percent	16.3	19.0	12.9	10.9	17.4	8.3	6.1	9.2	
746	3646	Trips	1,939	1,625	1,659	1,661	1,943	1,259	938	1,026	12,279
746	3646	Percent	16.1	13.5	13.8	13.8	16.1	10.5	7.8	8.5	
747	3647	Trips	723	721	598	480	780	310	234	375	4,233
747	3647	Percent	17.1	17.1	14.2	11.4	18.5	7.3	5.6	8.9	
748	3648	Trips	925	813	933	606	1,036	370	472	636	5,811
748	3648	Percent	16.0	14.1	16.1	10.5	17.9	6.4	8.2	11.0	
749	3649	Trips	1,660	1,646	1,413	913	1,821	988	831	1,403	10,796
749	3649	Percent	15.6	15.4	13.2	8.6	17.1	9.3	7.8	13.1	
750	3650	Trips	59	70	104	44	81	42	33	67	500
750	3650	Percent	11.8	13.9	20.7	8.9	16.3	8.3	6.6	13.5	
751	3651	Trips	1,966	2,434	1,919	1,389	2,530	1,689	1,339	2,033	15,704
751	3651	Percent	12.9	15.9	12.5	9.1	16.5	11.0	8.8	13.3	
752	3652	Trips	1,073	1,312	1,067	600	1,533	1,205	848	1,294	9,032
752	3652	Percent	12.0	14.7	12.0	6.7	17.2	13.5	9.5	14.5	
753	3653	Trips	791	1,075	602	297	964	887	458	1,002	6,108
753	3653	Percent	13.0	17.7	9.9	4.9	15.9	14.6	7.5	16.5	
754	3654	Trips	24,420	25,355	33,077	21,756	22,758	19,473	12,587	23,592	190,277
754	3654	Percent	13.3	13.9	18.1	11.9	12.4	10.6	6.9	12.9	

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Trolley Routes

Doral Trolley Route Map Overview



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FDOT 2023 Multimodal Quality LOS Handbook Tables

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables



(C3C-Suburban Commercial)

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

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Appendix C

Traffic Volume Calculations

AM PEAK HOUR TRAFFIC VOLUME CALCULATIONS
ALBATROS 71 TRAFFIC ANALYSIS

Intersection	Scenario	Traffic Volumes											
		EBLT	EBT	EBRT	WBLT	WBT	WBRT	NBLT	NBT	NBRT	SBLT	SBT	SBRT
NW 41 Street and Florida's Turnpike SB Ramp	Traffic Count	0	215	0	2	175	0	0	0	0	1,356	0	276
	Peak Season Conversion Factor	1	1	1	1	1	1	1	1	1	1	1	1
	2025 Peak Season Traffic	**0**	**215**	**0**	**2**	**175**	**0**	**0**	**0**	**0**	**1,356**	**0**	**276**
	Compound Growth Rate	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%
	Existing plus Background Growth	0	221	0	2	180	0	0	0	0	1,391	0	283
	Committed Development Trips (MOB)						1				5		
	Committed Development Trips (Bridgepoint)						10				32		
	Committed Development Trips (Marketplace)						9				13		
	Total Committed Development Trips						20				50		
	2028 Background Traffic	**0**	**221**	**0**	**2**	**180**	**20**	**0**	**0**	**0**	**1,441**	**0**	**283**
	In/Out						Out				In		
	Project Assignment						15%				3%		
	Net New Project Trips	0	0	0	0	0	13	0	0	0	3	0	0
	2028 Total Traffic	**0**	**221**	**0**	**2**	**180**	**33**	**0**	**0**	**0**	**1,444**	**0**	**283**
NW 41 Street and Florida's Turnpike NB Ramp	Traffic Count	77	1,382	0	0	547	353	86	0	1,041	0	0	0
	Peak Season Conversion Factor	1	1	1	1	1	1	1	1	1	1	1	1
	2025 Peak Season Traffic	**77**	**1,382**	**0**	**0**	**547**	**353**	**86**	**0**	**1,041**	**0**	**0**	**0**
	Compound Growth Rate	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%
	Existing plus Background Growth	79	1,418	0	0	561	362	88	0	1,068	0	0	0
	Committed Development Trips (MOB)						2			5			
	Committed Development Trips (Bridgepoint)						9			32			
	Committed Development Trips (Marketplace)						9			13			
	Total Committed Development Trips						20			50			
	2028 Background Traffic	**79**	**1,418**	**0**	**0**	**561**	**382**	**88**	**0**	**1,118**	**0**	**0**	**0**
	In/Out						Out			In			
	Project Assignment						3%			15%			
	Net New Project Trips	0	0	0	0	0	3	0	0	16	0	0	0
	2028 Total Traffic	**79**	**1,418**	**0**	**0**	**561**	**385**	**88**	**0**	**1,134**	**0**	**0**	**0**
NW 41 Street and NW 114 Avenue	Traffic Count	215	1,459	124	195	777	109	63	215	94	236	502	184
	Peak Season Conversion Factor	1	1	1	1	1	1	1	1	1	1	1	1
	2025 Peak Season Traffic	**215**	**1,459**	**124**	**195**	**777**	**109**	**63**	**215**	**94**	**236**	**502**	**184**
	Compound Growth Rate	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%
	Existing plus Background Growth	221	1,497	127	200	797	112	65	221	96	242	515	189
	Committed Development Trips (MOB)		10			3							
	Committed Development Trips (Bridgepoint)		64			19							
	Committed Development Trips (Marketplace)		26			18							
	Total Committed Development Trips		100			40							
	2028 Background Traffic	**221**	**1,597**	**127**	**200**	**837**	**112**	**65**	**221**	**96**	**242**	**515**	**189**
	In/Out	In			Out	Out							
	Project Assignment	18%			10%	18%							
	Net New Project Trips	19	0	0	9	16	0	0	0	0	0	0	0
	2028 Total Traffic	**240**	**1,597**	**127**	**209**	**853**	**112**	**65**	**221**	**96**	**242**	**515**	**189**

AM PEAK HOUR TRAFFIC VOLUME CALCULATIONS
ALBATROS 71 TRAFFIC ANALYSIS

Intersection	Scenario	Traffic Volumes											
		EBLT	EBT	EBRT	WBLT	WBT	WBRT	NBLT	NBT	NBRT	SBLT	SBT	SBRT
NW 41 Street and NW 112 Avenue	Traffic Count	228	1,735	0	0	1,054	108	0	0	0	328	0	199
	Peak Season Conversion Factor	1	1	1	1	1	1	1	1	1	1	1	1
	2025 Peak Season Traffic	**228**	**1,735**	**0**	**0**	**1,054**	**108**	**0**	**0**	**0**	**328**	**0**	**199**
	Compound Growth Rate	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%
	Existing plus Background Growth	234	1,780	0	0	1,081	111	0	0	0	337	0	204
	Committed Development Trips (MOB)		10			3	2				2		
	Committed Development Trips (Bridgepoint)		29	35	18	9		10	1	5		3	
	Committed Development Trips (Marketplace)		26			18	1				1		
	Total Committed Development Trips	0	65	35	18	30	3	10	1	5	3	3	0
	2028 Background Traffic	**234**	**1,845**	**35**	**18**	**1,111**	**114**	**10**	**1**	**5**	**340**	**3**	**204**
	In/Out		Out			In					Out		
	Project Assignment		10%			74%					64%		
	Net New Project Trips	0	9	0	0	76	0	0	0	0	56	0	0
	2028 Total Traffic	**234**	**1,854**	**35**	**18**	**1,187**	**114**	**10**	**1**	**5**	**396**	**3**	**204**
NW 41 Street and NW 109 Avenue	Traffic Count	133	1,987	0	0	910	28	0	0	0	126	0	256
	Peak Season Conversion Factor	1	1	1	1	1	1	1	1	1	1	1	1
	2025 Peak Season Traffic	**133**	**1,987**	**0**	**0**	**910**	**28**	**0**	**0**	**0**	**126**	**0**	**256**
	Compound Growth Rate	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%
	Existing plus Background Growth	136	2,039	0	0	934	29	0	0	0	129	0	263
	Committed Development Trips (MOB)	12				86					20		
	Committed Development Trips (Bridgepoint)		5	29	32	18		9	1	23		3	
	Committed Development Trips (Marketplace)		19	8	15			19	1			2	
	Committed Development Trips (SmartStop Storage)												
	Total Committed Development Trips	12	24	37	47	104	0	28	2	23	20	5	0
	2028 Background Traffic	**148**	**2,063**	**37**	**47**	**1,038**	**29**	**28**	**2**	**23**	**149**	**5**	**263**
	In/Out		Out			In							
	Project Assignment		74%			74%							
	Net New Project Trips	0	65	0	0	76	0	0	0	0	0	0	0
	2028 Total Traffic	**148**	**2,128**	**37**	**47**	**1,114**	**29**	**28**	**2**	**23**	**149**	**5**	**263**
NW 41 Street and NW 107 Avenue	Traffic Count	74	1,761	298	282	636	129	151	507	209	291	702	55
	Peak Season Conversion Factor	1	1	1	1	1	1	1	1	1	1	1	1
	2025 Peak Season Traffic	**74**	**1,761**	**298**	**282**	**636**	**129**	**151**	**507**	**209**	**291**	**702**	**55**
	Compound Growth Rate	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%
	Existing plus Background Growth	76	1,807	306	289	653	132	155	520	214	299	720	56
	Committed Development Trips (MOB)		11	9		44		37					5
	Committed Development Trips (Bridgepoint)	11	17		21	38					12	26	
	Committed Development Trips (Marketplace)	11	17		8	15						16	
	Committed Development Trips (SmartStop Storage)			1		1							
	Committed Development Trips (Ritz Sky Mansions)			5				5					
	Total Committed Development Trips	22	45	15	29	98	0	42	0	0	12	42	5
	2028 Background Traffic	**98**	**1,852**	**321**	**318**	**751**	**132**	**197**	**520**	**214**	**311**	**762**	**61**
	In/Out	Out	Out	Out		In		In					In
	Project Assignment	9%	42%	23%		42%		23%					9%
	Net New Project Trips	8	37	20	0	43	0	24	0	0	0	0	9
	2028 Total Traffic	**106**	**1,889**	**341**	**318**	**794**	**132**	**221**	**520**	**214**	**311**	**762**	**70**

AM PEAK HOUR TRAFFIC VOLUME CALCULATIONS
ALBATROS 71 TRAFFIC ANALYSIS

Intersection	Scenario	Traffic Volumes											
		EBLT	EBT	EBRT	WBLT	WBT	WBRT	NBLT	NBT	NBRT	SBLT	SBT	SBRT
West Driveway	In/Out						Out			In			
	Project Assignment						8%			18%			
	Net New Project Trips	0	0	0	0	0	6	0	0	19	0	0	0
	2028 Total Traffic	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**554**	**19**	**0**	**946**	**0**
South Driveway 1	In/Out						In						Out
	Project Assignment						37%						19%
	Net New Project Trips	0	0	0	0	0	38	0	0	0	0	0	17
	2028 Total Traffic	**0**	**2,123**	**0**	**0**	**1,333**	**38**	**0**	**0**	**0**	**0**	**0**	**17**
South Driveway 2	In/Out						In						Out
	Project Assignment						37%						9%
	Net New Project Trips	0	0	0	0	0	38	0	0	0	0	0	8
	2028 Total Traffic	**0**	**2,123**	**0**	**0**	**1,363**	**38**	**0**	**0**	**0**	**0**	**0**	**8**
East Driveway	In/Out			Out									In
	Project Assignment			64%									8%
	Net New Project Trips	0	0	56	0	0	0	0	0	0	0	0	8
	2028 Total Traffic	**0**	**0**	**56**	**0**	**0**	**0**	**0**	**349**	**0**	**0**	**547**	**8**

Balanced Volumes

PM PEAK HOUR TRAFFIC VOLUME CALCULATIONS
ALBATROS 71 TRAFFIC ANALYSIS

Intersection	Scenario	Traffic Volumes											
		EBLT	EBT	EBRT	WBLT	WBT	WBRT	NBLT	NBT	NBRT	SBLT	SBT	SBRT
NW 41 Street and Florida's Turnpike SB Ramp	Traffic Count	0	404	0	2	181	0	0	0	0	407	0	82
	Peak Season Conversion Factor	1	1	1	1	1	1	1	1	1	1	1	1
	2025 Peak Season Traffic	**0**	**404**	**0**	**2**	**181**	**0**	**0**	**0**	**0**	**407**	**0**	**82**
	Compound Growth Rate	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%
	Existing plus Background Growth	0	415	0	2	186	0	0	0	0	418	0	84
	Committed Development Trips (MOB)						6				3		
	Committed Development Trips (Bridgepoint)						46				27		
	Committed Development Trips (Marketplace)						22				21		
	Total Committed Development Trips						74				51		
	2028 Background Traffic	**0**	**415**	**0**	**2**	**186**	**74**	**0**	**0**	**0**	**469**	**0**	**84**
	In/Out						Out				In		
	Project Assignment						15%				3%		
	Net New Project Trips	0	0	0	0	0	20	0	0	0	4	0	0
	2028 Total Traffic	**0**	**415**	**0**	**2**	**186**	**94**	**0**	**0**	**0**	**473**	**0**	**84**
NW 41 Street and Florida's Turnpike NB Ramp	Traffic Count	167	578	0	0	1,153	583	29	0	605	0	0	0
	Peak Season Conversion Factor	1	1	1	1	1	1	1	1	1	1	1	1
	2025 Peak Season Traffic	**167**	**578**	**0**	**0**	**1,153**	**583**	**29**	**0**	**605**	**0**	**0**	**0**
	Compound Growth Rate	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%
	Existing plus Background Growth	171	593	0	0	1,183	598	30	0	621	0	0	0
	Committed Development Trips (MOB)						7			3			
	Committed Development Trips (Bridgepoint)						47			28			
	Committed Development Trips (Marketplace)						21			20			
	Total Committed Development Trips						75			51			
	2028 Background Traffic	**171**	**593**	**0**	**0**	**1,183**	**673**	**30**	**0**	**672**	**0**	**0**	**0**
	In/Out						Out			In			
	Project Assignment						3%			15%			
	Net New Project Trips	0	0	0	0	0	4	0	0	19	0	0	0
	2028 Total Traffic	**171**	**593**	**0**	**0**	**1,183**	**677**	**30**	**0**	**691**	**0**	**0**	**0**
NW 41 Street and NW 114 Avenue	Traffic Count	195	1,030	57	179	1,348	204	138	441	198	170	353	174
	Peak Season Conversion Factor	1	1	1	1	1	1	1	1	1	1	1	1
	2025 Peak Season Traffic	**195**	**1,030**	**57**	**179**	**1,348**	**204**	**138**	**441**	**198**	**170**	**353**	**174**
	Compound Growth Rate	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%
	Existing plus Background Growth	200	1,057	58	184	1,383	209	142	452	203	174	362	179
	Committed Development Trips (MOB)		6			13							
	Committed Development Trips (Bridgepoint)		55			93							
	Committed Development Trips (Marketplace)		41			43							
	Total Committed Development Trips		102			149							
	2028 Background Traffic	**200**	**1,159**	**58**	**184**	**1,532**	**209**	**142**	**452**	**203**	**174**	**362**	**179**
	In/Out	In			Out	Out							
	Project Assignment	18%			10%	18%							
	Net New Project Trips	23	0	0	13	24	0	0	0	0	0	0	0
	2028 Total Traffic	**223**	**1,159**	**58**	**197**	**1,556**	**209**	**142**	**452**	**203**	**174**	**362**	**179**

PM PEAK HOUR TRAFFIC VOLUME CALCULATIONS
ALBATROS 71 TRAFFIC ANALYSIS

Intersection	Scenario	Traffic Volumes											
		EBLT	EBT	EBRT	WBLT	WBT	WBRT	NBLT	NBT	NBRT	SBLT	SBT	SBRT
NW 41 Street and NW 112 Avenue	Traffic Count	192	1,268	0	0	1,621	215	0	0	0	135	0	171
	Peak Season Conversion Factor	1	1	1	1	1	1	1	1	1	1	1	1
	2025 Peak Season Traffic	**192**	**1,268**	**0**	**0**	**1,621**	**215**	**0**	**0**	**0**	**135**	**0**	**171**
	Compound Growth Rate	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%
	Existing plus Background Growth	197	1,301	0	0	1,663	221	0	0	0	139	0	175
	Committed Development Trips (MOB)		6			13	14				1		
	Committed Development Trips (Bridgepoint)		25	30	15	42		51	4	25		2	
	Committed Development Trips (Marketplace)		41			43	2				2		
	Total Committed Development Trips	0	72	30	15	98	16	51	4	25	3	2	0
	2028 Background Traffic	**197**	**1,373**	**30**	**15**	**1,761**	**237**	**51**	**4**	**25**	**142**	**2**	**175**
	In/Out		Out			In					Out		
	Project Assignment		10%			74%					64%		
	Net New Project Trips	0	13	0	0	96	0	0	0	0	83	0	0
	2028 Total Traffic	**197**	**1,386**	**30**	**15**	**1,857**	**237**	**51**	**4**	**25**	**225**	**2**	**175**
NW 41 Street and NW 109 Avenue	Traffic Count	181	1,212	0	0	1,675	126	0	0	0	31	0	159
	Peak Season Conversion Factor	1	1	1	1	1	1	1	1	1	1	1	1
	2025 Peak Season Traffic	**181**	**1,212**	**0**	**0**	**1,675**	**126**	**0**	**0**	**0**	**31**	**0**	**159**
	Compound Growth Rate	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%
	Existing plus Background Growth	186	1,244	0	0	1,719	129	0	0	0	32	0	163
	Committed Development Trips (MOB)	7				52					113		
	Committed Development Trips (Bridgepoint)		25	25	28	15		42	4	113		2	
	Committed Development Trips (Marketplace)		30	13	24			45	2			2	
	Committed Development Trips (SmartStop Storage)												
	Total Committed Development Trips	7	55	38	52	67	0	87	6	113	113	4	0
	2028 Background Traffic	**193**	**1,299**	**38**	**52**	**1,786**	**129**	**87**	**6**	**113**	**145**	**4**	**163**
	In/Out		Out			In							
	Project Assignment		74%			74%							
	Net New Project Trips	0	96	0	0	96	0	0	0	0	0	0	0
	2028 Total Traffic	**193**	**1,395**	**38**	**52**	**1,882**	**129**	**87**	**6**	**113**	**145**	**4**	**163**
NW 41 Street and NW 107 Avenue	Traffic Count	146	820	220	309	1,409	221	308	777	167	203	551	114
	Peak Season Conversion Factor	1	1	1	1	1	1	1	1	1	1	1	1
	2025 Peak Season Traffic	**146**	**820**	**220**	**309**	**1,409**	**221**	**308**	**777**	**167**	**203**	**551**	**114**
	Compound Growth Rate	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%
	Existing plus Background Growth	150	841	226	317	1,446	227	316	797	171	208	565	117
	Committed Development Trips (MOB)		62	51		27		22					3
	Committed Development Trips (Bridgepoint)	55	83		17	33					23	10	
	Committed Development Trips (Marketplace)	26	39		13	24						24	
	Committed Development Trips (SmartStop Storage)			1		1							
	Committed Development Trips (Ritz Sky Mansions)			8				6					
	Total Committed Development Trips	81	184	60	30	85	0	28	0	0	23	34	3
	2028 Background Traffic	**231**	**1,025**	**286**	**347**	**1,531**	**227**	**344**	**797**	**171**	**231**	**599**	**120**
	In/Out	Out	Out	Out		In		In					In
	Project Assignment	9%	42%	23%		42%		23%					9%
	Net New Project Trips	12	54	30	0	54	0	30	0	0	0	0	12
	2028 Total Traffic	**243**	**1,079**	**316**	**347**	**1,585**	**227**	**374**	**797**	**171**	**231**	**599**	**132**

PM PEAK HOUR TRAFFIC VOLUME CALCULATIONS
ALBATROS 71 TRAFFIC ANALYSIS

Intersection	Scenario	Traffic Volumes											
		EBLT	EBT	EBRT	WBLT	WBT	WBRT	NBLT	NBT	NBRT	SBLT	SBT	SBRT
West Driveway	In/Out						Out			In			
	Project Assignment						8%			18%			
	Net New Project Trips	0	0	0	0	0	10	0	0	23	0	0	0
	2028 Total Traffic	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**861**	**23**	**0**	**715**	**0**
South Driveway 1	In/Out						In						Out
	Project Assignment						37%						19%
	Net New Project Trips	0	0	0	0	0	48	0	0	0	0	0	25
	2028 Total Traffic	**0**	**1,613**	**0**	**0**	**1,999**	**48**	**0**	**0**	**0**	**0**	**0**	**25**
South Driveway 2	In/Out						In						Out
	Project Assignment						37%						9%
	Net New Project Trips	0	0	0	0	0	48	0	0	0	0	0	12
	2028 Total Traffic	**0**	**1,613**	**0**	**0**	**2,035**	**48**	**0**	**0**	**0**	**0**	**0**	**12**
East Driveway	In/Out			Out									In
	Project Assignment			64%									8%
	Net New Project Trips	0	0	83	0	0	0	0	0	0	0	0	10
	2028 Total Traffic	**0**	**0**	**83**	**0**	**0**	**0**	**0**	**438**	**0**	**0**	**319**	**10**

Balanced Volumes

Bowman

Traffic Volume Calculations with Diversion

AM PEAK HOUR TRAFFIC VOLUME CALCULATIONS WITH DIVERSION

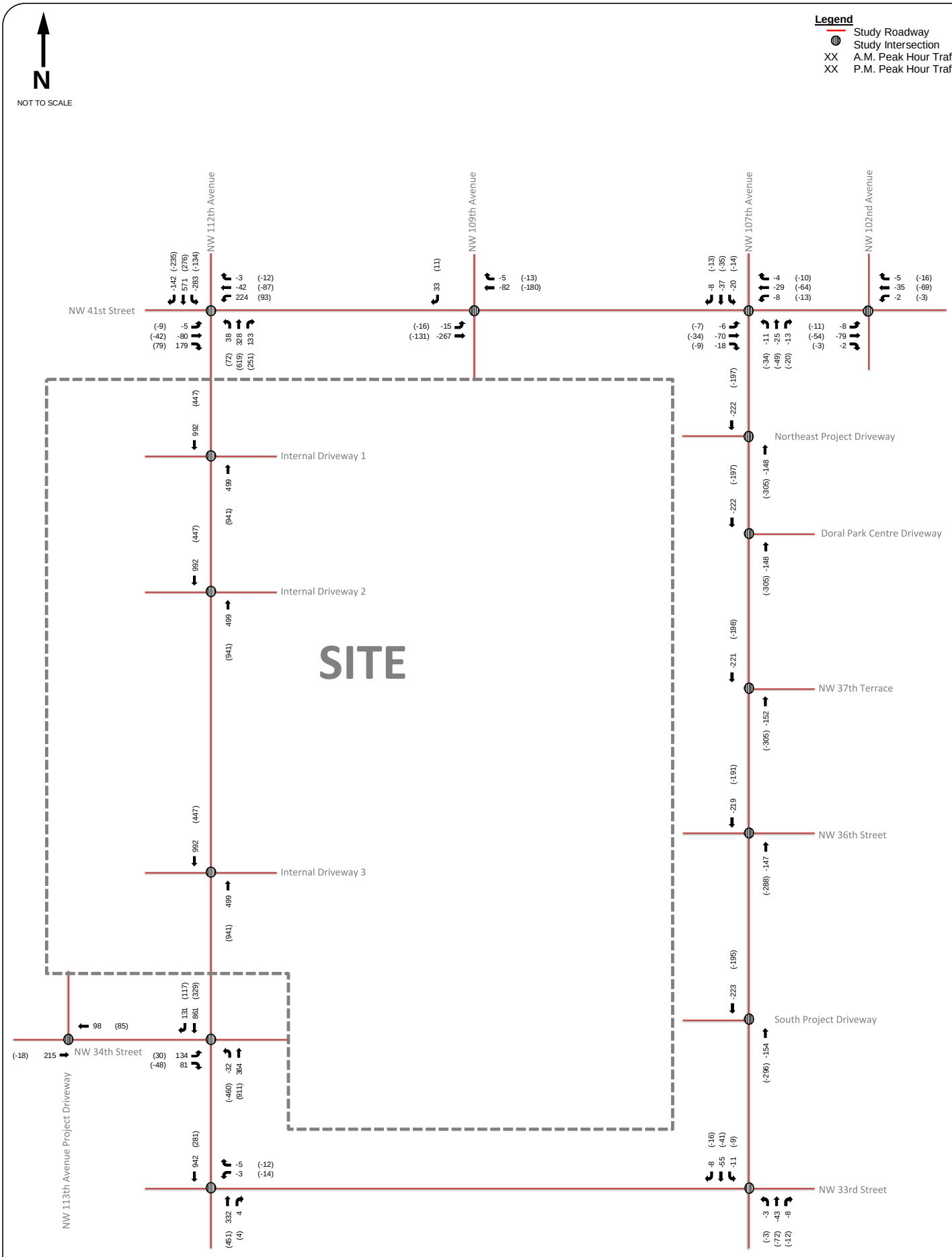
ALBATROS 71 TRAFFIC ANALYSIS

Intersection	Scenario	Traffic Volumes											
		EBLT	EBT	EBRT	WBLT	WBT	WBRT	NBLT	NBT	NBRT	SBLT	SBT	SBRT
4. NW 41 Street and NW 112 Avenue	Traffic Count	228	1,735	0	0	1,054	108	0	0	0	328	0	199
	Peak Season Conversion Factor	1	1	1	1	1	1	1	1	1	1	1	1
	2025 Peak Season Traffic	**228**	**1,735**	**0**	**0**	**1,054**	**108**	**0**	**0**	**0**	**328**	**0**	**199**
	Compound Growth Rate	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%
	Existing plus Background Growth	234	1,780	0	0	1,081	111	0	0	0	337	0	204
	Committed Development Trips (MOB)		10			3	2				2		
	Committed Development Trips (Bridgepoint)		29	35	18	9		10	1	5		3	
	Committed Development Trips (Marketplace)		26			18	1				1		
	Total Committed Development Trips	0	65	35	18	30	3	10	1	5	3	3	0
	2028 Background Traffic	**234**	**1,845**	**35**	**18**	**1,111**	**114**	**10**	**1**	**5**	**340**	**3**	**204**
	Peak Hour Diversion Trips (Bridgepoint)	-5	-80	179	224	-42	-3	38	328	133	-283	571	-142
	2028 Background Traffic With Diversion	**229**	**1,765**	**214**	**242**	**1,069**	**111**	**48**	**329**	**138**	**57**	**574**	**62**
	In/Out		Out			In					Out		
	Project Assignment		10%			74%					64%		
	Net New Project Trips	0	9	0	0	76	0	0	0	0	56	0	0
	2028 Total Traffic With Diversion	**229**	**1,774**	**214**	**242**	**1,145**	**111**	**48**	**329**	**138**	**113**	**574**	**62**

PM PEAK HOUR TRAFFIC VOLUME CALCULATIONS WITH DIVERSION
ALBATROS 71 TRAFFIC ANALYSIS

Intersection	Scenario	Traffic Volumes											
		EBLT	EBT	EBRT	WBLT	WBT	WBRT	NBLT	NBT	NBRT	SBLT	SBT	SBRT
4. NW 41 Street and NW 112 Avenue	Traffic Count	192	1,268	0	0	1,621	215	0	0	0	135	0	171
	Peak Season Conversion Factor	1	1	1	1	1	1	1	1	1	1	1	1
	2025 Peak Season Traffic	**192**	**1,268**	**0**	**0**	**1,621**	**215**	**0**	**0**	**0**	**135**	**0**	**171**
	Compound Growth Rate	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%	0.86%
	Existing plus Background Growth	197	1,301	0	0	1,663	221	0	0	0	139	0	175
	Committed Development Trips (MOB)		6			13	14				1		
	Committed Development Trips (Bridgepoint)		25	30	15	42		51	4	25		2	
	Committed Development Trips (Marketplace)		41			43	2				2		
	Total Committed Development Trips	0	72	30	15	98	16	51	4	25	3	2	0
	2028 Background Traffic	**197**	**1,373**	**30**	**15**	**1,761**	**237**	**51**	**4**	**25**	**142**	**2**	**175**
	Peak Hour Diversion Trips (Bridgepoint)	-9	-42	79	93	-87	-12	72	619	251	-134	276	-235
	2028 Background Traffic With Diversion	**188**	**1,331**	**109**	**108**	**1,674**	**225**	**123**	**623**	**276**	**8**	**278**	**0**
	In/Out		Out			In					Out		
	Project Assignment		10%			74%					64%		
	Net New Project Trips	0	13	0	0	96	0	0	0	0	83	0	0
	2028 Total Traffic With Diversion	**188**	**1,344**	**109**	**108**	**1,770**	**225**	**123**	**623**	**276**	**91**	**278**	**0**

Negative volumes resulting from diversion adjustments were assumed to be zero (0) vehicles.



Kimley»Horn

© 2022

Figure 8
Peak Hour Diversions
Bridge Point Doral
Doral, Florida

Bowman

Appendix D

Signal Timing Sheets & Intersection Capacity Analysis Worksheets

Bowman

Signal Timing Sheets

SIGNAL OPERATING PLAN

N

	Direction	EB	WB		SB	Ped Heads	Drawing
Phase	Head No.	6	2		4		
	Dwell						
	Clear to						
	Dwell						
	Clear to						
(2+6)	Dwell	G	G		R		
E/W	(4)	Y	Y		R		2 ←
NW 41 ST	Clear to						→ 6
(Recall)							
	Dwell						
	Clear to						
	Dwell						
	Clear to						
(4)	Dwell	R	R		G		
SL	(2+6)	R	R		Y		4
SR 821 SB "OFF"	Clear to						
(Actuated)							
Flashing Operation		FY	FY		FR		Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	SR 821 (W) & NW 41 ST		
	5/1/2001			
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	5/3/2001	Date 12/17/92 By DTI	1	5155

TwoPhaseNoPeds

Miami-Dade, FL

TOD Schedule Report

5155 - NW 41st St. & Turnpike SB on/off ramps

2070-1C-Econolite Type-Cobalt

2/15/2021, 11:21 AM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
2	W - T	37	1	0	0	16	20	1	25	0	4.4	2
			2	0	0	16	18	1	18	0	4.4	2
			3	0	0	16	19	1	25	0	4.4	2
			4	0	0	0	0	0	0	0	0	0
4	S - T	48	1	0	0	7	61	4	61	0	4.4	2
			2	0	0	7	15	4	30	0	4.4	2
			3	0	0	7	34	5	40	0	4.4	2
			4	0	0	0	0	0	0	0	0	0
6	E - T	37	1	0	0	16	20	1	25	0	4.4	2
			2	0	0	16	18	1	18	0	4.4	2
			3	0	0	16	19	1	25	0	4.4	2
			4	0	0	0	0	0	0	0	0	0

Schedule - 1

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
-	X	X	X	X	X	-

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 4	Phs Spl 6
00:00:00	64	-	-	-	-	-
06:00:00	62	-	-	-	-	-
06:45:00	4	90	4	35	55	35
09:45:00	6	80	64	37	43	37
11:15:00	7	85	71	37	48	37
15:30:00	10	90	61	35	55	35
19:00:00	13	75	34	35	40	35
20:00:00	62	-	-	-	-	-
21:30:00	66	-	-	-	-	-

Schedule - 2

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
X	-	-	-	-	-	X

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 4	Phs Spl 6
00:00:00	67	-	-	-	-	-
07:00:00	50	65	46	23	42	23
20:00:00	52	80	0	34	46	34
23:30:00	67	-	-	-	-	-

Action Plan

Name	Pattern	Enabled Logic Processor Statements
64	Free	N/A
62	Free	N/A
4	4	N/A
6	6	N/A
7	7	N/A
10	10	N/A
13	13	N/A
62	Free	N/A
66	Free	N/A

Miami-Dade, FL

5155 - NW 41st St. & Turnpike SB on/off ramps - 2070-1C - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B	B													
Sequence 1																
Ring 1	**2**	**4**	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ring 2	**6**	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Phases In Use		X		X		X										
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Approach	N	W	N	S	N	E	N	N	N	N	N	N	N	N	N	N
Movement		T		T		T										
Associated PED																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	3DF6
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM) 1-1-3

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing 1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases 2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	X	X	.	.	.	.	.	.	.	.	.	.
2	.		.	.	X	X	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	X	X	.	.	.	.	.	.	.	.
4	.	.	.		.	.	X	X	.	.	.	.	.	.	.	.
5	X	X	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase **6**	X	X	.	.	.		.	.	.	.	.	.	.	.	.	.
Must **7**	.	.	X	X	.	.		.	.	.	.	.	.	.	.	.
Gap **8**	.	.	X	X	.	.	.		.	.	.	.	.	.	.	.
With **9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase **10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	0	.				+	.			
2	2	V				+	Yel		X	X
3	0	.				+	.			
4	4	V				+	Red	X		
5	0	.				+	.			
6	6	V				+	Yel		X	X
7	0	.				+	.			
8	0	.				+	.			
9	0	.				+	.			
10	0	.				+	.			
11	0	.				+	.			
12	0	.				+	.			
13	0	.				+	.			
14	0	.				+	.			
15	0	.				+	.			
16	0	.				+	.			

Miami-Dade, FL

5155 - NW 41st St. & Turnpike SB on/off ramps - 2070-1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1
Plan 1 - "Phase Bank 1"

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**W-T**	**N**	**S-T**	**N**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	0	16	0	7	0	16	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	4.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	20	0	61	0	20	0	0	0	0	0	0	0	0	0	0
Max2	0	25	0	61	0	25	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.4	0.0	4.4	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	4.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - "Phase Bank 2"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	W-T	N	S-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	0	16	0	7	0	16	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	4.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	18	0	15	0	18	0	0	0	0	0	0	0	0	0	0
Max2	0	18	0	30	0	18	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.4	0.0	4.4	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	4.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - "Phase Bank 3"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	W-T	N	S-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	0	16	0	7	0	16	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	0.0	5.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	19	0	34	0	19	0	0	0	0	0	0	0	0	0	0
Max2	0	25	0	40	0	25	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.4	0.0	4.4	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	0.0	5.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - "Phase Bank 4"

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**W-T**	**N**	**S-T**	**N**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Miami-Dade, FL

5155 - NW 41st St. & Turnpike SB on/off ramps - 2070-1C - Econolite Type - Cobalt

Controller Overlaps
Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	4	7	3.0	2.0	5
B02	5	4	7	3.0	2.0	5
C03	5	4	7	3.0	2.0	5
D04	5	4	7	3.0	2.0	5
E05	5	4	7	3.0	2.0	5
F06	5	4	7	3.0	2.0	5
G07	5	4	7	3.0	2.0	5
H08	5	4	7	3.0	2.0	5
I09	5	4	7	3.0	2.0	5
J10	5	4	7	3.0	2.0	5
K11	5	4	7	3.0	2.0	5
L12	5	4	7	3.0	2.0	5
M13	5	4	7	3.0	2.0	5
N14	5	4	7	3.0	2.0	5
O15	5	4	7	3.0	2.0	5
P16	5	4	7	3.0	2.0	5

Miami-Dade, FL

5155 - NW 41st St. & Turnpike SB on/off ramps - 2070-1C - Econolite Type - Cobalt

Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

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5155 - NW 41st St. & Turnpike SB on/off ramps - 2070-1C - Econolite Type - Cobalt

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I																
Non-Act II																
Dual Entry																
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 5.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan # 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall		X				X										
Soft Recall																
No Rest																
AI Calc																

Plan # 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall		X				X										
Soft Recall																
No Rest																
AI Calc																

Plan # 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																

Max Recall															
Soft Recall															
No Rest															
AI Calc															

Miami-Dade, FL

5155 - NW 41st St. & Turnpike SB on/off ramps - 2070-1C - Econolite Type - Cobalt

Coordination Options
Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	Yes
Local Zero Override	Yes	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

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5155 - NW 41st St. & Turnpike SB on/off ramps - 2070-1C - Econolite Type - Cobalt

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	60	Std (COS)	17	Offsets In	Seconds
Offset Value	41s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	S-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	0	35	0	25	0	35	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	60s	35s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	80	Std (COS)	25	Offsets In	Seconds
Offset Value	58s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	S-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	0	30	0	50	0	30	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	30s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	90	Std (COS)	33	Offsets In	Seconds
Offset Value	4s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	S-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	0	35	0	55	0	35	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	35s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	80	Std (COS)	73	Offsets In	Seconds
Offset Value	64s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	S-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	0	37	0	43	0	37	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	37s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	85	Std (COS)	81	Offsets In	Seconds
Offset Value	71s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	S-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	0	37	0	48	0	37	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	85s	37s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Seconds
Cycle	90	Std (COS)	105	Offsets In	Seconds
Offset Value	61s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	S-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 10)	0	35	0	55	0	35	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	35s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 13

Split Pattern	13	TS2 (Pat-Off)	4-1	Splits In	Seconds
Cycle	75	Std (COS)	153	Offsets In	Seconds
Offset Value	34s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	S-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	0	35	0	40	0	35	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	75s	35s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 14

Split Pattern	14	TS2 (Pat-Off)	4-2	Splits In	Seconds
Cycle	65	Std (COS)	161	Offsets In	Seconds
Offset Value	58s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	S-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	0	25	0	40	0	25	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	65s	25s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 16

Split Pattern	16	TS2 (Pat-Off)	5-1	Splits In	Seconds
Cycle	60	Std (COS)	201	Offsets In	Seconds
Offset Value	37s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	S-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 16)	0	25	0	35	0	25	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	60s	25s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 20

Split Pattern	20	TS2 (Pat-Off)	6-2	Splits In	Seconds
Cycle	65	Std (COS)	233	Offsets In	Seconds
Offset Value	46s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	S-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	0	23	0	42	0	23	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	65s	23s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 22

Split Pattern	22	TS2 (Pat-Off)	7-1	Splits In	Seconds
Cycle	80	Std (COS)	18	Offsets In	Seconds
Offset Value	0s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	W-T	N	S-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 22)	0	34	0	46	0	34	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	34s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Miami-Dade, FL

5155 - NW 41st St. & Turnpike SB on/off ramps - 2070-1C - Econolite Type - Cobalt

Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 2 - "2"

Pattern	2	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 3 - "3"

Pattern	3	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 4 - "4"

Pattern	4	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 6 - "6"

Pattern	6	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 7 - "7"

Pattern	7	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 10 - "10"

Pattern	10	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 13 - "13"

Pattern	13	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 14 - "14"

Pattern	14	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 16 - "16"

Pattern	16	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 20 - "20"

Pattern	20	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 22 - "22"

Pattern	22	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 50 - "50"

Pattern	20	Override Sys	No
Timing Plan	3	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 52 - "52"

Pattern	22	Override Sys	No
Timing Plan	3	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 62 - "62"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall		X				X										
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 63 - "63"

Pattern	Flash	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 64 - "64"

Pattern	Free	Override Sys	No
Timing Plan	2	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall		X				X										
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 66 - "66"

Pattern	Free	Override Sys	No
Timing Plan	3	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 67 - "67"

Pattern	Free	Override Sys	No
Timing Plan	3	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2		X		X		X										
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Miami-Dade, FL

5155 - NW 41st St. & Turnpike SB on/off ramps - 2070-1C - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	64	00:00
2	62	06:00
3	4	06:45
4	6	09:45
5	7	11:15
6	10	15:30
7	13	19:00
8	62	20:00
9	66	21:30

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	67	00:00
2	50	07:00
3	52	20:00
4	67	23:30

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

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

Schedule Number - 2

Day Plan No.: 2

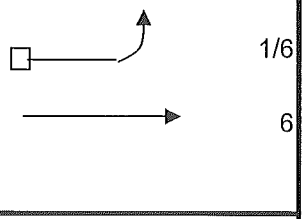
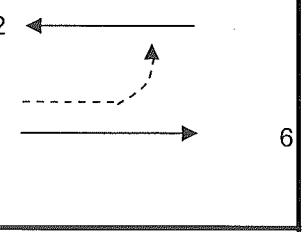
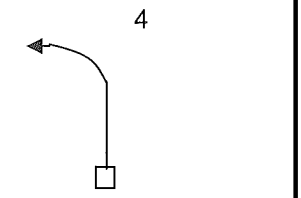
Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

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

SIGNAL OPERATING PLAN

N

	Direction	EB		WB				NB		Ped Heads				
Timing Phases	Head No.	1/6	6		2				4					Movements/Display/Actuation
(1+6)	Dwell	<G/G	G		R				R					
	Clear to (2+6)	<Y/G	G		R				R					
EB NW 41 ST														
(ACTUATED)														
(2+6)	Dwell	G	G		G				R					
	Clear to (4)	Y	Y		Y				Y					
E/WB NW 41 ST														
(RECALL)														
(4)	Dwell	R	R		R				G					
	Clear to (1+6)	R	R		R				Y					
	(2+6)	R	R		R				Y					
NLT SR-821 NB OFF														
(ACTUATED)														
	Dwell													
	Clear to													
	Dwell													
	Clear to													
	Dwell													
	Clear to													
Flashing Operation		FY	FY		FY				FR					Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	SR 821 E & NW 41 ST		
CARLOS LORES	4/23/2007			
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	4/23/07	Date / By:	2	5154

Miami-Dade, FL

TOD Schedule Report

5154 - NW 41st St. & Turnpike NB on/off ramps

2070-1C-Econolite Type-Cobalt

2/15/2021, 11:20 AM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
1	E - L	15	1	0	0	5	6	2.5	12	0	4.4	2
			2	0	0	5	5	2.5	6	0	4.4	2
			3	0	0	4	6	3	6	0	4.4	2
			4	0	0	0	0	0	0	0	0	0
2	W - T	129	1	0	0	16	22	1	0	0	4.4	2
			2	0	0	16	30	1	30	0	4.4	2
			3	0	0	7	35	4	40	0	4.4	2
			4	0	0	0	0	0	0	0	0	0
4	N - T	26	1	0	0	7	11	2.5	20	0	4	2
			2	0	0	5	12	2.5	15	0	4	2
			3	0	0	4	12	4	12	0	4	2
			4	0	0	0	0	0	0	0	0	0
6	E - T	144	1	0	0	16	22	1	0	0	4.4	2
			2	0	0	16	30	1	30	0	4.4	2
			3	0	0	7	35	4	40	0	4.4	2
			4	0	0	0	0	0	0	0	0	0

Schedule - 1

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
-	X	X	X	X	X	-

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 4	Phs Spl 6
00:00:00	62	-	-	-	-	-	-
06:00:00	2	120	14	12	91	17	103
06:45:00	4	180	69	14	143	23	157
09:45:00	6	160	54	15	119	26	134
11:15:00	7	170	54	15	129	26	144
15:30:00	10	180	136	14	147	19	161
19:00:00	13	150	140	15	109	26	124
20:00:00	14	120	101	14	89	17	103
22:00:00	62	-	-	-	-	-	-

Schedule - 2

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
X	-	-	-	-	-	X

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 4	Phs Spl 6
00:00:00	62	-	-	-	-	-	-
07:00:00	20	130	122	14	99	17	113
20:00:00	22	80	17	14	49	17	63
23:30:00	23	75	58	14	47	14	61

Action Plan

Name	Pattern	Enabled Logic Processor Statements
62	Free	N/A
2	2	N/A
4	4	N/A
6	6	N/A
7	7	N/A
10	10	N/A
13	13	N/A
14	14	N/A
62	Free	N/A

Miami-Dade, FL

5154 - NW 41st St. & Turnpike NB on/off ramps - 2070-1C - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B													
Sequence 1																
Ring 1	**1**	**2**	**4**	.	.	.	.	.	.	.	.	.	.	.	.	.
Ring 2	.	**6**	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Phases In Use	X	X		X		X										
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Approach	E	W	N	N	N	E	N	N	N	N	N	N	N	N	N	N
Movement	L	T		T		T										
Associated PED																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	599C
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM) 1-1-3

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing 1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases 2	X		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	X	X	.	.	.	.	.	.	.	.	.	.
2	.		.	.	X	X	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	X	X	.	.	.	.	.	.	.	.
4	.	.	.		.	.	X	X	.	.	.	.	.	.	.	.
5	X	X	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase **6**	X	X	.	.	.		.	.	.	.	.	.	.	.	.	.
Must **7**	.	.	X	X	.	.		.	.	.	.	.	.	.	.	.
Gap **8**	.	.	X	X	.	.	.		.	.	.	.	.	.	.	.
With **9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase **10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				+	Red	X		X
2	2	V				+	Yel		X	X
3	0	.				+	.			
4	4	V				+	Red	X		
5	0	.				+	.			
6	6	V				+	Yel		X	X
7	0	.				+	.			
8	0	.				+	.			
9	0	.				+	.			
10	0	.				+	.			
11	0	.				+	.			
12	0	.				+	.			
13	0	.				+	.			
14	0	.				+	.			
15	0	.				+	.			
16	0	.				+	.			

Miami-Dade, FL

5154 - NW 41st St. & Turnpike NB on/off ramps - 2070-1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1
Plan 1 - "Phase Bank 1"

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**E-L**	**W-T**	**N**	**N-T**	**N**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	16	0	7	0	16	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	1.0	0.0	2.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	6	22	0	11	0	22	0	0	0	0	0	0	0	0	0	0
Max2	12	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	0.0	4.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.5	1.0	0.0	2.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - "Phase Bank 2"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	N	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	5	16	0	5	0	16	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	1.0	0.0	2.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	5	30	0	12	0	30	0	0	0	0	0	0	0	0	0	0
Max2	6	30	0	15	0	30	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	0.0	4.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.5	1.0	0.0	2.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - "Phase Bank 3"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	N	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	4	7	0	4	0	7	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	4.0	0.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	6	35	0	12	0	35	0	0	0	0	0	0	0	0	0	0
Max2	6	40	0	12	0	40	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	0.0	4.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	3.0	4.0	0.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - "Phase Bank 4"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	N	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Miami-Dade, FL

5154 - NW 41st St. & Turnpike NB on/off ramps - 2070-1C - Econolite Type - Cobalt

Controller Overlaps
Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	4	7	3.0	2.0	5
B02	5	4	7	3.0	2.0	5
C03	5	4	7	3.0	2.0	5
D04	5	4	7	3.0	2.0	5
E05	5	4	7	3.0	2.0	5
F06	5	4	7	3.0	2.0	5
G07	5	4	7	3.0	2.0	5
H08	5	4	7	3.0	2.0	5
I09	5	4	7	3.0	2.0	5
J10	5	4	7	3.0	2.0	5
K11	5	4	7	3.0	2.0	5
L12	5	4	7	3.0	2.0	5
M13	5	4	7	3.0	2.0	5
N14	5	4	7	3.0	2.0	5
O15	5	4	7	3.0	2.0	5
P16	5	4	7	3.0	2.0	5

Miami-Dade, FL

5154 - NW 41st St. & Turnpike NB on/off ramps - 2070-1C - Econolite Type - Cobalt

Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

Miami-Dade, FL

5154 - NW 41st St. & Turnpike NB on/off ramps - 2070-1C - Econolite Type - Cobalt

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I																
Non-Act II																
Dual Entry																
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 5.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan # 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall		X				X										
Soft Recall																
No Rest																
AI Calc																

Plan # 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall		X				X										
Soft Recall																
No Rest																
AI Calc																

Plan # 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																

Max Recall															
Soft Recall															
No Rest															
AI Calc															

Miami-Dade, FL

5154 - NW 41st St. & Turnpike NB on/off ramps - 2070-1C - Econolite Type - Cobalt

Coordination Options
Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	Yes
Local Zero Override	No	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Miami-Dade, FL

5154 - NW 41st St. & Turnpike NB on/off ramps - 2070-1C - Econolite Type - Cobalt

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	120	Std (COS)	17	Offsets In	Seconds
Offset Value	14s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	12	91	0	17	0	103	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	103s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	160	Std (COS)	25	Offsets In	Seconds
Offset Value	134s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	15	119	0	26	0	134	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	134s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	180	Std (COS)	33	Offsets In	Seconds
Offset Value	69s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	14	143	0	23	0	157	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	157s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	160	Std (COS)	73	Offsets In	Seconds
Offset Value	54s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	15	119	0	26	0	134	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	134s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	170	Std (COS)	81	Offsets In	Seconds
Offset Value	54s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	15	129	0	26	0	144	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	170s	144s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Seconds
Cycle	180	Std (COS)	105	Offsets In	Seconds
Offset Value	136s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 10)	14	147	0	19	0	161	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	161s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 13

Split Pattern	13	TS2 (Pat-Off)	4-1	Splits In	Seconds
Cycle	150	Std (COS)	153	Offsets In	Seconds
Offset Value	140s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	15	109	0	26	0	124	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	124s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 14

Split Pattern	14	TS2 (Pat-Off)	4-2	Splits In	Seconds
Cycle	120	Std (COS)	161	Offsets In	Seconds
Offset Value	101s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	14	89	0	17	0	103	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	103s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 16

Split Pattern	16	TS2 (Pat-Off)	5-1	Splits In	Seconds
Cycle	60	Std (COS)	201	Offsets In	Seconds
Offset Value	37s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 16)	14	32	0	14	0	46	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	60s	46s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 20

Split Pattern	20	TS2 (Pat-Off)	6-2	Splits In	Seconds
Cycle	130	Std (COS)	233	Offsets In	Seconds
Offset Value	122s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	14	99	0	17	0	113	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	130s	113s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 22

Split Pattern	22	TS2 (Pat-Off)	7-1	Splits In	Seconds
Cycle	80	Std (COS)	18	Offsets In	Seconds
Offset Value	17s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 22)	14	49	0	17	0	63	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	63s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 23

Split Pattern	23	TS2 (Pat-Off)	7-2	Splits In	Seconds
Cycle	75	Std (COS)	26	Offsets In	Seconds
Offset Value	58s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N-T	N	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 23)	14	47	0	14	0	61	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	75s	61s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Miami-Dade, FL

5154 - NW 41st St. & Turnpike NB on/off ramps - 2070-1C - Econolite Type - Cobalt

Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 2 - "2"

Pattern	2	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 3 - "3"

Pattern	3	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 4 - "4"

Pattern	4	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 6 - "6"

Pattern	6	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 7 - "7"

Pattern	7	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 10 - "10"

Pattern	10	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 13 - "13"

Pattern	13	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 14 - "14"

Pattern	14	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 16 - "16"

Pattern	16	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 20 - "20"

Pattern	20	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 22 - "22"

Pattern	22	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 23 - "23"

Pattern	23	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 62 - "62"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall		X				X										
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 63 - "63"

Pattern	Flash	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Miami-Dade, FL

5154 - NW 41st St. & Turnpike NB on/off ramps - 2070-1C - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	62	00:00
2	2	06:00
3	4	06:45
4	6	09:45
5	7	11:15
6	10	15:30
7	13	19:00
8	14	20:00
9	62	22:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	62	00:00
2	20	07:00
3	22	20:00
4	23	23:30

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

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

Schedule Number - 2

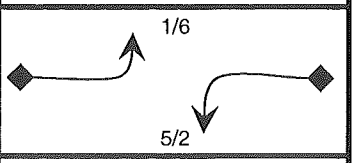
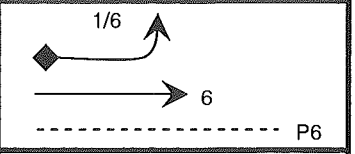
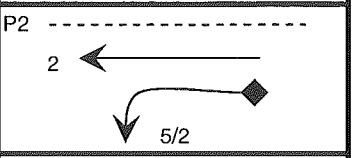
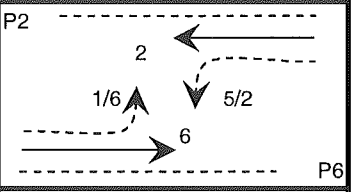
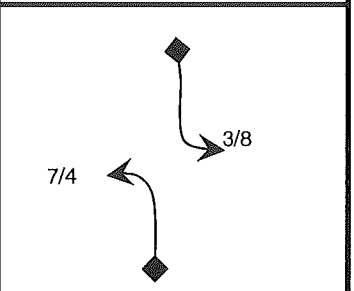
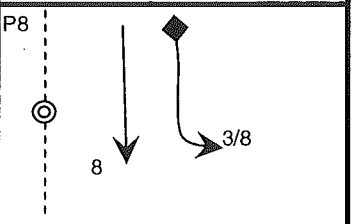
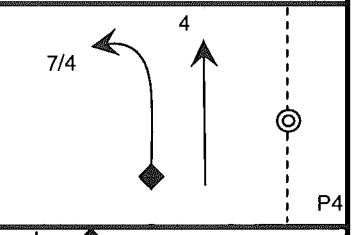
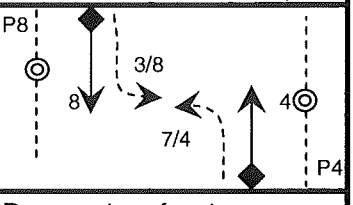
Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

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

SIGNAL OPERATING PLAN

	Direction		EB		WB		SB		NB		Ped Heads				N
Timing Phases	Head No.		1/6	6	5/2	2	3/8	8	7/4	4	P6	P2	P8	P4	Movements/Display/Actuation
(1+5)	Dwell		R/<G	R	R/<G	R	R	R	R	R	DW	DW	DW	DW	
E/W LTs	Clear	(1+6)	R/<G	R	R/<Y	R	R	R	R	R	DW	DW	DW	DW	
NW 41 ST		(2+5)	R/<Y	R	R/<G	R	R	R	R	R	DW	DW	DW	DW	
(Actuated)		(2+6)	R/<Y	R	R/<Y	R	R	R	R	R	DW	DW	DW	DW	
(1+6)	Dwell		<G/G	G	R	R	R	R	R	R	W/F	DW	DW	DW	
EB	Clear	(2+6)	<Y/G	G	R	R	R	R	R	R	DW	DW	DW	DW	
NW 41 ST															
(Actuated)															
(2+5)	Dwell		R	R	<G/G	G	R	R	R	R	DW	W/F	DW	DW	
WB	Clear	(2+6)	R	R	<Y/G	G	R	R	R	R	DW	DW	DW	DW	
NW 41 ST															
(Actuated)															
(2+6)	Dwell		G	G	G	G	R	R	R	R	W/F	W/F	DW	DW	
E/W B	Clear	(3+7)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW	DW	
NW 41 ST		(3+8)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW	DW	
		(4+7)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW	DW	
(Recall)		(4+8)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW	DW	
(3+7)	Dwell		R	R	R	R	<G/R	R	<G/R	R	DW	DW	DW	DW	
N/S LTs	Clear to	(3+8)	R	R	R	R	<G/R	R	<Y/R	R	DW	DW	DW	DW	
NW 114 AV		(4+7)	R	R	R	R	<Y/R	R	<G/R	R	DW	DW	DW	DW	
		(4+8)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW	DW	
		(1+5)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW	DW	
		(1+6)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW	DW	
		(2+5)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW	DW	
(Actuated)		(2+6)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW	DW	
(3+8)	Dwell		R	R	R	R	<G/G	G	R	R	DW	DW	W/F	DW	
SB	Clear to	(4+8)	R	R	R	R	<Y/G	G	R	R	DW	DW	DW	DW	
NW 114 AV		(1+5)	R	R	R	R	<Y/Y	Y	R	R	DW	DW	DW	DW	
		(1+6)	R	R	R	R	<Y/Y	Y	R	R	DW	DW	DW	DW	
		(2+5)	R	R	R	R	<Y/Y	Y	R	R	DW	DW	DW	DW	
(Actuated)		(2+6)	R	R	R	R	<Y/Y	Y	R	R	DW	DW	DW	DW	
(4+7)	Dwell		R	R	R	R	R	R	<G/G	G	DW	DW	DW	W/F	
NB	Clear to	(4+8)	R	R	R	R	R	R	<Y/G	G	DW	DW	DW	DW	
NW 114 AV		(1+5)	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	DW	
		(1+6)	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	DW	
		(2+5)	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	DW	
(Actuated)		(2+6)	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	DW	
(4+8)	Dwell		R	R	R	R	G	G	G	G	DW	DW	W/F	W/F	
N/S B	Clear	(1+5)	R	R	R	R	Y	Y	Y	Y	DW	DW	DW	DW	
NW 114 AV		(1+6)	R	R	R	R	Y	Y	Y	Y	DW	DW	DW	DW	
		(2+5)	R	R	R	R	Y	Y	Y	Y	DW	DW	DW	DW	
(Actuated)		(2+6)	R	R	R	R	Y	Y	Y	Y	DW	DW	DW	DW	
Flashing Operation			FY	FY	FY	FY	FR	FR	FR	FR					Page 1 of 1

Miami-Dade County Public Works Department

Drawn by:	Date:			
Diana I. Ospina	6/29/11	NW 114 AVENUE & NW 41 STREET		
Checked by:	Date:	Placed in Service Date:	Phasing No.	Asset Number
H. Wenwidt	6/29/11	07/08/11	2	5942

Miami-Dade, FL

TOD Schedule Report

5942 - NW 41st St. & NW 114th Ave.

2070-1C-Econolite Type-Cobalt

2/15/2021, 11:19 AM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
1	E - L	17	1	0	0	5	6	2	17	0	4.4	2
			2	0	0	5	6	2	16	0	4.4	2
			3	0	0	5	12	2	8	0	4.4	2
			4	0	0	0	0	0	0	0	0	0
2	W - T	101	1	7	27	8	30	1	0	0	4.4	2
			2	5	27	8	30	1	0	0	4.4	2
			3	8	27	8	65	1	30	0	4.4	2
			4	0	0	0	0	0	0	0	0	0
3	S - L	18	1	0	0	5	6	3	25	0	4	2.3
			2	0	0	5	6	3	17	0	4	2.3
			3	0	0	5	19	2	6	0	4	2.3
			4	0	0	0	0	0	0	0	0	0
4	N - T	34	1	6	32	7	18	3.5	48	0	4	3
			2	5	32	7	18	3.5	33	0	4	3
			3	7	32	7	30	2.5	19	0	4	3
			4	0	0	0	0	0	0	0	0	0
5	W - L	17	1	0	0	5	6	2	17	0	4.4	2
			2	0	0	5	6	2	16	0	4.4	2
			3	0	0	5	12	2	8	0	4.4	2
			4	0	0	0	0	0	0	0	0	0
6	E - T	101	1	7	27	8	30	1	0	0	4.4	2
			2	5	27	8	30	1	0	0	4.4	2
			3	8	27	8	65	1	30	0	4.4	2
			4	0	0	0	0	0	0	0	0	0
7	N - L	18	1	0	0	5	6	3	29	0	4	2.3
			2	0	0	5	6	3	22	0	4	2.3
			3	0	0	5	19	2	6	0	4	2.3
			4	0	0	0	0	0	0	0	0	0
8	S - T	34	1	6	32	7	18	3.5	38	0	4	3
			2	5	32	7	18	3.5	33	0	4	3
			3	7	32	7	30	2.5	19	0	4	3
			4	0	0	0	0	0	0	0	0	0

Schedule - 1

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
-	X	X	X	X	X	-

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	62	-	-	-	-	-	-	-	-	-	-
06:00:00	2	120	29	13	68	15	24	13	68	15	24
06:45:00	4	180	167	21	86	29	44	21	86	29	44
09:45:00	6	160	83	16	95	18	31	16	95	18	31
11:15:00	7	170	87	17	101	18	34	17	101	18	34
15:30:00	10	180	170	21	83	26	50	18	86	32	44
19:00:00	13	150	3	15	93	18	24	15	93	18	24
20:00:00	14	120	116	12	66	15	27	12	66	15	27
22:00:00	62	-	-	-	-	-	-	-	-	-	-

Schedule - 2

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
X	-	-	-	-	-	X

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	62	-	-	-	-	-	-	-	-	-	-
07:00:00	20	130	126	12	79	15	24	12	79	15	24
20:00:00	22	160	96	20	88	18	34	20	88	18	34
23:30:00	62	-	-	-	-	-	-	-	-	-	-

Action Plan

Name	Pattern	Enabled Logic Processor Statements
62	Free	N/A
2	2	N/A
4	4	N/A
6	6	N/A
7	7	N/A
10	10	N/A
13	13	N/A
14	14	N/A
62	Free	N/A

Miami-Dade, FL

5942 - NW 41st St. & NW 114th Ave. - 2070-1C - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B											
Sequence 1																
Ring 1	1	2	3	4	.	.	.	.	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	.	.	.	.	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X	X	X	X	X	X	X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Approach	E	W	S	N	W	E	N	S	N	N	N	N	N	N	N	N
Movement	L	T	L	T	L	T	L	T								
Associated PED		X		X		X		X								
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	FDF0
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM) 1-1-3

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing 1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases 2	X		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	X		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	X		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	X		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	X	X	.	.	.	.	.	.	.	.	.	.
2	.		.	.	X	X	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	X	X	.	.	.	.	.	.	.	.
4	.	.	.		.	.	X	X	.	.	.	.	.	.	.	.
5	X	X	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase **6**	X	X	.	.	.		.	.	.	.	.	.	.	.	.	.
Must **7**	.	.	X	X	.	.		.	.	.	.	.	.	.	.	.
Gap **8**	.	.	X	X	.	.	.		.	.	.	.	.	.	.	.
With **9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase **10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				+	Red	X		X
2	2	V				+	Yel		X	X
3	3	V				+	Red	X		
4	4	V				+	Red	X		
5	5	V				+	Red	X		X
6	6	V				+	Yel		X	X
7	7	V				+	Red	X		
8	8	V				+	Red	X		
9	0	.				+	.			
10	0	.				+	.			
11	0	.				+	.			
12	0	.				+	.			
13	2	P				+	.			
14	4	P				+	.			
15	6	P				+	.			
16	8	P				+	.			

Miami-Dade, FL

5942 - NW 41st St. & NW 114th Ave. - 2070-1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1
Plan 1 - "Phase Bank 1"

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**E-L**	**W-T**	**S-L**	**N-T**	**W-L**	**E-T**	**N-L**	**S-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	8	5	7	5	8	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	6	0	7	0	6	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	27	0	32	0	27	0	32	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	3.0	3.5	2.0	1.0	3.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	6	30	6	18	6	30	6	18	0	0	0	0	0	0	0	0
Max2	17	0	25	48	17	0	29	38	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.0	4.0	4.4	4.4	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.0	2.0	2.3	3.0	2.0	2.0	2.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	3.0	3.5	2.0	1.0	3.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - "Phase Bank 2"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	8	5	7	5	8	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	27	0	32	0	27	0	32	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	3.0	3.5	2.0	1.0	3.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	6	30	6	18	6	30	6	18	0	0	0	0	0	0	0	0
Max2	16	0	17	33	16	0	22	33	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.0	4.0	4.4	4.4	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.0	2.0	2.3	3.0	2.0	2.0	2.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	3.0	3.5	2.0	1.0	3.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - "Phase Bank 3"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	8	5	7	5	8	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	8	0	7	0	8	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	27	0	32	0	27	0	32	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	2.0	2.5	2.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	12	65	19	30	12	65	19	30	0	0	0	0	0	0	0	0
Max2	8	30	6	19	8	30	6	19	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.0	4.0	4.4	4.4	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.0	2.0	2.3	3.0	2.0	2.0	2.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	2.0	2.5	2.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - "Phase Bank 4"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Miami-Dade, FL

5942 - NW 41st St. & NW 114th Ave. - 2070-1C - Econolite Type - Cobalt

Controller Overlaps
Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	4	7	3.0	2.0	5
B02	5	4	7	3.0	2.0	5
C03	5	4	7	3.0	2.0	5
D04	5	4	7	3.0	2.0	5
E05	5	4	7	3.0	2.0	5
F06	5	4	7	3.0	2.0	5
G07	5	4	7	3.0	2.0	5
H08	5	4	7	3.0	2.0	5
I09	5	4	7	3.0	2.0	5
J10	5	4	7	3.0	2.0	5
K11	5	4	7	3.0	2.0	5
L12	5	4	7	3.0	2.0	5
M13	5	4	7	3.0	2.0	5
N14	5	4	7	3.0	2.0	5
O15	5	4	7	3.0	2.0	5
P16	5	4	7	3.0	2.0	5

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5942 - NW 41st St. & NW 114th Ave. - 2070-1C - Econolite Type - Cobalt

Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

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5942 - NW 41st St. & NW 114th Ave. - 2070-1C - Econolite Type - Cobalt

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I																
Non-Act II																
Dual Entry				X				X								
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel				X				X								
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 5.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X				X										
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan # 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X				X										
Max Recall		X				X										
Soft Recall																
No Rest																
AI Calc																

Plan # 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X				X										
Max Recall		X				X										
Soft Recall																
No Rest																
AI Calc																

Plan # 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																

Max Recall															
Soft Recall															
No Rest															
AI Calc															

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5942 - NW 41st St. & NW 114th Ave. - 2070-1C - Econolite Type - Cobalt

Coordination Options
Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	Yes
Local Zero Override	Yes	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Miami-Dade, FL

5942 - NW 41st St. & NW 114th Ave. - 2070-1C - Econolite Type - Cobalt

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	120	Std (COS)	17	Offsets In	Seconds
Offset Value	29s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	13	68	15	24	13	68	15	24	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	160	Std (COS)	25	Offsets In	Seconds
Offset Value	131s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	13	100	18	29	13	100	18	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	160s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	180	Std (COS)	33	Offsets In	Seconds
Offset Value	167s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	21	86	29	44	21	86	29	44	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	180s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	160	Std (COS)	73	Offsets In	Seconds
Offset Value	83s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	16	95	18	31	16	95	18	31	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	160s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	170	Std (COS)	81	Offsets In	Seconds
Offset Value	87s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	17	101	18	34	17	101	18	34	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	170s	170s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Seconds
Cycle	180	Std (COS)	105	Offsets In	Seconds
Offset Value	170s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 10)	21	83	26	50	18	86	32	44	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	180s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 13

Split Pattern	13	TS2 (Pat-Off)	4-1	Splits In	Seconds
Cycle	150	Std (COS)	153	Offsets In	Seconds
Offset Value	3s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	15	93	18	24	15	93	18	24	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	150s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 14

Split Pattern	14	TS2 (Pat-Off)	4-2	Splits In	Seconds
Cycle	120	Std (COS)	161	Offsets In	Seconds
Offset Value	116s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	12	66	15	27	12	66	15	27	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 16

Split Pattern	16	TS2 (Pat-Off)	5-1	Splits In	Seconds	
Cycle	120	Std (COS)	201	Offsets In	Seconds	
Offset Value	68s	Dwell/Add Time	0			
Actuated Coord	No	Timing Plan	0			
Actuated Walk Rest	No	Sequence	0			
Phase Reservice	No	Action Plan	0			
Max Select	None	Force Off	None			

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 16)	12	72	12	24	12	72	12	24	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 20

Split Pattern	20	TS2 (Pat-Off)	6-2	Splits In	Seconds
Cycle	130	Std (COS)	233	Offsets In	Seconds
Offset Value	126s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	12	79	15	24	12	79	15	24	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	130s	130s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 22

Split Pattern	22	TS2 (Pat-Off)	7-1	Splits In	Seconds
Cycle	160	Std (COS)	18	Offsets In	Seconds
Offset Value	96s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 22)	20	88	18	34	20	88	18	34	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	160s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 23

Split Pattern	23	TS2 (Pat-Off)	7-2	Splits In	Seconds
Cycle	75	Std (COS)	26	Offsets In	Seconds
Offset Value	24s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 23)	12	38	12	13	12	38	12	13	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	75s	75s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Miami-Dade, FL

5942 - NW 41st St. & NW 114th Ave. - 2070-1C - Econolite Type - Cobalt

Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 2 - "2"

Pattern	2	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 3 - "3"

Pattern	3	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 4 - "4"

Pattern	4	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 6 - "6"

Pattern	6	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 7 - "7"

Pattern	7	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 10 - "10"

Pattern	10	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 13 - "13"

Pattern	13	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 14 - "14"

Pattern	14	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 16 - "16"

Pattern	16	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 20 - "20"

Pattern	20	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 22 - "22"

Pattern	22	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 23 - "23"

Pattern	23	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 62 - "62"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 63 - "63"

Pattern	Flash	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Miami-Dade, FL

5942 - NW 41st St. & NW 114th Ave. - 2070-1C - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	62	00:00
2	2	06:00
3	4	06:45
4	6	09:45
5	7	11:15
6	10	15:30
7	13	19:00
8	14	20:00
9	62	22:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	62	00:00
2	20	07:00
3	22	20:00
4	62	23:30

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

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

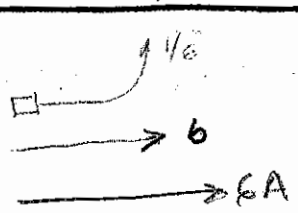
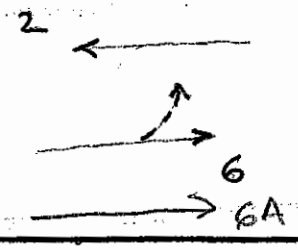
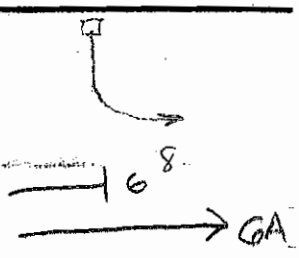
Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

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

	Direction	EB		WB		SB			Ped Heads				N
Timing Phases	Head No.	1/6	6		2		8	6A					Movements/Display/Actuation
(1+6) EBLT NW 41st (ACTUATED)	Dwell	6/G	G		R		R	G					
	Clear to	Y/G	G		R		R	G					
	Dwell												
	Clear to												
(2+6) E/WB NW 41st (Recall)	Dwell	G	G		G		R	G					
	Clear to (4+8)	Y	Y		Y		R	G					
	Dwell												
	Clear to												
	Dwell												
	Clear to												
(8) SB NW 112 AV (ACTUATED)	Dwell	R	R		R		G	G					
	Clear to (1+6)	R	R		R		Y	G					
	Clear to (2+6)	R	R		R		Y	G					
Flashing Operation		FY	FY		FY		FR	G					Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	N.W. 41st & N.W 112 AV		
C. LOPES	09/25/06			
Checked	Date	Placed in Service	Phasing No.	Asset Number
I. HERNANDEZ	9/25/06	Date / By	1	6457

TwoPhaseNoPeds

Miami-Dade, FL

TOD Schedule Report

6457 - NW 41st St. & NW 112th Ave.

2070-1C-Econolite Type-Cobalt

2/15/2021, 11:18 AM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
1	E - L	16	1	0	0	5	5	3.5	12	0	4.4	2
			2	0	0	5	5	2	7	0	4.4	2
			3	0	0	5	8	2	12	0	4.4	2
			4	0	0	0	0	0	0	0	0	0
2	W - T	43	1	0	0	16	40	1	0	0	4.4	2
			2	0	0	16	60	1	0	0	4.4	2
			3	0	0	16	80	1	0	0	4.4	2
			4	0	0	0	0	0	0	0	0	0
6	E - T	59	1	0	0	16	40	1	0	0	4.4	2
			2	0	0	16	60	1	0	0	4.4	2
			3	0	0	16	80	1	0	0	4.4	2
			4	0	0	0	0	0	0	0	0	0
8	S - T	26	1	0	0	7	20	3.5	27	0	4	2.2
			2	0	0	7	12	2.5	30	0	4	2.2
			3	0	0	7	20	2.5	25	0	4	2.2
			4	0	0	0	0	0	0	0	0	0

Schedule - 1

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
-	X	X	X	X	X	-

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 6	Phs Spl 8
00:00:00	62	-	-	-	-	-	-
06:00:00	2	60	34	12	33	45	15
06:45:00	4	90	10	13	46	59	31
09:45:00	6	80	79	13	44	57	23
11:15:00	7	85	81	16	43	59	26
15:30:00	10	180	122	36	111	147	33
19:00:00	13	75	59	16	38	54	21
20:00:00	14	60	43	14	25	39	21
22:00:00	62	-	-	-	-	-	-

Schedule - 2

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
X	-	-	-	-	-	X

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 6	Phs Spl 8
00:00:00	62	-	-	-	-	-	-
07:00:00	20	65	57	13	29	42	23
20:00:00	22	80	66	13	44	57	23
23:30:00	23	75	22	13	39	52	23

Action Plan

Name	Pattern	Enabled Logic Processor Statements
62	Free	N/A
2	2	N/A
4	4	N/A
6	6	N/A
7	7	N/A
10	10	N/A
13	13	N/A
14	14	N/A
62	Free	N/A

Miami-Dade, FL

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B													
Sequence 1																
Ring 1	**1**	**2**	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ring 2	.	**6**	**8**	.	.	.	.	.	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Phases In Use	X	X				X		X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Approach	E	W	N	N	N	E	N	S	N	N	N	N	N	N	N	N
Movement	L	T				T		T								
Associated PED																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	16E3
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM) 1-1-3

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing 1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases 2	X		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	X	X	.	.	.	.	.	.	.	.	.	.
2	.		.	.	X	X	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	X	X	.	.	.	.	.	.	.	.
4	.	.	.		.	.	X	X	.	.	.	.	.	.	.	.
5	X	X	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase **6**	X	X	.	.	.		.	.	.	.	.	.	.	.	.	.
Must **7**	.	.	X	X	.	.		.	.	.	.	.	.	.	.	.
Gap **8**	.	.	X	X	.	.	.		.	.	.	.	.	.	.	.
With **9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase **10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				+	Red	X		X
2	2	V				+	Yel		X	X
3	0	.				+	.			
4	0	.				+	.			
5	0	.				+	.			
6	6	V				+	Yel		X	X
7	0	.				+	.			
8	8	V				+	Red	X		
9	0	.				+	.			
10	0	.				+	.			
11	0	.				+	.			
12	0	.				+	.			
13	0	.				+	.			
14	0	.				+	.			
15	0	.				+	.			
16	0	.				+	.			

Miami-Dade, FL

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1
Plan 1 - "Phase Bank 1"

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**E-L**	**W-T**	**N**	**N**	**N**	**E-T**	**N**	**S-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	16	0	0	0	16	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.5	1.0	0.0	0.0	0.0	1.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	5	40	0	0	0	40	0	20	0	0	0	0	0	0	0	0
Max2	12	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	0.0	0.0	0.0	4.4	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.0	2.0	0.0	0.0	0.0	2.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	3.5	1.0	0.0	0.0	0.0	1.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - "Phase Bank 2"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	0	0	0	16	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	0.0	0.0	0.0	1.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	5	60	0	0	0	60	0	12	0	0	0	0	0	0	0	0
Max2	7	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	0.0	0.0	0.0	4.4	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.0	2.0	0.0	0.0	0.0	2.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	0.0	0.0	0.0	1.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - "Phase Bank 3"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	0	0	0	16	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	0.0	0.0	0.0	1.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	8	80	0	0	0	80	0	20	0	0	0	0	0	0	0	0
Max2	12	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	0.0	0.0	0.0	4.4	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.0	2.0	0.0	0.0	0.0	2.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	0.0	0.0	0.0	1.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - "Phase Bank 4"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Miami-Dade, FL

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Controller Overlaps
Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	4	7	3.0	2.0	5
B02	5	4	7	3.0	2.0	5
C03	5	4	7	3.0	2.0	5
D04	5	4	7	3.0	2.0	5
E05	5	4	7	3.0	2.0	5
F06	5	4	7	3.0	2.0	5
G07	5	4	7	3.0	2.0	5
H08	5	4	7	3.0	2.0	5
I09	5	4	7	3.0	2.0	5
J10	5	4	7	3.0	2.0	5
K11	5	4	7	3.0	2.0	5
L12	5	4	7	3.0	2.0	5
M13	5	4	7	3.0	2.0	5
N14	5	4	7	3.0	2.0	5
O15	5	4	7	3.0	2.0	5
P16	5	4	7	3.0	2.0	5

Miami-Dade, FL

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

Miami-Dade, FL

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I																
Non-Act II																
Dual Entry																
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 5.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan # 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall		X				X										
Soft Recall																
No Rest																
AI Calc																

Plan # 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall		X				X										
Soft Recall																
No Rest																
AI Calc																

Plan # 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																

Max Recall															
Soft Recall															
No Rest															
AI Calc															

Miami-Dade, FL

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Coordination Options
Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	Yes
Local Zero Override	Yes	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Miami-Dade, FL

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	60	Std (COS)	17	Offsets In	Seconds
Offset Value	34s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	12	33	0	0	0	45	0	15	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	45s	60s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	80	Std (COS)	25	Offsets In	Seconds
Offset Value	1s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	13	37	0	0	0	50	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	50s	80s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	90	Std (COS)	33	Offsets In	Seconds
Offset Value	10s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	13	46	0	0	0	59	0	31	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	59s	90s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	80	Std (COS)	73	Offsets In	Seconds
Offset Value	79s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	13	44	0	0	0	57	0	23	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	57s	80s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	85	Std (COS)	81	Offsets In	Seconds
Offset Value	81s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	16	43	0	0	0	59	0	26	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	59s	85s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Seconds
Cycle	180	Std (COS)	105	Offsets In	Seconds
Offset Value	122s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 10)	36	111	0	0	0	147	0	33	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	147s	180s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 13

Split Pattern	13	TS2 (Pat-Off)	4-1	Splits In	Seconds
Cycle	75	Std (COS)	153	Offsets In	Seconds
Offset Value	59s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	16	38	0	0	0	54	0	21	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	54s	75s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 14

Split Pattern	14	TS2 (Pat-Off)	4-2	Splits In	Seconds
Cycle	60	Std (COS)	161	Offsets In	Seconds
Offset Value	43s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	14	25	0	0	0	39	0	21	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	39s	60s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 16

Split Pattern	16	TS2 (Pat-Off)	5-1	Splits In	Seconds
Cycle	60	Std (COS)	201	Offsets In	Seconds
Offset Value	37s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 16)	13	24	0	0	0	37	0	23	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	37s	60s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 20

Split Pattern	20	TS2 (Pat-Off)	6-2	Splits In	Seconds
Cycle	65	Std (COS)	233	Offsets In	Seconds
Offset Value	57s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	13	29	0	0	0	42	0	23	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	42s	65s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 22

Split Pattern	22	TS2 (Pat-Off)	7-1	Splits In	Seconds
Cycle	80	Std (COS)	18	Offsets In	Seconds
Offset Value	66s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 22)	13	44	0	0	0	57	0	23	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	57s	80s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 23

Split Pattern	23	TS2 (Pat-Off)	7-2	Splits In	Seconds
Cycle	75	Std (COS)	26	Offsets In	Seconds
Offset Value	22s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N	N	N	E-T	N	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 23)	13	39	0	0	0	52	0	23	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	52s	75s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Miami-Dade, FL

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 2 - "2"

Pattern	2	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 3 - "3"

Pattern	3	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 4 - "4"

Pattern	4	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 6 - "6"

Pattern	6	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 7 - "7"

Pattern	7	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 10 - "10"

Pattern	10	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 13 - "13"

Pattern	13	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 14 - "14"

Pattern	14	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 16 - "16"

Pattern	16	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 20 - "20"

Pattern	20	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 22 - "22"

Pattern	22	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 23 - "23"

Pattern	23	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 62 - "62"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 63 - "63"

Pattern	Flash	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Miami-Dade, FL

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	62	00:00
2	2	06:00
3	4	06:45
4	6	09:45
5	7	11:15
6	10	15:30
7	13	19:00
8	14	20:00
9	62	22:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	62	00:00
2	20	07:00
3	22	20:00
4	23	23:30

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

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

Schedule Number - 2

Day Plan No.: 2

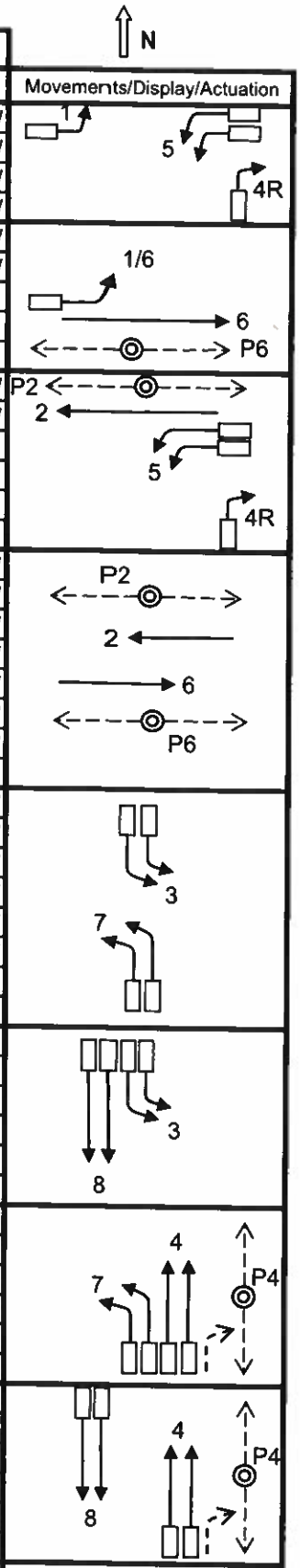
Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

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

SIGNAL OPERATING PLAN

Timing Phases	Direction	Head No.	EB 1/6	EB 6		WB 5	WB 2		SB 3	SB 8		NB 7	NB 4	NB 4RV	Ped Heads P6	Ped Heads P2		Ped Heads P4	Movements/Display/Actuation
(1+5)		Dwell	<G/R	R		<G	R		<R	R		<R	R	R/G>	DW	DW		DW	
	Clear	(1+6)	<G/R	R		<Y	R		<R	R		<R	R	R/Y>	DW	DW		DW	
		(2+5)	<Y/R	R		<G	R		<R	R		<R	R	R/G>	DW	DW		DW	
(Actuated)		(2+6)	<Y/R	R		<Y	R		<R	R		<R	R	R/Y>	DW	DW		DW	
(1+6)		Dwell	<G/G	G		<R	R		<R	R		<R	R	R	W/F	DW		DW	
	Clear	(2+6)	<Y/G	G		<R	R		<R	R		<R	R	R	DW	DW		DW	
(Actuated)																			
(2+5)		Dwell	R	R		<G	G		<R	R		<R	R	R/G>	DW	W/F		DW	
	Clear	(2+6)	R	R		<Y	G		<R	R		<R	R	R/Y>	DW	DW		DW	
(Actuated)																			
(2+6)		Dwell	G	G		<R	G		<R	R		<R	R	R	W/F	W/F		DW	
	Clear	(3+7)	Y	Y		<R	Y		<R	R		<R	R	R	DW	DW		DW	
		(3+8)	Y	Y		<R	Y		<R	R		<R	R	R	DW	DW		DW	
NW 41 St		(4+7)	Y	Y		<R	Y		<R	R		<R	R	R	DW	DW		DW	
		(4+8)	Y	Y		<R	Y		<R	R		<R	R	R	DW	DW		DW	
		(1+5)	Y	Y		<R	Y		<R	R		<R	R	R	DW	DW		DW	
(Recall)		(2+5)	Y	Y		<R	G		<R	R		<R	R	R	DW	DW		DW	
(3+7)		Dwell	R	R		<R	R		<G	R		<G	R	R	DW	DW		DW	
	Clear	(3+8)	R	R		<R	R		<G	R		<Y	R	R	DW	DW		DW	
		(4+7)	R	R		<R	R		<Y	R		<G	R	R	DW	DW		DW	
		(4+8)	R	R		<R	R		<Y	R		<Y	R	R	DW	DW		DW	
		(1+5)	R	R		<R	R		<Y	R		<Y	R	R	DW	DW		DW	
		(1+6)	R	R		<R	R		<Y	R		<Y	R	R	DW	DW		DW	
		(2+5)	R	R		<R	R		<Y	R		<Y	R	R	DW	DW		DW	
(Actuated)		(2+6)	R	R		<R	R		<Y	R		<Y	R	R	DW	DW		DW	
(3+8)		Dwell	R	R		<R	R		<G	G		<R	R	R	DW	DW		DW	
	Clear	(4+8)	R	R		<R	R		<Y	G		<R	R	R	DW	DW		DW	
		(1+5)	R	R		<R	R		<Y	Y		<R	R	R	DW	DW		DW	
		(1+6)	R	R		<R	R		<Y	Y		<R	R	R	DW	DW		DW	
		(2+5)	R	R		<R	R		<Y	Y		<R	R	R	DW	DW		DW	
(Actuated)		(2+6)	R	R		<R	R		<Y	Y		<R	R	R	DW	DW		DW	
(4+7)		Dwell	R	R		<R	R		<R	R		<G	G	G	DW	DW		W/F	
	Clear	(4+8)	R	R		<R	R		<R	R		<Y	G	G	DW	DW		DW	
		(1+5)	R	R		<R	R		<R	R		<Y	Y	Y	DW	DW		DW	
		(1+6)	R	R		<R	R		<R	R		<Y	Y	Y	DW	DW		DW	
		(2+5)	R	R		<R	R		<R	R		<Y	Y	Y	DW	DW		DW	
(Actuated)		(2+6)	R	R		<R	R		<R	R		<Y	Y	Y	DW	DW		DW	
(4+8)		Dwell	R	R		<R	R		<R	G		<R	G	G	DW	DW		W/F	
	Clear	(1+5)	R	R		<R	R		<R	Y		<R	Y	Y	DW	DW		DW	
		(1+6)	R	R		<R	R		<R	Y		<R	Y	Y	DW	DW		DW	
NW 107 Av		(2+5)	R	R		<R	R		<R	Y		<R	Y	Y	DW	DW		DW	
		(2+6)	R	R		<R	R		<R	Y		<R	Y	Y	DW	DW		DW	
(Actuated)																			
Flashing Operation			FY	FY		<FR	FY		<FR	FR		<FR	FR	FR					



Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	NW 107 Av & NW 41 St		
Eng Zone 5	12/22/2020			
Checked: Hugo Ramos	Date: 1/14/2021	Placed in Service: Date	Phasing No.: 5	Asset Number: 4887

Miami-Dade, FL

TOD Schedule Report

4887 - NW 41st St. & NW 107th Ave.

2070-1C-Econolite Type-Cobalt

2/15/2021, 11:18 AM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
1	E - L	27	1	0	0	5	8	2	24	0	4.4	2.6
			2	0	0	5	8	2	24	0	4.4	2.6
			3	0	0	5	8	2	24	0	4.4	2.6
			4	0	0	0	0	0	0	0	0	0
2	W - T	70	1	7	22	7	30	1	0	0	4.4	2.6
			2	7	22	7	30	1	0	0	4.4	2.6
			3	7	22	7	30	1	0	0	4.4	2.6
			4	0	0	0	0	0	0	0	0	0
3	S - L	26	1	0	0	7	15	2	25	0	4.4	2.7
			2	0	0	7	15	2	25	0	4.4	2.7
			3	0	0	7	15	2	25	0	4.4	2.7
			4	0	0	0	0	0	0	0	0	0
4	N - T	47	1	7	32	7	20	3	41	0	4.4	3
			2	7	32	7	20	3	41	0	4.4	2.7
			3	7	32	7	20	3	41	0	4.4	2.7
			4	0	0	0	0	0	0	0	0	0
5	W - L	27	1	0	0	5	12	2.5	24	0	4.4	2.6
			2	0	0	5	12	2.5	24	0	4.4	2.6
			3	0	0	5	12	2.5	24	0	4.4	2.6
			4	0	0	0	0	0	0	0	0	0
6	E - T	70	1	7	33	7	30	1	0	0	4.4	2.6
			2	7	33	7	30	1	0	0	4.4	2.6
			3	7	33	7	30	1	0	0	4.4	2.6
			4	0	0	0	0	0	0	0	0	0
7	N - L	26	1	0	0	0	15	2	25	0	4.4	2.7
			2	0	0	0	15	2	25	0	4.4	2.7
			3	0	0	0	15	2	25	0	4.4	2.7
			4	0	0	0	0	0	0	0	0	0
8	S - T	47	1	0	0	0	20	3	41	0	4.4	2.7
			2	0	0	0	20	3	41	0	4.4	2.7
			3	0	0	0	20	3	41	0	4.4	2.7
			4	0	0	0	0	0	0	0	0	0

Schedule - 1

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
-	X	X	X	X	X	-

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	62	-	-	-	-	-	-	-	-	-	-
06:00:00	2	120	30	13	48	12	47	13	48	12	47
06:45:00	4	180	68	19	90	24	47	20	89	24	47
09:45:00	6	160	94	27	57	29	47	27	57	29	47
11:15:00	7	170	81	27	70	26	47	27	70	26	47
15:30:00	11	180	114	23	73	37	47	31	65	37	47
19:00:00	13	150	43	29	48	26	47	29	48	26	47
20:00:00	14	120	42	16	48	12	44	16	48	12	44
22:00:00	62	-	-	-	-	-	-	-	-	-	-

Schedule - 2

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
X	-	-	-	-	-	X

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	62	-	-	-	-	-	-	-	-	-	-
07:00:00	19	130	36	19	48	19	44	19	48	19	44
15:00:00	20	170	21	24	69	30	47	24	69	30	47
19:00:00	21	160	26	24	64	25	47	24	64	25	47
21:00:00	62	-	-	-	-	-	-	-	-	-	-

Action Plan

Name	Pattern	Enabled Logic Processor Statements
62	Free	N/A
2	2	N/A
4	4	N/A
6	6	N/A
7	7	N/A
11	11	N/A
13	13	N/A
14	14	N/A
62	Free	N/A

Miami-Dade, FL

4887 - NW 41st St. & NW 107th Ave. - 2070-1C - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B											
Sequence 1																
Ring 1	**1**	**2**	**3**	**4**	.	.	.	.	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	.	.	.	.	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Phases In Use	X	X	X	X	X	X	X	X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Approach	E	W	S	N	W	E	N	S	N	N	N	N	N	N	N	N
Movement	L	T	L	T	L	T	L	T								
Associated PED																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	6F79
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM) 1-1-3

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing 1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases 2	X		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	C	B		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	X	X	.	.	.	.	.	.	.	.	.	.
2	.		.	.	X	X	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	X	X	.	.	.	.	.	.	.	.
4	.	.	.		.	.	X	X	.	.	.	.	.	.	.	.
5	X	X	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase **6**	X	X	.	.	.		.	.	.	.	.	.	.	.	.	.
Must **7**	.	.	X	X	.	.		.	.	.	.	.	.	.	.	.
Gap **8**	.	.	X	X	.	.	.		.	.	.	.	.	.	.	.
With **9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase **10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				+	Red	X		X
2	2	V				+	Yel		X	X
3	3	V				+	Red	X		
4	4	V				+	Red	X		
5	5	V				+	Red	X		X
6	6	V				+	Yel		X	X
7	7	V				+	Red	X		
8	8	V				+	Red	X		
9	0	.				+	.			
10	0	.				+	.			
11	0	.				+	.			
12	0	.				+	.			
13	2	P				+	.			
14	4	P				+	.			
15	6	P				+	.			
16	0	.				+	.			

Miami-Dade, FL

4887 - NW 41st St. & NW 107th Ave. - 2070-1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1
Plan 1 - "Phase Bank 1"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	7	7	7	5	7	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	22	0	32	0	33	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	2.0	3.0	2.5	1.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	8	30	15	20	12	30	15	20	0	0	0	0	0	0	0	0
Max2	24	0	25	41	24	0	25	41	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.6	2.6	2.7	3.0	2.6	2.6	2.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	3.5	2.5	2.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - "Phase Bank 2"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	7	7	7	5	7	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	22	0	32	0	33	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	2.0	3.0	2.5	1.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	8	30	15	20	12	30	15	20	0	0	0	0	0	0	0	0
Max2	24	0	25	41	24	0	25	41	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.6	2.6	2.7	2.7	2.6	2.6	2.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	3.5	2.5	2.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - "Phase Bank 3"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	7	7	7	5	7	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	22	0	32	0	33	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	1.0	2.0	3.0	2.5	1.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	8	30	15	20	12	30	15	20	0	0	0	0	0	0	0	0
Max2	24	0	25	41	24	0	25	41	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.6	2.6	2.7	2.7	2.6	2.6	2.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.0	1.0	3.5	2.5	2.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - "Phase Bank 4"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Miami-Dade, FL

4887 - NW 41st St. & NW 107th Ave. - 2070-1C - Econolite Type - Cobalt

Controller Overlaps
Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	4	7	3.0	2.0	5
B02	5	4	7	3.0	2.0	5
C03	5	4	7	3.0	2.0	5
D04	5	4	7	3.0	2.0	5
E05	5	4	7	3.0	2.0	5
F06	5	4	7	3.0	2.0	5
G07	5	4	7	3.0	2.0	5
H08	5	4	7	3.0	2.0	5
I09	5	4	7	3.0	2.0	5
J10	5	4	7	3.0	2.0	5
K11	5	4	7	3.0	2.0	5
L12	5	4	7	3.0	2.0	5
M13	5	4	7	3.0	2.0	5
N14	5	4	7	3.0	2.0	5
O15	5	4	7	3.0	2.0	5
P16	5	4	7	3.0	2.0	5

Miami-Dade, FL

4887 - NW 41st St. & NW 107th Ave. - 2070-1C - Econolite Type - Cobalt

Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

Miami-Dade, FL

4887 - NW 41st St. & NW 107th Ave. - 2070-1C - Econolite Type - Cobalt

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I																
Non-Act II																
Dual Entry				X				X								
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel				X												
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 5.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X				X										
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan # 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X				X										
Max Recall		X				X										
Soft Recall																
No Rest																
AI Calc																

Plan # 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X				X										
Max Recall		X				X										
Soft Recall																
No Rest																
AI Calc																

Plan # 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																

Max Recall															
Soft Recall															
No Rest															
AI Calc															

Miami-Dade, FL

4887 - NW 41st St. & NW 107th Ave. - 2070-1C - Econolite Type - Cobalt

Coordination Options
Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	Yes
Local Zero Override	Yes	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Miami-Dade, FL

4887 - NW 41st St. & NW 107th Ave. - 2070-1C - Econolite Type - Cobalt

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	120	Std (COS)	17	Offsets In	Seconds
Offset Value	30s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	13	48	12	47	13	48	12	47	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	180	Std (COS)	33	Offsets In	Seconds
Offset Value	68s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	19	90	24	47	20	89	24	47	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	180s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	160	Std (COS)	73	Offsets In	Seconds
Offset Value	94s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	27	57	29	47	27	57	29	47	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	160s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	170	Std (COS)	81	Offsets In	Seconds
Offset Value	81s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	27	70	26	47	27	70	26	47	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	170s	170s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 11

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Seconds
Cycle	180	Std (COS)	137	Offsets In	Seconds
Offset Value	114s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 11)	23	73	37	47	31	65	37	47	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	180s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 13

Split Pattern	13	TS2 (Pat-Off)	4-1	Splits In	Seconds
Cycle	150	Std (COS)	153	Offsets In	Seconds
Offset Value	43s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	29	48	26	47	29	48	26	47	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	150s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 14

Split Pattern	14	TS2 (Pat-Off)	4-2	Splits In	Seconds
Cycle	120	Std (COS)	161	Offsets In	Seconds
Offset Value	42s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	16	48	12	44	16	48	12	44	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 15

Split Pattern	15	TS2 (Pat-Off)	4-3	Splits In	Seconds
Cycle	160	Std (COS)	169	Offsets In	Seconds
Offset Value	44s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 15)	26	49	43	42	30	45	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	75s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 19

Split Pattern	19	TS2 (Pat-Off)	6-1	Splits In	Seconds
Cycle	130	Std (COS)	225	Offsets In	Seconds
Offset Value	36s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 19)	19	48	19	44	19	48	19	44	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	130s	130s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Coordinator Pattern # 20

Split Pattern	20	TS2 (Pat-Off)	6-2	Splits In	Seconds
Cycle	170	Std (COS)	233	Offsets In	Seconds
Offset Value	21s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	24	69	30	47	24	69	30	47	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	170s	170s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 21

Split Pattern	21	TS2 (Pat-Off)	6-3	Splits In	Seconds
Cycle	160	Std (COS)	10	Offsets In	Seconds
Offset Value	26s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 21)	24	64	25	47	24	64	25	47	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	160s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Special Funciton Outputs								

Miami-Dade, FL

4887 - NW 41st St. & NW 107th Ave. - 2070-1C - Econolite Type - Cobalt

Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 2 - "2"

Pattern	2	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 4 - "4"

Pattern	4	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 6 - "6"

Pattern	6	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 7 - "7"

Pattern	7	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 11 - "11"

Pattern	11	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 13 - "13"

Pattern	13	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 14 - "14"

Pattern	14	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 15 - "15"

Pattern	15	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 19 - "19"

Pattern	19	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 20 - "20"

Pattern	20	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 21 - "21"

Pattern	21	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 49 - "49"

Pattern	19	Override Sys	No
Timing Plan	3	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 50 - "50"

Pattern	20	Override Sys	No
Timing Plan	3	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 51 - "51"

Pattern	21	Override Sys	No
Timing Plan	3	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 62 - "62"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 63 - "63"

Pattern	Flash	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 66 - "66"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Miami-Dade, FL

4887 - NW 41st St. & NW 107th Ave. - 2070-1C - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	62	00:00
2	2	06:00
3	4	06:45
4	6	09:45
5	7	11:15
6	11	15:30
7	13	19:00
8	14	20:00
9	62	22:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	62	00:00
3	19	07:00
4	20	15:00
5	21	19:00
6	62	21:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

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

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

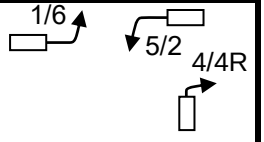
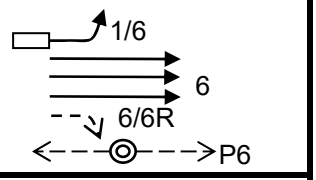
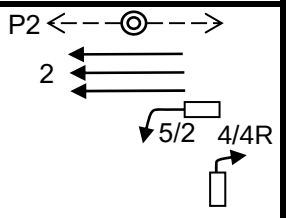
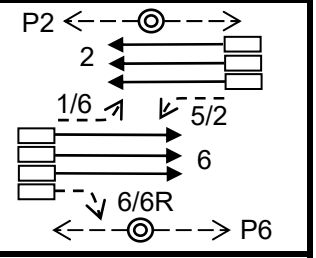
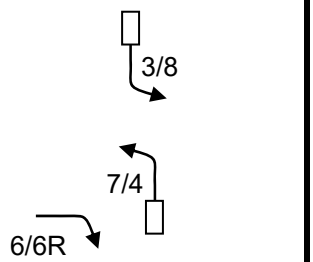
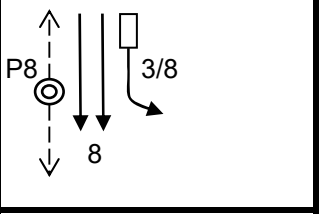
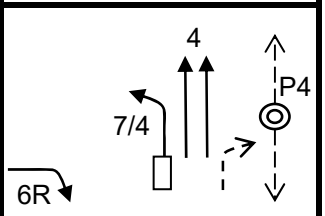
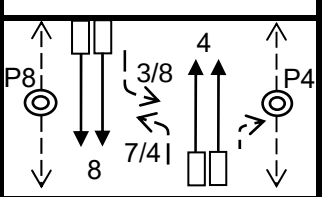
Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

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

Bowman

Updated Signal Timing Sheets

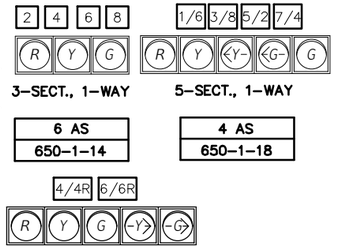
SIGNAL OPERATING PLAN

	Direction		EB			WB			SB			NB			Ped Heads				N
Timing Phases	Head No.		1/6	6	6/6R	5/2	2		3/8	8		7/4	4	4/4R	P6	P2	P8	P4	Movements/Display/Actuation
(1+5)	Dwell		R/<G	R	R	R/<G	R		R	R		R	R	R/G>	DW	DW	DW	DW	
EBL+WBL	Clear	(1+6)	R/<G	R	R	R/<Y	R		R	R		R	R	R/Y>	DW	DW	DW	DW	
NW 41 St		(2+5)	R/<Y	R	R	R/<G	R		R	R		R	R	R/G>	DW	DW	DW	DW	
(Actuated)		(2+6)	R/<Y	R	R	R/<Y	R		R	R		R	R	R/Y>	DW	DW	DW	DW	
(1+6)	Dwell		<G/G	G	G	R	R		R	R		R	R	R	W/F	DW	DW	DW	
		(2+6)	<Y/G	G	G	R	R		R	R		R	R	R	W/F	DW	DW	DW	
EBL+EB	Clear																		
NW 41 St																			
(Actuated)																			
(2+5)	Dwell		R	R	R	<G/G	G		R	R		R	R	R/G>	DW	W/F	DW	DW	
WBL+WB		(2+6)	R	R	R	<Y/G	G		R	R		R	R	R/Y>	DW	W/F	DW	DW	
NW 41 St	Clear																		
(Actuated)																			
(2+6)	Dwell		G	G	G	G	G		R	R		R	R	R	W/F	W/F	DW	DW	
		(3+7)	Y	Y	Y	Y	Y		R	R		R	R	R	DW	DW	DW	DW	
EB+WB		(3+8)	Y	Y	Y	Y	Y		R	R		R	R	R	DW	DW	DW	DW	
	Clear	(4+7)	Y	Y	Y	Y	Y		R	R		R	R	R	DW	DW	DW	DW	
NW 41 ST		(4+8)	Y	Y	Y	Y	Y		R	R		R	R	R	DW	DW	DW	DW	
(Recall)																			
(3+7)	Dwell		R	R	R/G>	R	R		R/<G	R		R/<G	R	R	DW	DW	DW	DW	
		(3+8)	R	R	R/Y>	R	R		R/<G	R		R/<Y	R	R	DW	DW	DW	DW	
SBL+NBL		(4+7)	R	R	R/G>	R	R		R/<Y	R		R/<G	R	R	DW	DW	DW	DW	
	Clear	(4+8)	R	R	R/Y>	R	R		R/<Y	R		R/<Y	R	R	DW	DW	DW	DW	
NW 112 Av		(1+5)	R	R	R/Y>	R	R		R/<Y	R		R/<Y	R	R	DW	DW	DW	DW	
		(1+6)	R	R	R/Y>	R	R		R/<Y	R		R/<Y	R	R	DW	DW	DW	DW	
	to	(2+5)	R	R	R/Y>	R	R		R/<Y	R		R/<Y	R	R	DW	DW	DW	DW	
(Actuated)		(2+6)	R	R	R/Y>	R	R		R/<Y	R		R/<Y	R	R	DW	DW	DW	DW	
(3+8)	Dwell		R	R	R	R	R		<G/G	G		R	R	R	DW	DW	W/F	DW	
		(4+8)	R	R	R	R	R		<Y/G	G		R	R	R	DW	DW	W/F	DW	
SBL+SB		(1+5)	R	R	R	R	R		Y/<Y	Y		R	R	R	DW	DW	DW	DW	
NW 112 Av	Clear	(1+6)	R	R	R	R	R		Y/<Y	Y		R	R	R	DW	DW	DW	DW	
		(2+5)	R	R	R	R	R		Y/<Y	Y		R	R	R	DW	DW	DW	DW	
(Actuated)	to	(2+6)	R	R	R	R	R		Y/<Y	Y		R	R	R	DW	DW	DW	DW	
(4+7)	Dwell		R	R	R/G>	R	R		R	R		<G/G	G	G	DW	DW	DW	W/F	
		(4+8)	R	R	R/Y>	R	R		R	R		<Y/G	G	G	DW	DW	DW	W/F	
NBL+NB		(1+5)	R	R	R/Y>	R	R		R	R		Y/<Y	Y	Y	DW	DW	DW	DW	
NW 112 Av	Clear	(1+6)	R	R	R/Y>	R	R		R	R		Y/<Y	Y	Y	DW	DW	DW	DW	
		(2+5)	R	R	R/Y>	R	R		R	R		Y/<Y	Y	Y	DW	DW	DW	DW	
(Actuated)	to	(2+6)	R	R	R/Y>	R	R		R	R		Y/<Y	Y	Y	DW	DW	DW	DW	
(4+8)	Dwell		R	R	R	R	R		G	G		G	G	G	DW	DW	W/F	W/F	
		(1+5)	R	R	R	R	R		Y	Y		Y	Y	Y	DW	DW	DW	DW	
NB+SB		(1+6)	R	R	R	R	R		Y	Y		Y	Y	Y	DW	DW	DW	DW	
NW 112 Av	Clear	(2+5)	R	R	R	R	R		Y	Y		Y	Y	Y	DW	DW	DW	DW	
(Actuated)		(2+6)	R	R	R	R	R		Y	Y		Y	Y	Y	DW	DW	DW	DW	
Flashing Operation			FY	FY	FY	FY	FY		FR	FR		FR	FR	FR					Page 1 of 1

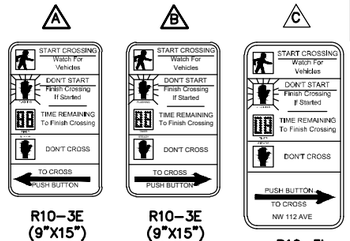
Miami-Dade County Public Works Department

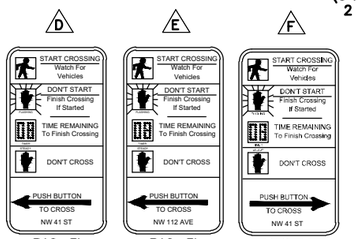
Drawn	Date			
Eng Zone 5	2/24/2025	**NW 112 Av & NW 41 St**		
Checked	Date	Placed in Service	Phasing No.	Asset Number
		Date	**2**	**6457**

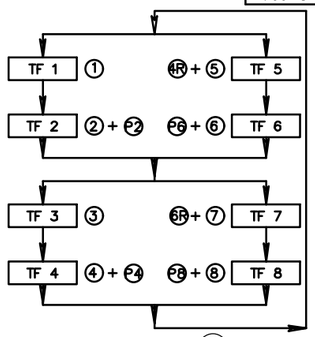
SIGNAL HEAD DETAILS

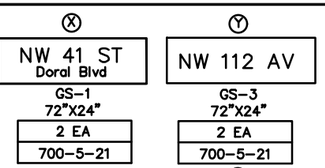


SIGN DETAILS

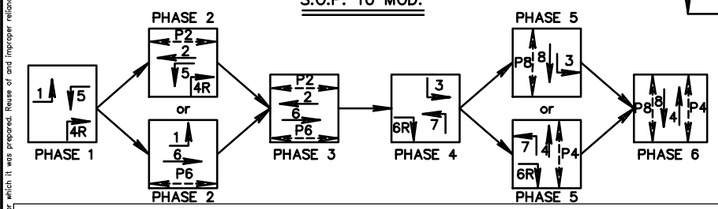








S.O.P. 10 MOD.



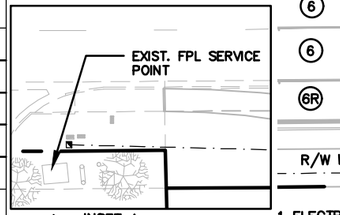
CONTROLLER TIMING REFERENCE TABLE									
VEHICLE MOVEMENT		1	2	3	4	5	6	7	8
FUNCTION	APPROACH DIRECTION	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
	APPROACH POSTED SPEED (MPH)	40	40	35	40	40	40	35	35
	RED CLEARANCE DISTANCE (FEET)	108	98	80	139	105	95	110	118
	YELLOW CHANGE INTERVAL (SECONDS)	4.4	4.4	4.0	4.4	4.4	4.4	4.0	4.0
	RED CLEARANCE INTERVAL	2.2	2.1	2.0	2.8	2.2	2.0	2.6	2.7
PEDESTRIAN MOVEMENT		-	P2	-	P4	-	P6	-	P8
FUNCTION	PED. CROSSING DISTANCE (FEET)	-	71	-	130	-	118	-	130
	PEDESTRIAN WALK INTERVAL (SECONDS)	-	7	-	7	-	7	-	7
	PEDESTRIAN CHANGE INTERVAL (SECONDS)	-	21	-	38	-	34	-	38

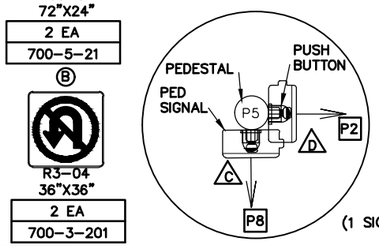
NOTES:

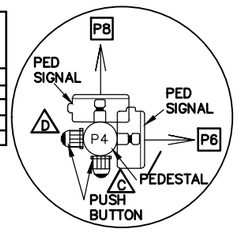
1. MAJOR STREET: NW 41ST STREET
   MINOR STREET: NW 112TH AVENUE
2. FLASHING OPERATIONS:
   YELLOW: MOVEMENT 2 AND 6
   RED: MOVEMENT 4 AND 8.
3. COORDINATION PHASE: PHASE 3
4. FULLY ACTUATED. RECALL PHASES: 2 AND 6.
   LEFT TURNS: PROTECTED/PERMISSIVE: (MOVEMENTS 1, 3, 5 AND 7)
5. PED SIGNAL: UPON ACTUATION ONLY.
6. CONTROLLER MODEL 2070 LX, CONTROLLER CABINET MD-660X
7. SIGNAL TIMING WILL BE FINALIZED BY MAINTAINING AGENCY UPON FINAL ACCEPTANCE.
8. INTERNALLY ILLUMINATED SIGNS SHALL HAVE A BLUE BACKGROUND PER CITY OF DORAL AND MIAMI-DADE COUNTY INTERLOCAL AGREEMENT.

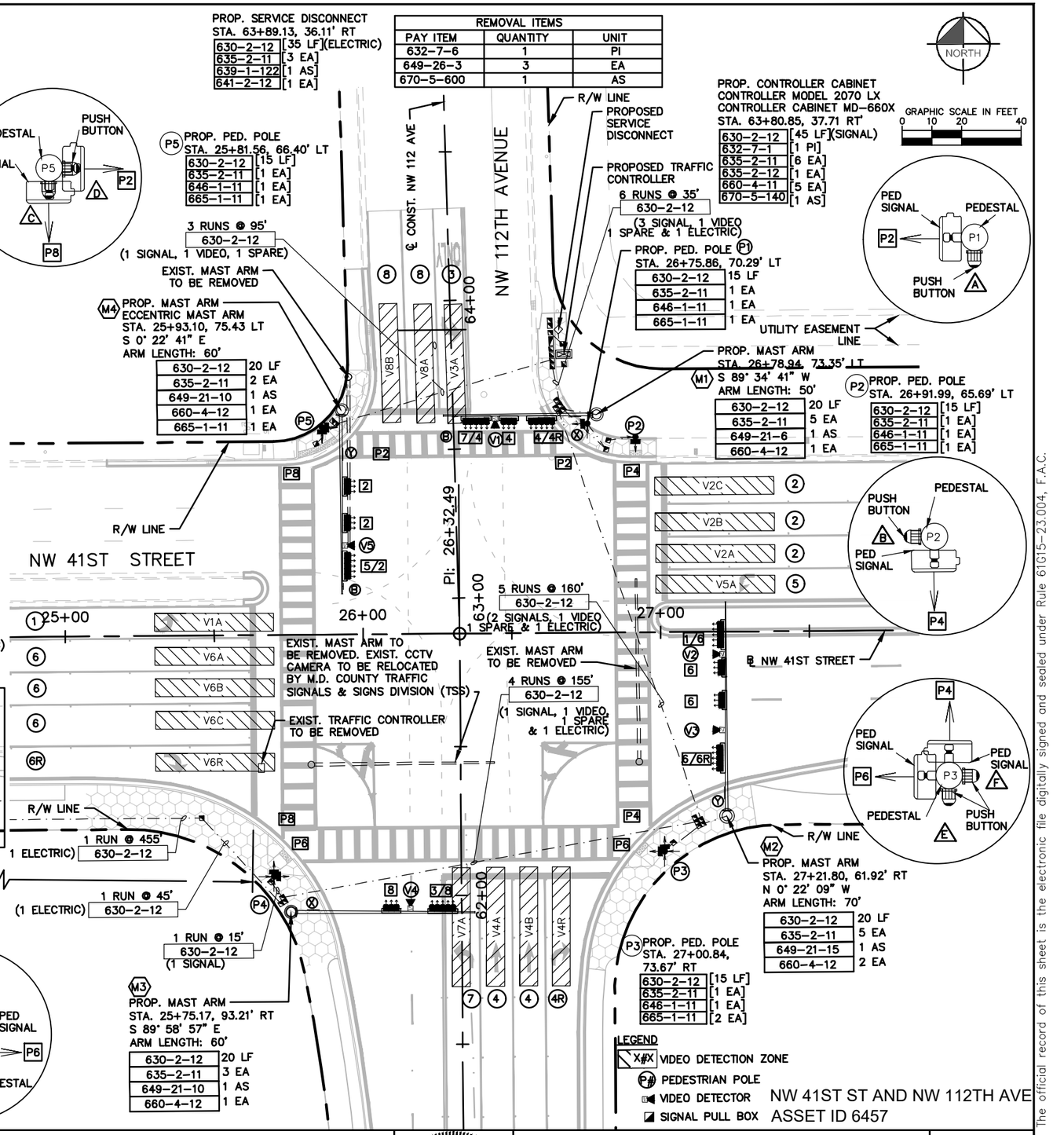
VIDEO DETECTOR ASSIGNMENT

DETECTOR NO.	PROPOSED OR EXISTING	DETECTOR FOR MOVEMENTS	ZONE
V1	PROPOSED	4,4R,7	V7A,V4A,V4B,V4R
V2	PROPOSED	1,6	V1A,V6A
V3	PROPOSED	6,6R	V6B,V6C,V6R
V4	PROPOSED	3,8	V3A,V8A,V8B
V5	PROPOSED	2,5	V5A,V2A,V2B,V2C









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Plotted By:Fernandez, Lilian Sheet Set:BRIDGE POINT DORAL Layout:R-802 Signalization.1 April 22, 2025 10:54:00am K:\MIB_Civil\143422000 - Lemon Site\CIVIL\CADD\PlanSheets\R-800 Signalization.dwg

No.	REVISIONS	DATE	BY

Kimley»Horn
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PHONE: 305-673-2025
WWW.KIMLEY-HORN.COM

KH PROJECT	143422000
DATE	03.26.2025
SCALE	AS SHOWN
DESIGNED BY	LF
DRAWN BY	LF
CHECKED BY	LA

BRIDGE POINT DORAL
PREPARED FOR
BRIDGE INDUSTRIAL
CITY OF DORAL FL

LEONTE I. ALMONTE No.70822 STATE OF FLORIDA PROFESSIONAL ENGINEER

SIGNALIZATION PLAN

SHEET NUMBER
T-802

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

TOD Schedule Report

6457 - NW 41st St. & NW 112th Ave.

2070-1C-Econolite Type-Cobalt

4/8/2026, 4:07 PM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
1	E - L	30	1	0	0	5	5	3.5	24	0	4.4	2.2
			2	0	0	5	5	2.5	7	0	4.4	2.2
			3	0	0	5	8	2.5	12	0	4.4	2.2
			4	0	0	5	8	2.5	12	0	4.4	2.2
2	W - T	102	1	7	21	16	40	3	0	0	4.4	2.1
			2	7	21	16	60	3	0	0	4.4	2.1
			3	7	21	16	80	3	0	0	4.4	2.2
			4	7	21	16	80	3	0	0	4.4	2.2
3	S - L	20	1	0	0	5	5	2	15	0	4	2
			2	0	0	5	5	2	7	0	4	2
			3	0	0	5	8	2	12	0	4	2
			4	0	0	5	8	2	12	0	4	2
4	N - T	48	1	7	38	7	20	3.5	45	0	4	3.1
			2	7	38	7	12	2.5	30	0	4	3.1
			3	7	38	7	20	2.5	25	0	4	3.1
			4	7	38	7	20	2.5	25	0	4	3.1
5	W - L	30	1	0	0	5	5	3.5	24	0	4.4	2.2
			2	0	0	5	5	2.5	7	0	4.4	2.2
			3	0	0	5	8	2.5	12	0	4.4	2.2
			4	0	0	5	8	2.5	12	0	4.4	2.2
6	E - T	102	1	7	34	16	40	3	0	0	4.4	2.1
			2	7	34	16	60	3	0	0	4.4	2.1
			3	7	34	16	80	3	0	0	4.4	2.2
			4	7	34	16	80	3	0	0	4.4	2.2
7	N - L	20	1	0	0	5	5	2	15	0	4	2.6
			2	0	0	5	5	2	7	0	4	2.6
			3	0	0	5	8	2	12	0	4	2.6
			4	0	0	5	8	2	12	0	4	2.6
8	S - T	48	1	7	38	7	20	3.5	45	0	4.4	3.1
			2	7	38	7	12	2.5	30	0	4	3.1
			3	7	38	7	20	2.5	25	0	4	3.1
			4	7	38	7	20	2.5	25	0	4	3.1

Schedule - 1

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
-	X	X	X	X	X	-

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	62	-	-	-	-	-	-	-	-	-	-
06:00:00	2	120	34	15	70	15	20	15	70	15	20
06:45:00	4	180	100	20	95	17	48	20	95	17	48
09:45:00	6	160	79	20	77	15	48	20	77	15	48
11:15:00	7	170	81	20	87	15	48	20	87	15	48
15:30:00	10	200	15	30	102	20	48	30	102	20	48
19:00:00	13	150	59	17	70	15	48	17	70	15	48
20:00:00	14	120	43	13	64	13	30	13	64	13	30
22:00:00	62	-	-	-	-	-	-	-	-	-	-

Schedule - 2

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
X	-	-	-	-	-	X

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	62	-	-	-	-	-	-	-	-	-	-
07:00:00	20	130	57	17	56	17	30	17	56	17	30
20:00:00	22	160	66	24	80	20	36	24	80	20	36
23:30:00	23	75	22	13	28	13	21	13	28	13	21

Action Plan

Name	Pattern	Enabled Logic Processor Statements
62	Free	N/A
2	2	N/A
4	4	N/A
6	6	N/A
7	7	N/A
10	10	N/A
13	13	N/A
14	14	N/A
62	Free	N/A

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B														
Sequence 1																
Ring 1	1	2	3	4	.	.	.	.	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	.	.	.	.	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X	X	X	X	X	X	X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Approach	E	W	S	N	W	E	N	S	N	N	N	N	N	N	N	N
Movement	L	T	L	T	L	T	L	T								
Associated PED		X		X		X		X								
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	483A
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM) 1-1-3

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing 1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases 2	X		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	X		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	X		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	X		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	X	X	.	.	.	.	.	.	.	.	.	.
2	.		.	.	X	X	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	X	X	.	.	.	.	.	.	.	.
4	.	.	.		.	.	X	X	.	.	.	.	.	.	.	.
5	X	X	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase 6	X	X	.	.	.		.	.	.	.	.	.	.	.	.	.
Must 7	.	.	X	X	.	.		.	.	.	.	.	.	.	.	.
Gap 8	.	.	X	X	.	.	.		.	.	.	.	.	.	.	.
With 9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase 10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				+	Red	X		X
2	2	V				+	Yel		X	X
3	3	V				+	Red	X		
4	4	V				+	Red	X		
5	5	V				+	Red	X		X
6	6	V				+	Yel		X	X
7	7	V				+	Red	X		
8	8	V				+	Red	X		
9	0	.				+	.			

10	0	.				+	.			
11	0	.				+	.			
12	0	.				+	.			
13	2	P				+	.			
14	4	P				+	.			
15	6	P				+	.			
16	8	P				+	.			

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - "Phase Bank 1"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	5	7	5	16	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	21	0	38	0	34	0	38	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.5	3.0	2.0	3.5	3.5	3.0	2.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	5	40	5	20	5	40	5	20	0	0	0	0	0	0	0	0
Max2	24	0	15	45	24	0	15	45	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.0	4.0	4.4	4.4	4.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.2	2.1	2.0	3.1	2.2	2.1	2.6	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	3.5	3.0	2.0	3.5	3.5	3.0	2.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - "Phase Bank 2"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	5	7	5	16	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	21	0	38	0	34	0	38	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	3.0	2.0	2.5	2.5	3.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	5	60	5	12	5	60	5	12	0	0	0	0	0	0	0	0
Max2	7	0	7	30	7	0	7	30	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.0	4.0	4.4	4.4	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.2	2.1	2.0	3.1	2.2	2.1	2.6	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.5	3.0	2.0	2.5	2.5	3.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - "Phase Bank 3"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	5	7	5	16	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	21	0	38	0	34	0	38	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	3.0	2.0	2.5	2.5	3.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	8	80	8	20	8	80	8	20	0	0	0	0	0	0	0	0
Max2	12	0	12	25	12	0	12	25	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.0	4.0	4.4	4.4	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.2	2.2	2.0	3.1	2.2	2.2	2.6	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.5	3.0	2.0	2.5	2.5	3.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - "Phase Bank 4"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	5	7	5	16	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	21	0	38	0	34	0	38	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	3.0	2.0	2.5	2.5	3.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	8	80	8	20	8	80	8	20	0	0	0	0	0	0	0	0
Max2	12	0	12	25	12	0	12	25	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.0	4.0	4.4	4.4	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.2	2.2	2.0	3.1	2.2	2.2	2.6	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.5	3.0	2.0	2.5	2.5	3.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Controller Overlaps

Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	0	4.4	2.2	0
B02	16	7	21	4.4	2.1	0
C03	5	0	0	4.0	2.0	0
D04	7	7	38	4.0	3.1	0
E05	5	0	0	4.4	2.2	0
F06	16	7	34	4.4	2.1	0
G07	5	0	0	4.0	2.6	0
H08	7	7	38	4.4	3.1	0
I09	0	0	0	0.0	0.0	0
J10	0	0	0	0.0	0.0	0
K11	0	0	0	0.0	0.0	0
L12	0	0	0	0.0	0.0	0
M13	0	0	0	0.0	0.0	0
N14	0	0	0	0.0	0.0	0
O15	0	0	0	0.0	0.0	0
P16	0	0	0	0.0	0.0	0

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Controller Pedestrian Overlaps

Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I		X				X										
Non-Act II																
Dual Entry				X				X								
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel				X				X								
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 5.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan # 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall		X				X										
Ped Recall																

Max Recall															
Soft Recall															
No Rest															
AI Calc															

Plan # 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan # 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Coordination Options

Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	Yes
Local Zero Override	Yes	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	120	Std (COS)	17	Offsets In	Seconds
Offset Value	34s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	15	70	15	20	15	70	15	20	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	180	Std (COS)	33	Offsets In	Seconds
Offset Value	100s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	20	95	17	48	20	95	17	48	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	180s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	160	Std (COS)	73	Offsets In	Seconds
Offset Value	79s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	20	77	15	48	20	77	15	48	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	160s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	170	Std (COS)	81	Offsets In	Seconds
Offset Value	81s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	20	87	15	48	20	87	15	48	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	170s	170s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Seconds
Cycle	200	Std (COS)	105	Offsets In	Seconds
Offset Value	15s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
	30	102	20	48	30	102	20	48	0	0	0	0	0	0	0	0

Splits (Split Pat 10)																
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	200s	200s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 13

Split Pattern	13	TS2 (Pat-Off)	4-1	Splits In	Seconds
Cycle	150	Std (COS)	153	Offsets In	Seconds
Offset Value	59s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	17	70	15	48	17	70	15	48	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	150s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 14

Split Pattern	14	TS2 (Pat-Off)	4-2	Splits In	Seconds
Cycle	120	Std (COS)	161	Offsets In	Seconds
Offset Value	43s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N

Splits (Split Pat 14)	13	64	13	30	13	64	13	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 20

Split Pattern	20	TS2 (Pat-Off)	6-2	Splits In	Seconds
Cycle	130	Std (COS)	233	Offsets In	Seconds
Offset Value	57s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	17	56	17	30	17	56	17	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 22

Split Pattern	22	TS2 (Pat-Off)	7-1	Splits In	Seconds
Cycle	160	Std (COS)	18	Offsets In	Seconds
Offset Value	66s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N

Splits (Split Pat 22)	24	80	20	36	24	80	20	36	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	160s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 23

Split Pattern	23	TS2 (Pat-Off)	7-2	Splits In	Seconds
Cycle	75	Std (COS)	26	Offsets In	Seconds
Offset Value	22s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 23)	13	28	13	21	13	28	13	21	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	75s	75s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 2 - "2"

Pattern	2	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	2
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 4 - "4"

Pattern	4	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	2
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 6 - "6"

Pattern	6	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	2
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 7 - "7"

Pattern	7	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	2
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 10 - "10"

Pattern	10	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	2
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 13 - "13"

Pattern	13	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	2
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 14 - "14"

Pattern	14	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	2
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 20 - "20"

Pattern	20	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	2
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 22 - "22"

Pattern	22	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	2
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 23 - "23"

Pattern	23	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	2
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 62 - "62"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 63 - "63"

Pattern	Flash	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Time Base Day Plan/Schedule

Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	62	00:00
2	2	06:00
3	4	06:45
4	6	09:45
5	7	11:15
6	10	15:30
7	13	19:00
8	14	20:00
9	62	22:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	62	00:00
2	20	07:00
3	22	20:00
4	23	23:30

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

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

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

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

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Detectors

Detectors - Pg 1

Veh Det Phase Assignment (MM) 6-1

Vehicle Detector Plan Number - 1

Veh Detector	Assigned Phase	Called Phase	Type
1	5		N
2	2		N
3	2		N
4	2		N
5	7		N
6	4	8	N
7	4	8	N
8	5		N
10	6		N
11	6		N
12	6		N
13	3		N
15	8	4	N
16	8	4	N
17	1		N
18	6		N

Vehicle Detector Plan Number - 2

Veh Detector	Assigned Phase	Called Phase	Type

Vehicle Detector Plan Number - 3

Veh Detector	Assigned Phase	Called Phase	Type

Vehicle Detector Plan Number - 4

Veh Detector	Assigned Phase	Called Phase	Type

Vehicle Detector Setup (MM) 6-2

Veh Detector	Type	TS2 Detector	Description
1	N-NTCIP	No	
2	N-NTCIP	No	
3	N-NTCIP	No	
4	N-NTCIP	No	
5	N-NTCIP	No	
6	N-NTCIP	No	
7	N-NTCIP	No	
8	N-NTCIP	No	

9	N-NTCIP	No	
10	N-NTCIP	No	
11	N-NTCIP	No	
12	N-NTCIP	No	
13	N-NTCIP	No	
14	N-NTCIP	No	
15	N-NTCIP	No	
16	N-NTCIP	No	
17	N-NTCIP	No	
18	N-NTCIP	No	
19	N-NTCIP	Yes	
20	N-NTCIP	Yes	
21	N-NTCIP	Yes	
22	N-NTCIP	Yes	
23	N-NTCIP	Yes	
24	N-NTCIP	Yes	
25	N-NTCIP	Yes	
26	N-NTCIP	Yes	
27	N-NTCIP	Yes	
28	N-NTCIP	Yes	
29	N-NTCIP	Yes	
30	N-NTCIP	Yes	
31	N-NTCIP	Yes	
32	N-NTCIP	Yes	
33	N-NTCIP	Yes	
34	N-NTCIP	Yes	
35	N-NTCIP	Yes	
36	N-NTCIP	Yes	
37	N-NTCIP	Yes	
38	N-NTCIP	Yes	
39	N-NTCIP	Yes	
40	N-NTCIP	Yes	
41	N-NTCIP	Yes	
42	N-NTCIP	Yes	
43	N-NTCIP	Yes	
44	N-NTCIP	Yes	
45	N-NTCIP	Yes	
46	N-NTCIP	Yes	
47	N-NTCIP	Yes	
48	N-NTCIP	Yes	
49	N-NTCIP	Yes	
50	N-NTCIP	Yes	
51	N-NTCIP	Yes	
52	N-NTCIP	Yes	
53	N-NTCIP	Yes	
54	N-NTCIP	Yes	
55	N-NTCIP	Yes	
56	N-NTCIP	Yes	
57	N-NTCIP	Yes	
58	N-NTCIP	Yes	
59	N-NTCIP	Yes	

60	N-NTCIP	Yes	
61	N-NTCIP	Yes	
62	N-NTCIP	Yes	
63	N-NTCIP	Yes	
64	N-NTCIP	Yes	

Vehicle Detector Plan Number - 1

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	5	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
2	2	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
3	2	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
4	2	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
5	7	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
6	4	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
7	4	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
8	5	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
10	6	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
11	6	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
12	6	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
13	3	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
14	0	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
15	8	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
16	8	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
17	1	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
18	6	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No

Vehicle Detector Plan Number - 2

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay

Vehicle Detector Plan Number - 3

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay

Vehicle Detector Plan Number - 4

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay

Ped Detector Phase Assignment (MM) 6-3

Mode: NTCIP

Called Phase	Detector
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

6457 - NW 41st St. & NW 112th Ave. - 2070-1C - Econolite Type - Cobalt

Detectors

Detectors - Pg 2

Log - Speed Detector Setup (MM) 6-4

NTCIP Log Period: 60 | ECPI Log Period: 0 | Length Unit: Inches

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM) 6-5

Veh Diagnostic Plan Number - 1

Det	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay

Veh Diagnostic Plan Number - 2

Det	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	40	20	15	1	255	0
2	40	20	15	1	255	0
3	40	20	15	1	255	0
4	40	20	15	1	255	0
5	40	20	15	1	255	0
6	40	20	15	1	255	0

7	40	20	15	1	255	0
8	40	20	15	1	255	0
10	40	20	15	1	255	0
11	40	20	15	1	255	0
12	40	20	15	1	255	0
13	40	20	15	1	255	0
15	40	20	15	1	255	0
16	40	20	15	1	255	0
17	40	20	15	1	255	0
18	40	20	15	1	255	0
41	40	20	15	1	255	0
45	40	20	15	1	255	0
46	40	20	15	1	255	0
47	40	20	15	1	255	0
50	40	20	15	1	255	0
53	40	20	15	1	255	0
54	40	20	15	1	255	0
55	40	20	15	1	255	0
57	40	20	15	1	255	0
58	40	20	15	1	255	0
59	40	20	15	1	255	0

Veh Diagnostic Plan Number - 3

Det	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay

Veh Diagnostic Plan Number - 4

Det	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay

Pedestrian Detector Diagnostics (MM) 6-6

Ped Diagnostic Plan Number - 1

Det	Counts	Act	Pres	Multiplier

Ped Diagnostic Plan Number - 2

Det	Counts	Act	Pres	Multiplier
2	0	0	5	1
4	0	0	5	1
6	0	0	5	1
8	0	0	5	1

Ped Diagnostic Plan Number - 3

Det	Counts	Act	Pres	Multiplier

Ped Diagnostic Plan Number - 4

Det	Counts	Act	Pres	Multiplier

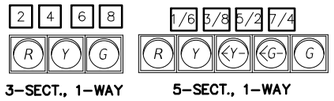
SIGNAL OPERATING PLAN

	Direction		EB			WB			SB			NB			Ped Heads				N
Timing Phases	Head No.		1/6	6	6/6R	5/2	2		3/8	8		7/4	4		P6	P2	P8	P4	Movements/Display/Actuation
(1+5)	Dwell		R/<G	R	R	R/<G	R		R	R		R	R		DW	DW	DW	DW	
EBL+WBL	Clear	(1+6)	R/<G	R	R	R/<Y	R		R	R		R	R		DW	DW	DW	DW	
NW 41 St	Clear	(2+5)	R/<Y	R	R	R/<G	R		R	R		R	R		DW	DW	DW	DW	
(Actuated)	Clear	(2+6)	R/<Y	R	R	R/<Y	R		R	R		R	R		DW	DW	DW	DW	
(1+6)	Dwell		<G/G	G	G	R	R		R	R		R	R		W/F	DW	DW	DW	
	Clear	(2+6)	<Y/G	G	G	R	R		R	R		R	R		W/F	DW	DW	DW	
EBL+EB	Clear																		
NW 41 St	Clear																		
(Actuated)	Clear																		
(2+5)	Dwell		R	R	R	<G/G	G		R	R		R	R		DW	W/F	DW	DW	
WBL+WB	Clear	(2+6)	R	R	R	<Y/G	G		R	R		R	R		DW	W/F	DW	DW	
NW 41 St	Clear																		
(Actuated)	Clear																		
(2+6)	Dwell		G	G	G	G	G		R	R		R	R		W/F	W/F	DW	DW	
	Clear	(3+7)	Y	Y	Y	Y	Y		R	R		R	R		DW	DW	DW	DW	
EB+WB	Clear	(3+8)	Y	Y	Y	Y	Y		R	R		R	R		DW	DW	DW	DW	
	Clear	(4+7)	Y	Y	Y	Y	Y		R	R		R	R		DW	DW	DW	DW	
NW 41 St	Clear	(4+8)	Y	Y	Y	Y	Y		R	R		R	R		DW	DW	DW	DW	
	Clear																		
(Recall)	Clear																		
(3+7)	Dwell		R	R	R/G>	R	R		R/<G	R		R/<G	R		DW	DW	DW	DW	
	Clear	(3+8)	R	R	R/Y>	R	R		R/<G	R		R/<Y	R		DW	DW	DW	DW	
SBL+NBL	Clear	(4+7)	R	R	R/G>	R	R		R/<Y	R		R/<G	R		DW	DW	DW	DW	
	Clear	(4+8)	R	R	R/Y>	R	R		R/<Y	R		R/<Y	R		DW	DW	DW	DW	
NW 109 Av	Clear	(1+5)	R	R	R/Y>	R	R		R/<Y	R		R/<Y	R		DW	DW	DW	DW	
	Clear	(1+6)	R	R	R/Y>	R	R		R/<Y	R		R/<Y	R		DW	DW	DW	DW	
	Clear	(2+5)	R	R	R/Y>	R	R		R/<Y	R		R/<Y	R		DW	DW	DW	DW	
(Actuated)	Clear	(2+6)	R	R	R/Y>	R	R		R/<Y	R		R/<Y	R		DW	DW	DW	DW	
(3+8)	Dwell		R	R	R	R	R		<G/G	G		R	R		DW	DW	W/F	DW	
	Clear	(4+8)	R	R	R	R	R		<Y/G	G		R	R		DW	DW	W/F	DW	
SBL+SB	Clear	(1+5)	R	R	R	R	R		Y/<Y	Y		R	R		DW	DW	DW	DW	
NW 109 Av	Clear	(1+6)	R	R	R	R	R		Y/<Y	Y		R	R		DW	DW	DW	DW	
	Clear	(2+5)	R	R	R	R	R		Y/<Y	Y		R	R		DW	DW	DW	DW	
(Actuated)	Clear	(2+6)	R	R	R	R	R		Y/<Y	Y		R	R		DW	DW	DW	DW	
(4+7)	Dwell		R	R	R/G>	R	R		R	R		<G/G	G		DW	DW	DW	W/F	
	Clear	(4+8)	R	R	R/Y>	R	R		R	R		<Y/G	G		DW	DW	DW	W/F	
NBL+NB	Clear	(1+5)	R	R	R/Y>	R	R		R	R		Y/<Y	Y		DW	DW	DW	DW	
NW 109 Av	Clear	(1+6)	R	R	R/Y>	R	R		R	R		Y/<Y	Y		DW	DW	DW	DW	
	Clear	(2+5)	R	R	R/Y>	R	R		R	R		Y/<Y	Y		DW	DW	DW	DW	
(Actuated)	Clear	(2+6)	R	R	R/Y>	R	R		R	R		Y/<Y	Y		DW	DW	DW	DW	
(4+8)	Dwell		R	R	R	R	R		G	G		G	G		DW	DW	W/F	W/F	
	Clear	(1+5)	R	R	R	R	R		Y	Y		Y	Y		DW	DW	DW	DW	
NB+SB	Clear	(1+6)	R	R	R	R	R		Y	Y		Y	Y		DW	DW	DW	DW	
NW 109 Av	Clear	(2+5)	R	R	R	R	R		Y	Y		Y	Y		DW	DW	DW	DW	
(Actuated)	Clear	(2+6)	R	R	R	R	R		Y	Y		Y	Y		DW	DW	DW	DW	
Flashing Operation			FY	FY	FY	FY	FY		FR	FR		FR	FR						Page 1 of 1

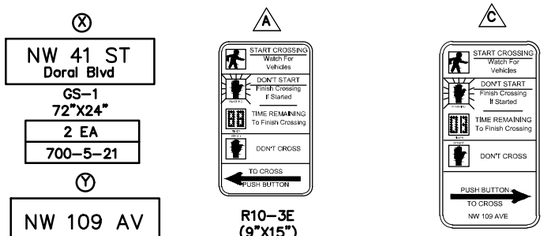
Miami-Dade County Public Works Department

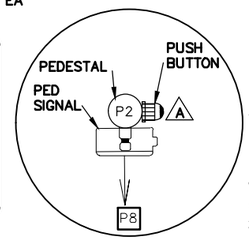
Drawn	Date	NW 109 Av & NW 41 St		
Eng Zone 5	2/24/2025			
Checked	Date	Placed in Service	Phasing No.	Asset Number
		Date	1	8195

SIGNAL HEAD DETAILS



SIGN DETAILS



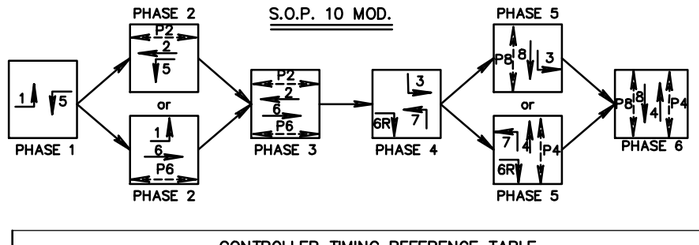


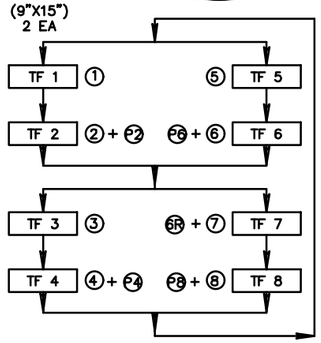
PROP. SERVICE DISCONNECT
STA. 39+16.83, 121.41' LT

630-2-12	[25 LF]
635-2-11	[3 EA]
639-1-122	[1 AS]
641-2-12	[1 EA]

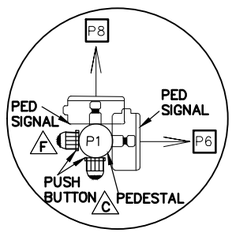
PROP. CONTROLLER CABINET
CONTROLLER MODEL 2070 LX
CONTROLLER CABINET MD-660X
STA. 39+17.29, 108.73' LT

630-2-12	[45 LF](SIGNAL)
632-7-1	[1 PI]
635-2-11	[6 EA]
635-2-12	[1 EA]
660-4-11	[5 EA]
670-5-140	[1 AS]





CONTROLLER TIMING REFERENCE TABLE								
VEHICLE MOVEMENT	1	2	3	4	5	6	7	8
APPROACH DIRECTION	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
APPROACH POSTED SPEED (MPH)	40	40	30	30	40	40	30	30
CROSSING DISTANCE	102	69	70	123	60	60	70	120
YELLOW CLEARANCE	4.4	4.4	4.0	4.0	4.4	4.4	4.0	4.0
ALL RED CLEARANCE	2.1	2.0	2.1	3.3	2.0	2.0	2.1	3.2
	–	P2	–	P4	–	P6	–	P8
PED. CROSSING DISTANCE	–	58	–	123	–	96	–	119
PEDESTRIAN WALK	–	7	–	7	–	7	–	7
PEDESTRIAN CLEARANCE	–	17	–	36	–	28	–	34

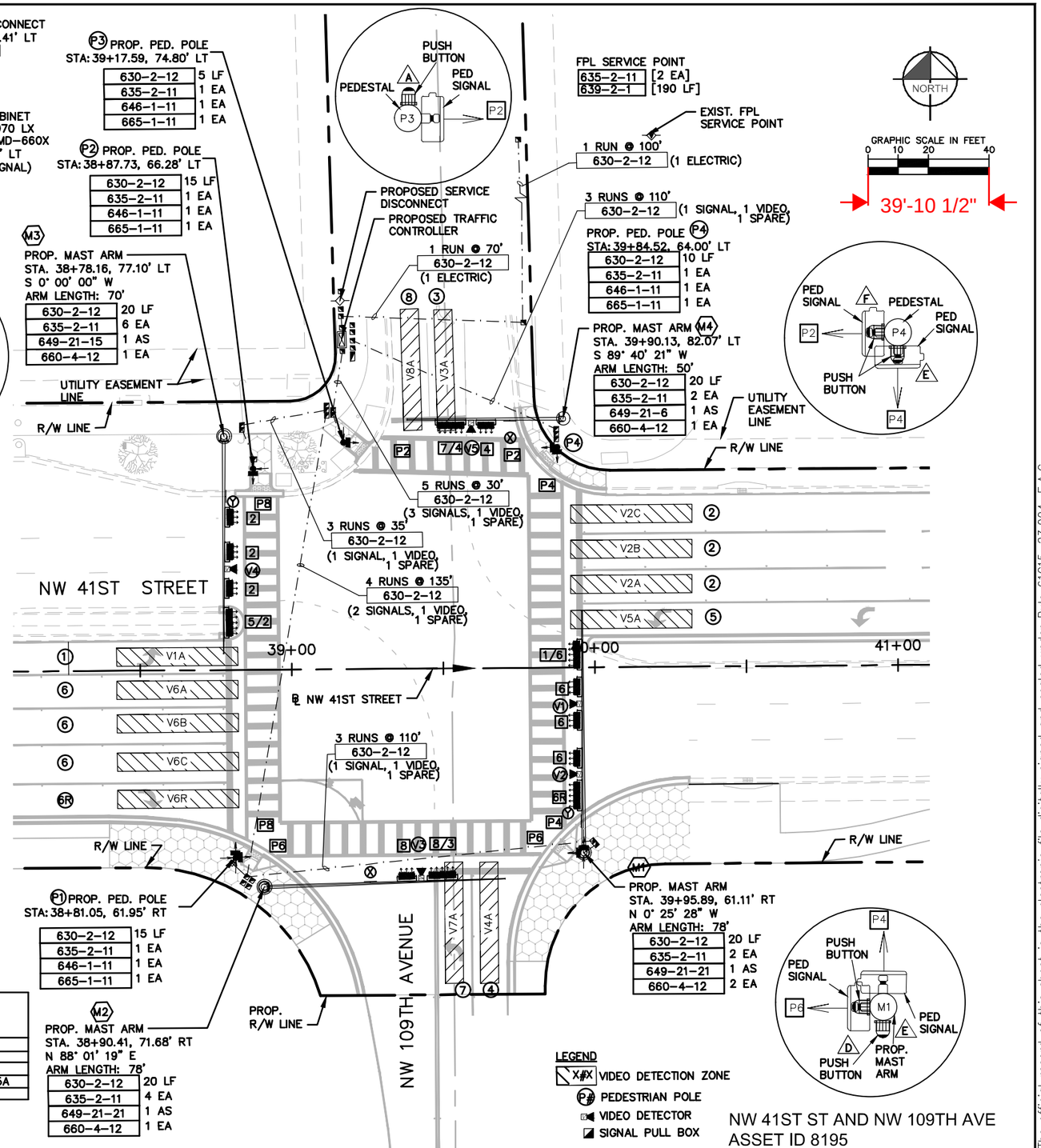


NOTES:

1. MAJOR STREET: NW 41ST STREET
   MINOR STREET: NW 109TH AVENUE
2. FLASHING OPERATIONS:
   YELLOW: NW 41ST STREET (MOVEMENTS 2 AND 6)
   RED: NW 109TH AVENUE (MOVEMENTS 4 AND 8).
3. COORDINATION MOVEMENTS 2 AND 6.
4. RECALL PHASE 3
5. LEFT TURNS: PROTECTED/PERMISSIVE (MOVEMENTS 1, 3, 5 AND 7)
6. PED SIGNAL: UPON ACTUATION ONLY
7. SIGNAL TIMING WILL BE FINALIZED BY MAINTAINING AGENCY UPON FINAL ACCEPTANCE.
8. INTERNALLY ILLUMINATED SIGNS SHALL HAVE A BLUE BACKGROUND PER CITY OF DORAL AND MIAMI-DADE COUNTY INTERLOCAL AGREEMENT.

VIDEO DETECTOR ASSIGNMENT

DETECTOR NO.	PROPOSED OR EXISTING	DETECTOR FOR MOVEMENTS	ZONE
V1	PROPOSED	1,6	V1A,V6A,V6B
V2	PROPOSED	6,6R	V6C,V6R
V3	PROPOSED	3,8	V3A,V8A
V4	PROPOSED	2,5	V2A,V2B,V2C,V5A
V5	PROPOSED	4,7	V4A,V7A



NW 41ST ST AND NW 109TH AVE
ASSET ID 8195

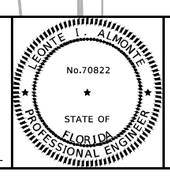
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Plotted By:Fernandez, Lilian Sheet Set:BRIDGE POINT DORAL Layout:R-803 Signalization August 20, 2024 10:03:12am K:\MIB_Civil\143422000 - Lemon Site\CIVIL\CADD\PlanSheets\R-800 Signalization.dwg
The official record of this sheet is the electronic file digitally signed and sealed under Rule 61G15-23.004, F.A.C.

No.	REVISIONS	DATE	BY

Kimley»Horn
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2 ALHAMBRA PLAZA, SUITE 500, CORAL GABLES, FL 33134
PHONE: 305-673-2025
WWW.KIMLEY-HORN.COM

KH PROJECT	143422000
DATE	08/20/2024
SCALE	AS SHOWN
DESIGNED BY	LF
DRAWN BY	LF
CHECKED BY	LA

BRIDGE POINT DORAL
PREPARED FOR
BRIDGE INDUSTRIAL
CITY OF DORAL FL



SIGNALIZATION PLAN

SHEET NUMBER
T-803

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

TOD Schedule Report

8195 - NW 41st St & NW 109th Ave

2070-1C-Econolite Type-Cobalt

4/8/2026, 4:03 PM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
1	E - L	27	1	0	0	5	6	2.5	17	0	4.4	2.1
			2	0	0	5	6	2.5	16	0	4.4	2.1
			3	0	0	5	12	2.5	8	0	4.4	2.1
			4	0	0	5	6	2.5	17	0	4.4	2.1
2	W - T	95	1	7	17	16	30	3	0	0	4.4	2
			2	7	17	16	30	3	0	0	4.4	2
			3	7	17	16	65	3	30	0	4.4	2
			4	7	17	16	30	3	0	0	4.4	2
3	S - L	23	1	0	0	5	6	2	25	0	4	2.1
			2	0	0	5	6	2	17	0	4	2.1
			3	0	0	5	19	2	6	0	4	2.1
			4	0	0	5	6	2	25	0	4	2.1
4	N - T	55	1	7	36	7	18	2.5	48	0	4	3.3
			2	7	36	7	18	2.5	33	0	4	3.3
			3	7	36	7	30	2.5	19	0	4	3.3
			4	7	36	7	18	2.5	48	0	4	3.3
5	W - L	20	1	0	0	5	6	2.5	17	0	4.4	2.1
			2	0	0	5	6	2.5	16	0	4.4	2.1
			3	0	0	5	12	2.5	8	0	4.4	2.1
			4	0	0	5	6	2.5	17	0	4.4	2.1
6	E - T	102	1	7	28	16	30	3	0	0	4.4	2
			2	7	28	16	30	3	0	0	4.4	2
			3	7	28	16	65	3	30	0	4.4	2
			4	7	28	16	30	3	0	0	4.4	2
7	N - L	33	1	0	0	5	6	2	29	0	4	2.6
			2	0	0	5	6	2	22	0	4	2.6
			3	0	0	5	19	2	6	0	4	2.6
			4	0	0	5	6	2	29	0	4	2.6
8	S - T	45	1	7	34	7	18	2.5	38	0	4	3.2
			2	7	34	7	18	2.5	33	0	4	3.2
			3	7	34	7	30	2.5	19	0	4	3.2
			4	7	34	7	18	2.5	38	0	4	3.2

Schedule - 1

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
-	X	X	X	X	X	-

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	62	-	-	-	-	-	-	-	-	-	-
06:00:00	2	120	32	13	68	15	24	13	68	15	24
06:45:00	4	180	97	20	90	34	36	25	85	17	53
09:45:00	6	160	87	16	95	18	31	16	95	18	31
11:15:00	7	170	81	17	101	18	34	17	101	18	34
15:30:00	10	200	27	27	95	23	55	20	102	33	45
19:00:00	13	150	20	15	93	18	24	15	93	18	24
20:00:00	14	120	42	12	66	15	27	12	66	15	27
22:00:00	62	-	-	-	-	-	-	-	-	-	-

Schedule - 2

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
X	-	-	-	-	-	X

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 1	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 5	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	62	-	-	-	-	-	-	-	-	-	-
07:00:00	20	130	39	12	79	15	24	12	79	15	24
20:00:00	22	160	41	20	88	18	34	20	88	18	34
23:30:00	62	-	-	-	-	-	-	-	-	-	-

Action Plan

Name	Pattern	Enabled Logic Processor Statements
62	Free	N/A
2	2	N/A
4	4	N/A
6	6	N/A
7	7	N/A
10	10	N/A
13	13	N/A
14	14	N/A
62	Free	N/A

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

8195 - NW 41st St & NW 109th Ave - 2070-1C - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B											
Sequence 1																
Ring 1	1	2	3	4	.	.	.	.	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	.	.	.	.	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X	X	X	X	X	X	X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Approach	E	W	S	N	W	E	N	S	N	N	N	N	N	N	N	N
Movement	L	T	L	T	L	T	L	T								
Associated PED		X		X		X		X								
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	5C4F
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM) 1-1-3

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing 1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases 2	X		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	X		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	X		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	X		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	X	X	.	.	.	.	.	.	.	.	.	.
2	.		.	.	X	X	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	X	X	.	.	.	.	.	.	.	.
4	.	.	.		.	.	X	X	.	.	.	.	.	.	.	.
5	X	X	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase 6	X	X	.	.	.		.	.	.	.	.	.	.	.	.	.
Must 7	.	.	X	X	.	.		.	.	.	.	.	.	.	.	.
Gap 8	.	.	X	X	.	.	.		.	.	.	.	.	.	.	.
With 9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase 10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				+	Red	X		X
2	2	V				+	Yel		X	X
3	3	V				+	Red	X		
4	4	V				+	Red	X		
5	5	V				+	Red	X		X
6	6	V				+	Yel		X	X
7	7	V				+	Red	X		
8	8	V				+	Red	X		
9	0	.				+	.			

10	0	.				+	.			
11	0	.				+	.			
12	0	.				+	.			
13	2	P				+	.			
14	4	P				+	.			
15	6	P				+	.			
16	8	P				+	.			

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

8195 - NW 41st St & NW 109th Ave - 2070-1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - "Phase Bank 1"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	5	7	5	16	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	17	0	36	0	28	0	34	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	3.0	2.0	2.5	2.5	3.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	6	30	6	18	6	30	6	18	0	0	0	0	0	0	0	0
Max2	17	0	25	48	17	0	29	38	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.0	4.0	4.4	4.4	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.1	2.0	2.1	3.3	2.1	2.0	2.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.5	3.0	2.0	2.5	2.5	3.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - "Phase Bank 2"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	5	7	5	16	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	17	0	36	0	28	0	34	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	3.0	2.0	2.5	2.5	3.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	6	30	6	18	6	30	6	18	0	0	0	0	0	0	0	0
Max2	16	0	17	33	16	0	22	33	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.0	4.0	4.4	4.4	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.1	2.0	2.1	3.3	2.1	2.0	2.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.5	3.0	2.0	2.5	2.5	3.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - "Phase Bank 3"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	5	7	5	16	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	17	0	36	0	28	0	34	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	3.0	2.0	2.5	2.5	3.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	12	65	19	30	12	65	19	30	0	0	0	0	0	0	0	0
Max2	8	30	6	19	8	30	6	19	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.0	4.0	4.4	4.4	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.1	2.0	2.1	3.3	2.1	2.0	2.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.5	3.0	2.0	2.5	2.5	3.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - "Phase Bank 4"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	5	16	5	7	5	16	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	17	0	36	0	28	0	34	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	3.0	2.0	2.5	2.5	3.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	6	30	6	18	6	30	6	18	0	0	0	0	0	0	0	0
Max2	17	0	25	48	17	0	29	38	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	4.0	4.0	4.4	4.4	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.1	2.0	2.1	3.3	2.1	2.0	2.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	2.5	3.0	2.0	2.5	2.5	3.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

8195 - NW 41st St & NW 109th Ave - 2070-1C - Econolite Type - Cobalt

Controller Overlaps

Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	0	4.4	2.1	0
B02	16	7	17	4.4	2.0	0
C03	5	0	0	4.0	2.1	0
D04	7	7	36	4.0	3.3	0
E05	5	0	0	4.4	2.1	0
F06	16	7	28	4.4	2.0	0
G07	5	0	0	4.0	2.6	0
H08	7	7	34	4.0	3.2	0
I09	0	0	0	0.0	0.0	0
J10	0	0	0	0.0	0.0	0
K11	0	0	0	0.0	0.0	0
L12	0	0	0	0.0	0.0	0
M13	0	0	0	0.0	0.0	0
N14	0	0	0	0.0	0.0	0
O15	0	0	0	0.0	0.0	0
P16	0	0	0	0.0	0.0	0

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

8195 - NW 41st St & NW 109th Ave - 2070-1C - Econolite Type - Cobalt

Controller Pedestrian Overlaps

Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

8195 - NW 41st St & NW 109th Ave - 2070-1C - Econolite Type - Cobalt

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I																
Non-Act II																
Dual Entry				X				X								
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel				X				X								
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 5.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X				X										
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan # 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X				X										

Max Recall		X			X										
Soft Recall															
No Rest															
AI Calc															

Plan # 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X				X										
Max Recall		X				X										
Soft Recall																
No Rest																
AI Calc																

Plan # 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

8195 - NW 41st St & NW 109th Ave - 2070-1C - Econolite Type - Cobalt

Coordination Options

Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	Yes
Local Zero Override	Yes	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

8195 - NW 41st St & NW 109th Ave - 2070-1C - Econolite Type - Cobalt

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	120	Std (COS)	17	Offsets In	Seconds
Offset Value	32s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	13	68	15	24	13	68	15	24	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	180	Std (COS)	33	Offsets In	Seconds
Offset Value	97s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	20	90	34	36	25	85	17	53	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	180s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	160	Std (COS)	73	Offsets In	Seconds
Offset Value	87s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	16	95	18	31	16	95	18	31	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	160s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	170	Std (COS)	81	Offsets In	Seconds
Offset Value	81s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	17	101	18	34	17	101	18	34	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	170s	170s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Seconds
Cycle	200	Std (COS)	105	Offsets In	Seconds
Offset Value	27s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
	27	95	23	55	20	102	33	45	0	0	0	0	0	0	0	0

Splits (Split Pat 10)																
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	200s	200s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 13

Split Pattern	13	TS2 (Pat-Off)	4-1	Splits In	Seconds
Cycle	150	Std (COS)	153	Offsets In	Seconds
Offset Value	20s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 13)	15	93	18	24	15	93	18	24	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	150s	150s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 14

Split Pattern	14	TS2 (Pat-Off)	4-2	Splits In	Seconds
Cycle	120	Std (COS)	161	Offsets In	Seconds
Offset Value	42s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N

Splits (Split Pat 14)	12	66	15	27	12	66	15	27	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 20

Split Pattern	20	TS2 (Pat-Off)	6-2	Splits In	Seconds
Cycle	130	Std (COS)	233	Offsets In	Seconds
Offset Value	39s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Splits (Split Pat 20)	12	79	15	24	12	79	15	24	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	130s	130s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 22

Split Pattern	22	TS2 (Pat-Off)	7-1	Splits In	Seconds
Cycle	160	Std (COS)	18	Offsets In	Seconds
Offset Value	41s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N

Splits (Split Pat 22)	20	88	18	34	20	88	18	34	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	160s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

8195 - NW 41st St & NW 109th Ave - 2070-1C - Econolite Type - Cobalt

Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 2 - "2"

Pattern	2	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	2
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 4 - "4"

Pattern	4	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	2
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 6 - "6"

Pattern	6	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	2
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 7 - "7"

Pattern	7	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	2
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 10 - "10"

Pattern	10	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	2
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 13 - "13"

Pattern	13	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	2
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 14 - "14"

Pattern	14	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	2
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 20 - "20"

Pattern	20	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	2
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 22 - "22"

Pattern	22	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	2
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 62 - "62"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 63 - "63"

Pattern	Flash	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

8195 - NW 41st St & NW 109th Ave - 2070-1C - Econolite Type - Cobalt

Time Base Day Plan/Schedule

Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	62	00:00
2	2	06:00
3	4	06:45
4	6	09:45
5	7	11:15
6	10	15:30
7	13	19:00
8	14	20:00
9	62	22:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	62	00:00
2	20	07:00
3	22	20:00
4	62	23:30

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

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

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

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

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

8195 - NW 41st St & NW 109th Ave - 2070-1C - Econolite Type - Cobalt

Detectors

Detectors - Pg 1

Veh Det Phase Assignment (MM) 6-1

Vehicle Detector Plan Number - 1

Veh Detector	Assigned Phase	Called Phase	Type
1	5		N
2	2		N
3	2		N
4	2		N
7	7		N
8	4		N
9	1		N
11	6		N
12	6		N
13	6		N
14	6		N
15	3		N
16	8		N

Vehicle Detector Plan Number - 2

Veh Detector	Assigned Phase	Called Phase	Type

Vehicle Detector Plan Number - 3

Veh Detector	Assigned Phase	Called Phase	Type

Vehicle Detector Plan Number - 4

Veh Detector	Assigned Phase	Called Phase	Type

Vehicle Detector Setup (MM) 6-2

Veh Detector	Type	TS2 Detector	Description
1	N-NTCIP	No	
2	N-NTCIP	No	
3	N-NTCIP	No	
4	N-NTCIP	No	
5	N-NTCIP	No	
6	N-NTCIP	No	
7	N-NTCIP	No	
8	N-NTCIP	No	
9	N-NTCIP	No	
10	N-NTCIP	No	
11	N-NTCIP	No	

12	N-NTCIP	No	
13	N-NTCIP	No	
14	N-NTCIP	No	
15	N-NTCIP	No	
16	N-NTCIP	No	
17	N-NTCIP	Yes	
18	N-NTCIP	Yes	
19	N-NTCIP	Yes	
20	N-NTCIP	Yes	
21	N-NTCIP	Yes	
22	N-NTCIP	Yes	
23	N-NTCIP	Yes	
24	N-NTCIP	Yes	
25	N-NTCIP	Yes	
26	N-NTCIP	Yes	
27	N-NTCIP	Yes	
28	N-NTCIP	Yes	
29	N-NTCIP	Yes	
30	N-NTCIP	Yes	
31	N-NTCIP	Yes	
32	N-NTCIP	Yes	
33	N-NTCIP	Yes	
34	N-NTCIP	Yes	
35	N-NTCIP	Yes	
36	N-NTCIP	Yes	
37	N-NTCIP	Yes	
38	N-NTCIP	Yes	
39	N-NTCIP	Yes	
40	N-NTCIP	Yes	
41	N-NTCIP	Yes	
42	N-NTCIP	Yes	
43	N-NTCIP	Yes	
44	N-NTCIP	Yes	
45	N-NTCIP	Yes	
46	N-NTCIP	Yes	
47	N-NTCIP	Yes	
48	N-NTCIP	Yes	
49	N-NTCIP	Yes	
50	N-NTCIP	Yes	
51	N-NTCIP	Yes	
52	N-NTCIP	Yes	
53	N-NTCIP	Yes	
54	N-NTCIP	Yes	
55	N-NTCIP	Yes	
56	N-NTCIP	Yes	
57	N-NTCIP	Yes	
58	N-NTCIP	Yes	
59	N-NTCIP	Yes	
60	N-NTCIP	Yes	
61	N-NTCIP	Yes	
62	N-NTCIP	Yes	

63	N-NTCIP	Yes	
64	N-NTCIP	Yes	

Vehicle Detector Plan Number - 1

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	5	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
2	2	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
3	2	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
4	2	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
7	7	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
8	4	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
9	1	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
11	6	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
12	6	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
13	6	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
14	6	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
15	3	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
16	8	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No

Vehicle Detector Plan Number - 2

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay

Vehicle Detector Plan Number - 3

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay

Vehicle Detector Plan Number - 4

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay

Ped Detector Phase Assignment (MM) 6-3

Mode: NTCIP

Called Phase	Detector
1	1
2	2
3	3
4	4
5	5
6	6

Called Phase	Detector
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

8195 - NW 41st St & NW 109th Ave - 2070-1C - Econolite Type - Cobalt

Detectors

Detectors - Pg 2

Log - Speed Detector Setup (MM) 6-4

NTCIP Log Period: 60 | ECPI Log Period: 0 | Length Unit: Inches

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM) 6-5

Veh Diagnostic Plan Number - 1

Det	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay

Veh Diagnostic Plan Number - 2

Det	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	40	20	15	1	255	0
2	40	20	15	1	255	0
3	40	20	15	1	255	0
4	40	0	0	1	255	0
7	40	20	15	1	255	0
8	40	20	15	1	255	0

9	40	20	15	1	255	0
11	40	20	15	1	255	0
12	40	20	15	1	255	0
13	40	20	15	1	255	0
14	40	20	15	1	255	0
15	40	20	15	1	255	0
16	40	20	15	1	255	0

Veh Diagnostic Plan Number - 3

Det	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay

Veh Diagnostic Plan Number - 4

Det	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay

Pedestrian Detector Diagnostics (MM) 6-6

Ped Diagnostic Plan Number - 1

Det	Counts	Act	Pres	Multiplier

Ped Diagnostic Plan Number - 2

Det	Counts	Act	Pres	Multiplier
2	0	0	5	1
4	0	0	5	1
6	0	0	5	1
8	0	0	5	1

Ped Diagnostic Plan Number - 3

Det	Counts	Act	Pres	Multiplier

Ped Diagnostic Plan Number - 4

Det	Counts	Act	Pres	Multiplier

Bowman

Intersection Capacity Analysis Worksheets

Bowman

Existing Conditions

2025 Existing Intersection Capacity Analysis Summary

Location	CONTROL TYPE	Time	Level of Service[1]									
			EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
NW 41 Street and Florida's Turnpike SB	Signalized (Asset 5155)	AM	13.4	B	23.6	C	-		24.9	C	23.4	C
		PM	4.1	A	0.7	A			38.3	D	17.5	B
NW 41 Street and Florida's Turnpike NB	Signalized (Asset 5154)	AM	0.3	A	0.1	A	989.8	F	-		356.2	F
		PM	2.1	A	26.9	C	732.7	F			196.4	F
NW 41 Street and NW 114 Avenue	Signalized (Asset 5942)	AM	3	A	3.6	A	81.5	F	111.0	F	34.2	C
		PM	55.2	E	59.4	E	83.2	F	69.1	E	63.8	E
NW 41 Street and NW 112 Avenue	Signalized (Asset 6457)	AM	1.2	A	12.3	B	-		38.8	D	10.2	B
		PM	5.8	A	8.4	A			87.7	F	14.2	B
NW 41 Street and NW 109 Avenue	Unsignalized	AM	1.2	A	0.0	A	-		130.1	F	15.6	C
		PM	31.7	D	0.0	A			68.1	F	16.9	C
NW 41 Street and NW 107 Avenue	Signalized (Asset 4887)	AM	46.3	D	74.5	E	73.5	E	112.8	F	70.4	E
		PM	38.8	D	48.7	D	79.0	E	93.7	F	61.1	E

[1] Delay is average delay per vehicle in seconds

2025 Existing Queues Summary

Location	CONTROL TYPE	Time Period	95th Percentile Queue Lenghts (ft)								
NW 41 Street and Florida's Turnpike SB Ramp	Signalized (Asset 5155)	**Movements**	**EBT**	**WBT**	**SBL**	**SBR**					
		AM	79	94	212	36					
		PM	66	143	107	38					
NW 41 Street and Florida's Turnpike NB Ramp	Signalized (Asset 5154)	**Movements**	**EBL**	**EBT**	**WBT**	**WBR**	**NBL**	**NBR**			
		AM	53	340	87	1	134	517			
		PM	42	21	112	0	77	53			
NW 41 Street and NW 114 Avenue	Signalized (Asset 5942)	**Movements**	**EBL**	**EBT**	**WBL**	**WBT**	**NBL**	**NBT**	**SBL**	**SBT**	
		AM	236	639	417	326	87	215	288	486	
		PM	393	449	171	670	166	451	212	348	
NW 41 Street and NW 112 Avenue	Signalized (Asset 6457)	**Movements**	**EBL**	**EBT**	**WBT**	**SBL**	**SBR**				
		AM	113	222	321	142	23				
		PM	202	138	876	151	12				
NW 41 Street and NW 109 Avenue	Unsignalized	**Movements**	**EBL**	**SBL**	**SBR**						
		AM	38	253	103						
		PM	293	58	123						
NW 41 Street and NW 107 Avenue	Signalized (Asset 4887)	**Movements**	**EBL**	**EBT**	**WBL**	**WBT**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**
		AM	73	987	328	245	137	380	221	289	658
		PM	243	452	248	754	243	555	107	172	482



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	215	175	0	1356	276
Future Volume (vph)	0	215	175	0	1356	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	200
Storage Lanes	0			0	3	1
Taper Length (ft)	25			25	25	25
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		25	
Link Distance (ft)		1000	860		1000	
Travel Time (s)		22.7	19.5		27.3	
Adj. Flow (vph)	0	224	182	0	1413	300
Lane Group Flow (vph)	0	224	182	0	1413	300
Turn Type		NA	NA		Prot	Prot
Protected Phases		6	2		4	4
Permitted Phases						
Detector Phase		6	2		4	4
Switch Phase						
Minimum Initial (s)		16.0	16.0		7.0	7.0
Minimum Split (s)		22.4	22.4		13.4	13.4
Total Split (s)		35.0	35.0		55.0	55.0
Total Split (%)		38.9%	38.9%		61.1%	61.1%
Maximum Green (s)		28.6	28.6		48.6	48.6
Yellow Time (s)		4.4	4.4		4.4	4.4
All-Red Time (s)		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.4	6.4		6.4	6.4
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		1.0	1.0		4.0	4.0
Minimum Gap (s)		1.0	1.0		4.0	4.0
Time Before Reduce (s)		0.0	0.0		0.0	0.0
Time To Reduce (s)		0.0	0.0		0.0	0.0
Recall Mode		C-Min	C-Min		None	None
Walk Time (s)						
Flash Don't Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio		0.16	0.24		0.64	0.35
Control Delay (s/veh)		18.9	19.1		20.2	2.5
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		18.9	19.1		20.2	2.5
Queue Length 50th (ft)		42	159		217	0
Queue Length 95th (ft)		79	94		212	36
Internal Link Dist (ft)		920	780		920	
Turn Bay Length (ft)						200
Base Capacity (vph)		1442	759		2675	986
Starvation Cap Reductn		0	0		0	0

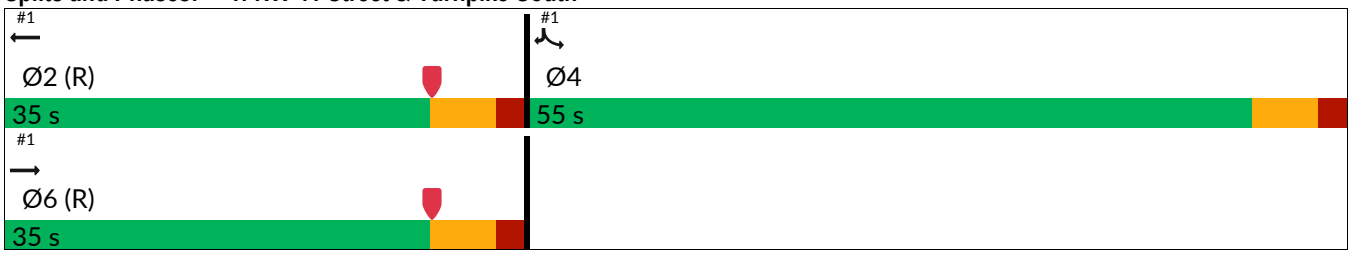
Asset 5155

WBLT is prohibited and WBRT is not part of signal operations

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.16	0.24		0.53	0.30

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 4 (4%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NW 41 Street & Turnpike South



Asset 5155
WBLT is prohibited and WBRT is not part of signal operations



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑		↰↰↰	↱
Traffic Volume (veh/h)	0	215	175	0	1356	276
Future Volume (veh/h)	0	215	175	0	1356	276
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	224	182	0	1412	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.92
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	1677	883	0	1904	
Arrive On Green	0.00	0.48	0.16	0.00	0.38	0.00
Sat Flow, veh/h	0	3711	1856	0	4983	1572
Grp Volume(v), veh/h	0	224	182	0	1412	0
Grp Sat Flow(s),veh/h/ln	0	1763	1856	0	1661	1572
Q Serve(g_s), s	0.0	3.2	7.7	0.0	22.0	0.0
Cycle Q Clear(g_c), s	0.0	3.2	7.7	0.0	22.0	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1677	883	0	1904	
V/C Ratio(X)	0.00	0.13	0.21	0.00	0.74	
Avail Cap(c_a), veh/h	0	1677	883	0	2691	
HCM Platoon Ratio	1.00	1.00	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.98	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	13.2	23.1	0.0	24.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.5	0.0	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	2.3	6.6	0.0	13.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	13.4	23.6	0.0	24.9	0.0
LnGrp LOS		B	C		C	
Approach Vol, veh/h		224	182		1412	
Approach Delay, s/veh		13.4	23.6		24.9	
Approach LOS		B	C		C	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	49.2		40.8		49.2
Change Period (Y+Rc), s	6.4		6.4		6.4
Max Green Setting (Gmax), s	28.6		48.6		28.6
Max Q Clear Time (g_c+I1), s	9.7		24.0		5.2
Green Ext Time (p_c), s	0.3		10.4		0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	23.4
HCM 7th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Asset 5155

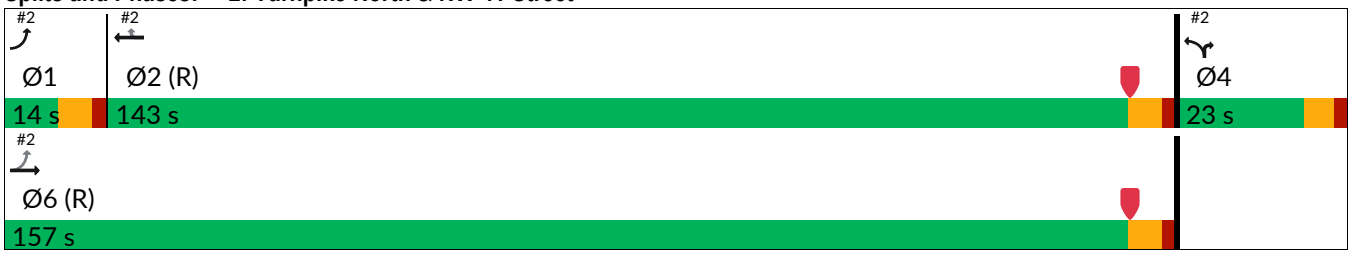
WBLT is prohibited and WBRT is not part of signal operations

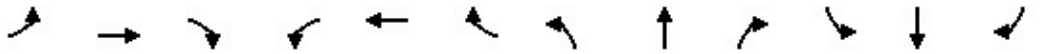
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	1382	0	0	547	353	86	0	1041	0	0	0
Future Volume (vph)	77	1382	0	0	547	353	86	0	1041	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	0		100	420		300	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		860			1425			1000			1000	
Travel Time (s)		19.5			24.3			22.7			22.7	
Adj. Flow (vph)	79	1425	0	0	564	364	89	0	1073	0	0	0
Lane Group Flow (vph)	79	1425	0	0	564	364	89	0	1073	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Prot		Prot			
Protected Phases	1	6			2		4		4			
Permitted Phases	6					2						
Detector Phase	1	6			2	2	4		4			
Switch Phase												
Minimum Initial (s)	5.0	16.0			16.0	16.0	7.0		7.0			
Minimum Split (s)	11.4	22.4			22.4	22.4	13.0		13.0			
Total Split (s)	14.0	157.0			143.0	143.0	23.0		23.0			
Total Split (%)	7.8%	87.2%			79.4%	79.4%	12.8%		12.8%			
Maximum Green (s)	7.6	150.6			136.6	136.6	17.0		17.0			
Yellow Time (s)	4.4	4.4			4.4	4.4	4.0		4.0			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	6.4	6.4			6.4	6.4	6.0		6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.5	1.0			1.0	1.0	2.5		2.5			
Minimum Gap (s)	2.5	1.0			1.0	1.0	2.5		2.5			
Time Before Reduce (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Time To Reduce (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Recall Mode	None	C-Min			C-Min	C-Min	None		None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.19	0.52			0.24	0.39	0.13		0.70			
Control Delay (s/veh)	12.1	18.8			18.5	1.3	40.9		39.3			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay (s/veh)	12.1	18.8			18.5	1.3	40.9		39.3			
Queue Length 50th (ft)	45	363			98	0	71		375			
Queue Length 95th (ft)	53	340			87	1	134		517			
Internal Link Dist (ft)		780			1345			920			920	
Turn Bay Length (ft)	300					100	420		300			
Base Capacity (vph)	426	4213			3821	1277	670		1529			
Starvation Cap Reductn	0	0			0	0	0		0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.19	0.34			0.15	0.29	0.13		0.70			

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 69 (38%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 2: Turnpike North & NW 41 Street





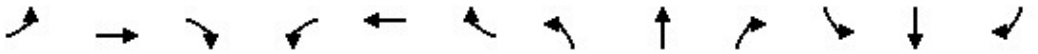
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	1382	0	0	547	353	86	0	1041	0	0	0
Future Volume (veh/h)	77	1382	0	0	547	353	86	0	1041	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	0	1856			
Adj Flow Rate, veh/h	79	1425	0	0	564	0	89	0	1073			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	3	3	0	0	3	3	3	0	3			
Cap, veh/h	738	4238	0	0	3920		167	0	339			
Arrive On Green	0.05	1.00	0.00	0.00	1.00	0.00	0.09	0.00	0.09			
Sat Flow, veh/h	1767	5233	0	0	5233	1572	1767	0	3585			
Grp Volume(v), veh/h	79	1425	0	0	564	0	89	0	1073			
Grp Sat Flow(s),veh/h/ln	1767	1689	0	0	1689	1572	1767	0	1195			
Q Serve(g_s), s	1.6	0.0	0.0	0.0	0.0	0.0	8.6	0.0	17.0			
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.0	0.0	0.0	8.6	0.0	17.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	738	4238	0	0	3920		167	0	339			
V/C Ratio(X)	0.11	0.34	0.00	0.00	0.14		0.53	0.00	3.17			
Avail Cap(c_a), veh/h	765	4238	0	0	3920		167	0	339			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.80	0.80	0.00	0.00	0.92	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	3.2	0.0	0.0	0.0	0.0	0.0	77.7	0.0	81.5			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0	2.6	0.0	983.7			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.9	0.1	0.0	0.0	0.0	0.0	7.4	0.0	57.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.3	0.2	0.0	0.0	0.1	0.0	80.3	0.0	1065.2			
LnGrp LOS	A	A			A		F		F			
Approach Vol, veh/h		1504			564			1162				
Approach Delay, s/veh		0.3			0.1			989.8				
Approach LOS		A			A			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	11.3	145.7		23.0		157.0			
Change Period (Y+Rc), s	6.4	6.4		6.0		6.4			
Max Green Setting (Gmax), s	7.6	136.6		17.0		150.6			
Max Q Clear Time (g_c+I1), s	3.6	2.0		19.0		2.0			
Green Ext Time (p_c), s	0.0	1.4		0.0		5.0			

Intersection Summary		
HCM 7th Control Delay, s/veh	356.2	
HCM 7th LOS	F	

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

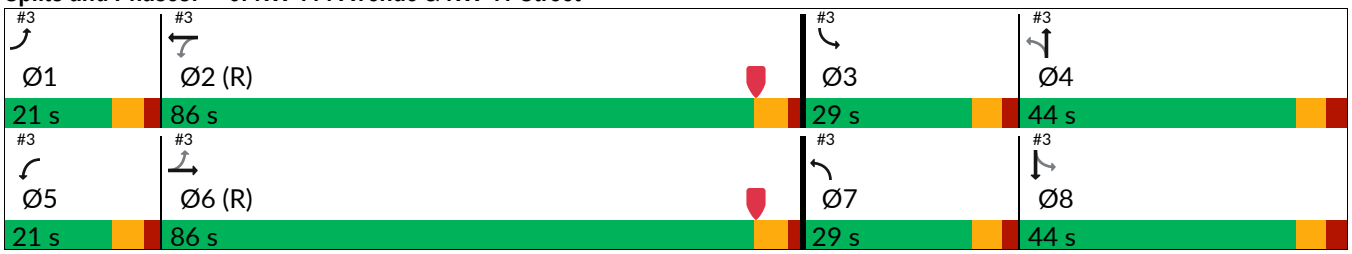


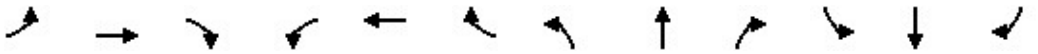
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	1459	124	195	777	109	63	215	94	236	502	184
Future Volume (vph)	215	1459	124	195	777	109	63	215	94	236	502	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	190		0	255		0	215		0	535		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1425			405			1000			350	
Travel Time (s)		24.3			6.9			19.5			6.8	
Adj. Flow (vph)	222	1504	128	201	801	112	65	222	97	243	518	200
Lane Group Flow (vph)	222	1632	0	201	913	0	65	319	0	243	718	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.4	40.4		11.4	40.4		11.3	45.0		11.3	46.0	
Total Split (s)	21.0	86.0		21.0	86.0		29.0	44.0		29.0	44.0	
Total Split (%)	11.7%	47.8%		11.7%	47.8%		16.1%	24.4%		16.1%	24.4%	
Maximum Green (s)	14.6	79.6		14.6	79.6		22.7	37.0		22.7	37.0	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.3	3.0		2.3	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.3	7.0		6.3	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		3.0	3.5		3.0	3.5	
Minimum Gap (s)	2.0	1.0		2.0	1.0		3.0	3.5		3.0	3.5	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			6.0			7.0	
Flash Don't Walk (s)		27.0			27.0			32.0			32.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.65	0.79		0.82	0.41		0.37	0.48		0.63	0.79	
Control Delay (s/veh)	31.6	50.0		74.6	33.9		44.1	60.2		49.9	66.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	31.6	50.0		74.6	33.9		44.1	60.2		49.9	66.0	
Queue Length 50th (ft)	118	618		184	267		52	165		219	414	
Queue Length 95th (ft)	236	639		#417	326		87	215		288	486	
Internal Link Dist (ft)		1345			325			920			270	
Turn Bay Length (ft)	190			255			215			535		
Base Capacity (vph)	351	2211		246	2295		298	714		392	910	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.63	0.74		0.82	0.40		0.22	0.45		0.62	0.79	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 167 (93%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: NW 114 Avenue & NW 41 Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	1459	124	195	777	109	63	215	94	236	502	184
Future Volume (veh/h)	215	1459	124	195	777	109	63	215	94	236	502	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	222	1504	128	201	801	112	65	222	97	243	518	200
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	492	2575	219	320	2407	334	114	293	124	293	512	197
Arrive On Green	0.14	1.00	1.00	0.13	1.00	1.00	0.04	0.12	0.12	0.13	0.21	0.21
Sat Flow, veh/h	1767	4755	405	1767	4496	625	1767	2414	1020	1767	2489	957
Grp Volume(v), veh/h	222	1068	564	201	600	313	65	160	159	243	366	352
Grp Sat Flow(s),veh/h/ln	1767	1689	1783	1767	1689	1743	1767	1763	1672	1767	1763	1683
Q Serve(g_s), s	10.9	0.0	0.0	9.8	0.0	0.0	5.8	15.8	16.6	21.3	37.0	37.0
Cycle Q Clear(g_c), s	10.9	0.0	0.0	9.8	0.0	0.0	5.8	15.8	16.6	21.3	37.0	37.0
Prop In Lane	1.00		0.23	1.00		0.36	1.00		0.61	1.00		0.57
Lane Grp Cap(c), veh/h	492	1829	965	320	1808	933	114	214	203	293	362	346
V/C Ratio(X)	0.45	0.58	0.58	0.63	0.33	0.33	0.57	0.75	0.78	0.83	1.01	1.02
Avail Cap(c_a), veh/h	508	1829	965	347	1808	933	263	362	344	293	362	346
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	0.0	15.1	0.0	0.0	66.7	76.4	76.8	58.6	71.5	71.5
Incr Delay (d2), s/veh	0.2	1.1	2.0	2.1	0.5	1.0	4.4	6.2	7.7	17.6	49.9	52.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	0.5	1.0	6.6	0.2	0.5	5.0	12.1	12.1	16.4	29.5	28.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.9	1.1	2.0	17.2	0.5	1.0	71.2	82.6	84.5	76.2	121.4	124.2
LnGrp LOS	B	A	A	B	A	A	E	F	F	E	F	F
Approach Vol, veh/h		1854			1114			384			961	
Approach Delay, s/veh		3.0			3.6			81.5			111.0	
Approach LOS		A			A			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	102.8	29.0	28.8	18.3	103.9	13.8	44.0
Change Period (Y+Rc), s	6.4	6.4	6.3	7.0	6.4	6.4	6.3	7.0
Max Green Setting (Gmax), s	14.6	79.6	22.7	37.0	14.6	79.6	22.7	37.0
Max Q Clear Time (g_c+I1), s	12.9	2.0	23.3	18.6	11.8	2.0	7.8	39.0
Green Ext Time (p_c), s	0.1	2.1	0.0	2.0	0.1	4.3	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	34.2
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



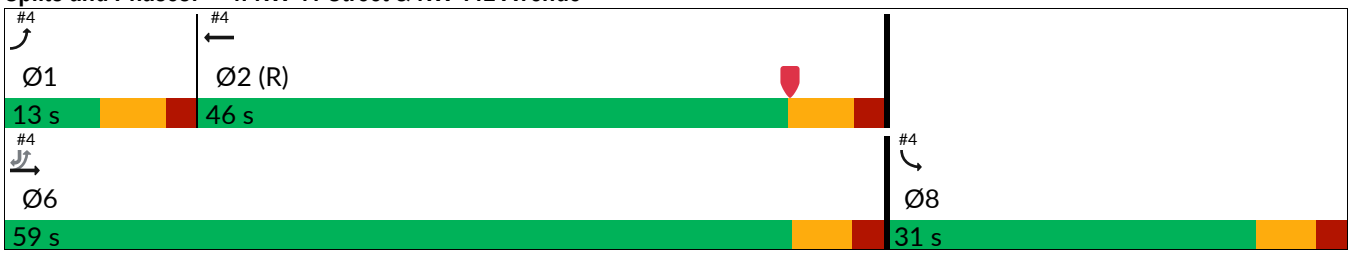
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	228	1735	1054	108	328	199
Future Volume (vph)	228	1735	1054	108	328	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	210			0	410	575
Storage Lanes	1			0	1	1
Taper Length (ft)	25			25	25	25
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		35	
Link Distance (ft)		356	580		350	
Travel Time (s)		6.1	9.9		6.8	
Adj. Flow (vph)	238	1770	1076	110	335	216
Lane Group Flow (vph)	238	1770	1186	0	380	171
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					6
Detector Phase	1	6	2		8	6
Switch Phase						
Minimum Initial (s)	5.0	16.0	16.0		7.0	16.0
Minimum Split (s)	11.4	22.4	22.4		13.2	22.4
Total Split (s)	13.0	59.0	46.0		31.0	59.0
Total Split (%)	14.4%	65.6%	51.1%		34.4%	65.6%
Maximum Green (s)	6.6	52.8	39.6		24.8	52.8
Yellow Time (s)	4.4	4.0	4.4		4.0	4.0
All-Red Time (s)	2.0	2.2	2.0		2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.4	6.2	6.4		6.2	6.2
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	1.0	1.0		3.5	1.0
Minimum Gap (s)	3.5	1.0	1.0		3.5	1.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	Min	C-Min		None	Min
Walk Time (s)						
Flash Don't Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.56	0.51	0.52		0.64	0.16
Control Delay (s/veh)	13.0	7.6	18.0		38.0	1.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	13.0	7.6	18.0		38.0	1.4
Queue Length 50th (ft)	43	156	253		102	0
Queue Length 95th (ft)	113	222	321		142	23
Internal Link Dist (ft)		276	500		270	
Turn Bay Length (ft)	210				410	575
Base Capacity (vph)	428	3475	2361		939	1037
Starvation Cap Reductn	0	0	0		0	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.56	0.51	0.50		0.40	0.16

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 10 (11%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 4: NW 41 Street & NW 112 Avenue





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	228	1735	1054	108	328	199
Future Volume (veh/h)	228	1735	1054	108	328	199
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	238	1770	1076	110	365	184
Peak Hour Factor	0.96	0.98	0.98	0.98	0.98	0.92
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	410	3563	2610	267	554	246
Arrive On Green	0.15	1.00	0.56	0.56	0.16	0.16
Sat Flow, veh/h	1767	5233	4837	477	3534	1572
Grp Volume(v), veh/h	238	1770	778	408	365	184
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1770	1767	1572
Q Serve(g_s), s	5.3	0.0	11.9	11.9	8.7	10.1
Cycle Q Clear(g_c), s	5.3	0.0	11.9	11.9	8.7	10.1
Prop In Lane	1.00			0.27	1.00	1.00
Lane Grp Cap(c), veh/h	410	3563	1887	989	554	246
V/C Ratio(X)	0.58	0.50	0.41	0.41	0.66	0.75
Avail Cap(c_a), veh/h	410	3563	1887	989	974	433
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.6	0.0	11.4	11.4	35.7	36.2
Incr Delay (d2), s/veh	2.3	0.0	0.7	1.3	1.6	5.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	0.0	7.3	7.9	6.8	7.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.9	0.0	12.0	12.7	37.3	41.6
LnGrp LOS	A	A	B	B	D	D
Approach Vol, veh/h		2008	1186		549	
Approach Delay, s/veh		1.2	12.3		38.8	
Approach LOS		A	B		D	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.0	56.7			69.7	20.3
Change Period (Y+Rc), s	6.4	6.4			* 6.4	6.2
Max Green Setting (Gmax), s	6.6	39.6			* 53	24.8
Max Q Clear Time (g_c+I1), s	7.3	13.9			2.0	12.1
Green Ext Time (p_c), s	0.0	2.8			5.8	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	10.2
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	133	1987	910	28	126	256
Future Volume (vph)	133	1987	910	28	126	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25			25	25	25
Satd. Flow (prot)	1752	5036	5016	0	1752	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	5036	5016	0	1752	1568
Link Speed (mph)		40	40		30	
Link Distance (ft)		725	1328		1000	
Travel Time (s)		12.4	22.6		22.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	137	2048	967	0	130	278
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	15.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	133	1987	910	28	126	256
Future Vol, veh/h	133	1987	910	28	126	256
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	137	2048	938	29	130	278

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	967	0	-	0	2046	484
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	1094	-
Critical Hdwy	5.36	-	-	-	5.76	7.16
Critical Hdwy Stg 1	-	-	-	-	6.66	-
Critical Hdwy Stg 2	-	-	-	-	6.06	-
Follow-up Hdwy	3.13	-	-	-	3.83	3.93
Pot Cap-1 Maneuver	403	-	-	-	~ 87	451
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	252	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	403	-	-	-	~ 58	451
Mov Cap-2 Maneuver	-	-	-	-	~ 87	-
Stage 1	-	-	-	-	169	-
Stage 2	-	-	-	-	252	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.16	0	130.08
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	403	-	-	-	87	451
HCM Lane V/C Ratio	0.34	-	-	-	1.488	0.617
HCM Ctrl Dly (s/v)	18.5	-	-	-	$ 355.1	25
HCM Lane LOS	C	-	-	-	F	D
HCM 95th %tile Q(veh)	1.5	-	-	-	10.1	4.1

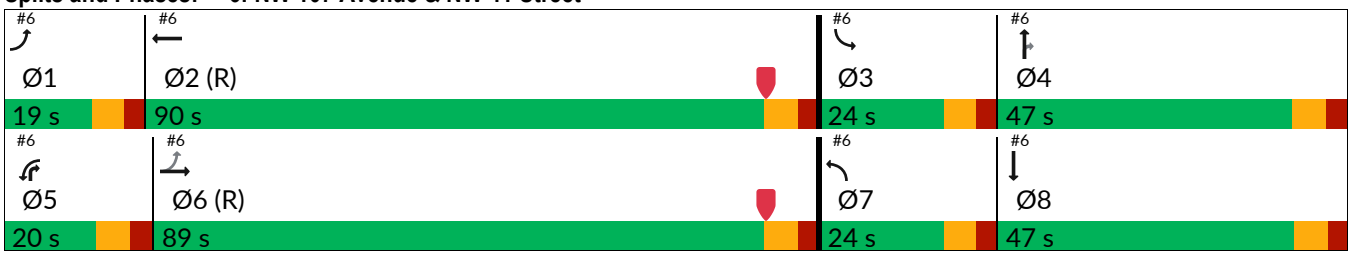
Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

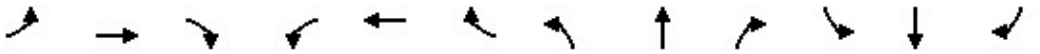
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	1761	298	282	636	129	151	507	209	291	702	55
Future Volume (vph)	74	1761	298	282	636	129	151	507	209	291	702	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	395		0	400		0	290		175	280		0
Storage Lanes	1		0	2		0	2		1	2		0
Taper Length (ft)	25		25	130		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1328			1061			1000			1000	
Travel Time (s)		22.6			18.1			17.0			17.0	
Adj. Flow (vph)	76	1815	307	291	656	133	156	523	215	300	724	60
Lane Group Flow (vph)	76	2122	0	291	789	0	156	523	215	300	784	0
Turn Type	pm+pt	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6								4			
Detector Phase	1	6		5	2		7	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	5.0	7.0	7.0	
Minimum Split (s)	12.0	47.0		12.4	36.0		14.1	46.4	12.4	14.1	14.1	
Total Split (s)	19.0	89.0		20.0	90.0		24.0	47.0	20.0	24.0	47.0	
Total Split (%)	10.6%	49.4%		11.1%	50.0%		13.3%	26.1%	11.1%	13.3%	26.1%	
Maximum Green (s)	12.0	82.0		12.6	83.0		16.9	39.6	12.6	16.9	39.9	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.6	2.6		3.0	2.6		2.7	3.0	3.0	2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.4	7.0		7.1	7.4	7.4	7.1	7.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.5	1.0		2.0	3.0	2.5	2.0	3.0	
Minimum Gap (s)	2.0	1.0		2.5	1.0		2.0	3.0	2.5	2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Don't Walk (s)		33.0			22.0			32.0				
Pedestrian Calls (#/hr)		0			0			0				
v/c Ratio	0.22	0.96		1.14	0.33		0.66	0.68	0.38	0.93	0.91	
Control Delay (s/veh)	23.1	62.3		167.2	28.2		94.4	69.4	33.0	113.1	80.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	23.1	62.3		167.2	28.2		94.4	69.4	33.0	113.1	80.2	
Queue Length 50th (ft)	41	910		~222	203		96	309	136	189	489	
Queue Length 95th (ft)	73	987		#328	245		137	380	221	#289	#658	
Internal Link Dist (ft)		1248			981			920			920	
Turn Bay Length (ft)	395			400			290		175	280		
Base Capacity (vph)	381	2256		256	2378		319	772	572	324	861	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.20	0.94		1.14	0.33		0.49	0.68	0.38	0.93	0.91	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 68 (38%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 6: NW 107 Avenue & NW 41 Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	1761	298	282	636	129	151	507	209	291	702	55
Future Volume (veh/h)	74	1761	298	282	636	129	151	507	209	291	702	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	76	1815	307	291	656	133	156	523	215	300	724	60
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	399	2146	359	240	2249	450	195	651	400	322	731	61
Arrive On Green	0.03	0.49	0.49	0.07	0.53	0.53	0.06	0.18	0.18	0.09	0.22	0.22
Sat Flow, veh/h	1767	4370	731	3428	4234	847	3428	3526	1572	3428	3296	273
Grp Volume(v), veh/h	76	1398	724	291	521	268	156	523	215	300	387	397
Grp Sat Flow(s),veh/h/ln	1767	1689	1724	1714	1689	1703	1714	1763	1572	1714	1763	1806
Q Serve(g_s), s	3.9	64.7	66.4	12.6	15.4	15.7	8.1	25.6	21.3	15.6	39.4	39.5
Cycle Q Clear(g_c), s	3.9	64.7	66.4	12.6	15.4	15.7	8.1	25.6	21.3	15.6	39.4	39.5
Prop In Lane	1.00		0.42	1.00		0.50	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	399	1658	846	240	1794	905	195	651	400	322	391	400
V/C Ratio(X)	0.19	0.84	0.86	1.21	0.29	0.30	0.80	0.80	0.54	0.93	0.99	0.99
Avail Cap(c_a), veh/h	460	1658	846	240	1794	905	322	776	456	322	391	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	39.8	40.2	83.7	23.4	23.5	83.9	70.3	57.9	81.0	69.9	69.9
Incr Delay (d2), s/veh	0.1	5.4	10.8	127.7	0.4	0.8	2.9	5.2	1.1	32.5	42.9	42.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	36.3	39.2	15.9	10.4	10.8	6.6	17.6	13.4	13.1	30.0	30.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.7	45.2	51.0	211.4	23.8	24.3	86.8	75.5	59.1	113.5	112.7	112.5
LnGrp LOS	C	D	D	F	C	C	F	E	E	F	F	F
Approach Vol, veh/h		2198			1080			894			1084	
Approach Delay, s/veh		46.3			74.5			73.5			112.8	
Approach LOS		D			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	102.6	24.0	40.6	20.0	95.4	17.3	47.3
Change Period (Y+Rc), s	7.0	7.0	7.1	7.4	7.4	7.0	7.1	* 7.4
Max Green Setting (Gmax), s	12.0	83.0	16.9	39.6	12.6	82.0	16.9	* 40
Max Q Clear Time (g_c+I1), s	5.9	17.7	17.6	27.6	14.6	68.4	10.1	41.5
Green Ext Time (p_c), s	0.0	1.8	0.0	3.2	0.0	5.3	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	70.4
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	404	181	0	407	82
Future Volume (vph)	0	404	181	0	407	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	200
Storage Lanes	0			0	3	1
Taper Length (ft)	25			25	25	25
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		25	
Link Distance (ft)		1000	860		1000	
Travel Time (s)		22.7	19.5		27.3	
Adj. Flow (vph)	0	425	191	0	428	89
Lane Group Flow (vph)	0	425	191	0	428	89
Turn Type		NA	NA		Prot	Prot
Protected Phases		6	2		4	4
Permitted Phases						
Detector Phase		6	2		4	4
Switch Phase						
Minimum Initial (s)		16.0	16.0		7.0	7.0
Minimum Split (s)		22.4	22.4		13.4	13.4
Total Split (s)		35.0	35.0		55.0	55.0
Total Split (%)		38.9%	38.9%		61.1%	61.1%
Maximum Green (s)		28.6	28.6		48.6	48.6
Yellow Time (s)		4.4	4.4		4.4	4.4
All-Red Time (s)		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.4	6.4		6.4	6.4
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		1.0	1.0		4.0	4.0
Minimum Gap (s)		1.0	1.0		4.0	4.0
Time Before Reduce (s)		0.0	0.0		0.0	0.0
Time To Reduce (s)		0.0	0.0		0.0	0.0
Recall Mode		C-Min	C-Min		None	None
Walk Time (s)						
Flash Don't Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio		0.17	0.15		0.53	0.27
Control Delay (s/veh)		5.3	6.7		36.5	9.2
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		5.3	6.7		36.5	9.2
Queue Length 50th (ft)		37	89		82	0
Queue Length 95th (ft)		66	143		107	38
Internal Link Dist (ft)		920	780		920	
Turn Bay Length (ft)						200
Base Capacity (vph)		2432	1280		2668	887
Starvation Cap Reductn		0	0		0	0

Asset 5155

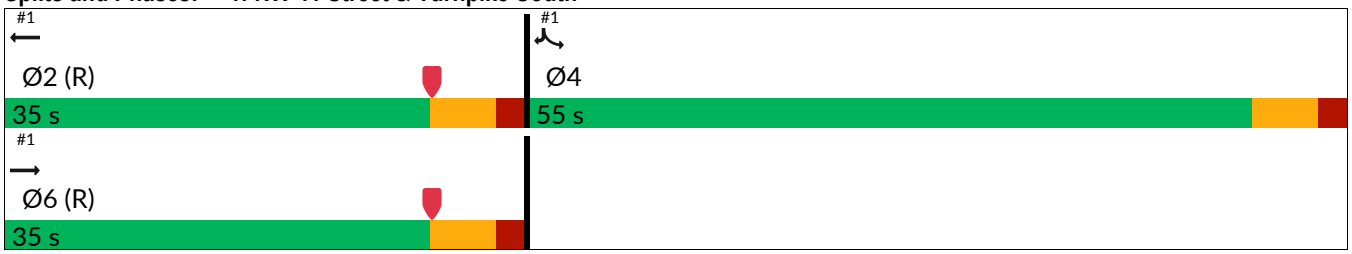
WBLT is prohibited and WBRT is not part of signal operations



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.17	0.15		0.16	0.10

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 61 (68%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NW 41 Street & Turnpike South



Asset 5155
WBLT is prohibited and WBRT is not part of signal operations



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑		↰↰↰	↱
Traffic Volume (veh/h)	0	404	181	0	407	82
Future Volume (veh/h)	0	404	181	0	407	82
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	425	191	0	428	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.92
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	2550	1342	0	670	
Arrive On Green	0.00	0.72	0.96	0.00	0.13	0.00
Sat Flow, veh/h	0	3711	1856	0	4983	1572
Grp Volume(v), veh/h	0	425	191	0	428	0
Grp Sat Flow(s),veh/h/ln	0	1763	1856	0	1661	1572
Q Serve(g_s), s	0.0	3.4	0.4	0.0	7.3	0.0
Cycle Q Clear(g_c), s	0.0	3.4	0.4	0.0	7.3	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2550	1342	0	670	
V/C Ratio(X)	0.00	0.17	0.14	0.00	0.64	
Avail Cap(c_a), veh/h	0	2550	1342	0	2691	
HCM Platoon Ratio	1.00	1.00	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.95	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	3.9	0.5	0.0	36.9	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.0	1.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	1.8	0.3	0.0	5.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	4.1	0.7	0.0	38.3	0.0
LnGrp LOS		A	A		D	
Approach Vol, veh/h		425	191		428	
Approach Delay, s/veh		4.1	0.7		38.3	
Approach LOS		A	A		D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	71.5	18.5	71.5
Change Period (Y+Rc), s	6.4	6.4	6.4
Max Green Setting (Gmax), s	28.6	48.6	28.6
Max Q Clear Time (g_c+I1), s	2.4	9.3	5.4
Green Ext Time (p_c), s	0.4	2.8	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	17.5
HCM 7th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Asset 5155

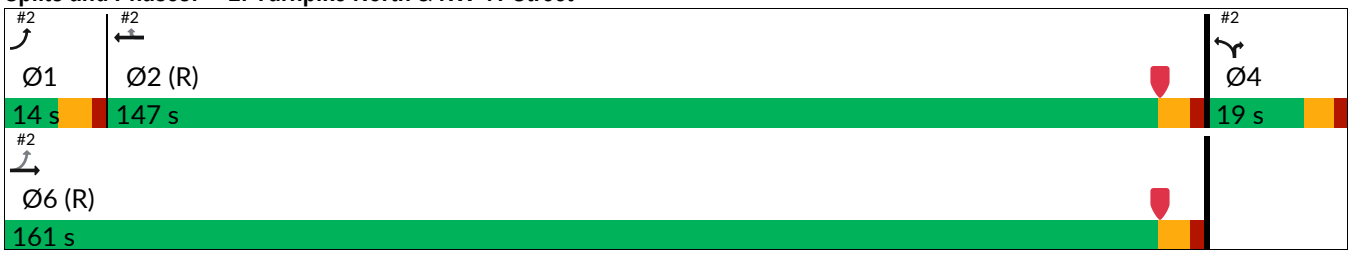
WBLT is prohibited and WBRT is not part of signal operations

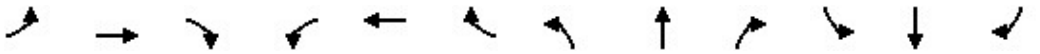
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	578	0	0	1153	583	29	0	605	0	0	0
Future Volume (vph)	167	578	0	0	1153	583	29	0	605	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	0		100	420		300	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		860			1425			1000			1000	
Travel Time (s)		19.5			24.3			22.7			22.7	
Adj. Flow (vph)	178	615	0	0	1227	620	31	0	644	0	0	0
Lane Group Flow (vph)	178	615	0	0	1227	620	31	0	644	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Prot		Prot			
Protected Phases	1	6			2		4		4			
Permitted Phases	6					2						
Detector Phase	1	6			2	2	4		4			
Switch Phase												
Minimum Initial (s)	5.0	16.0			16.0	16.0	7.0		7.0			
Minimum Split (s)	11.4	22.4			22.4	22.4	13.0		13.0			
Total Split (s)	14.0	161.0			147.0	147.0	19.0		19.0			
Total Split (%)	7.8%	89.4%			81.7%	81.7%	10.6%		10.6%			
Maximum Green (s)	7.6	154.6			140.6	140.6	13.0		13.0			
Yellow Time (s)	4.4	4.4			4.4	4.4	4.0		4.0			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	6.4	6.4			6.4	6.4	6.0		6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.5	1.0			1.0	1.0	2.5		2.5			
Minimum Gap (s)	2.5	1.0			1.0	1.0	2.5		2.5			
Time Before Reduce (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Time To Reduce (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Recall Mode	None	C-Min			C-Min	C-Min	None		None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.40	0.14			0.33	0.47	0.34		0.81			
Control Delay (s/veh)	9.6	0.8			4.1	1.1	91.7		14.0			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay (s/veh)	9.6	0.8			4.1	1.1	91.7		14.0			
Queue Length 50th (ft)	15	12			73	0	37		0			
Queue Length 95th (ft)	42	21			112	0	77		53			
Internal Link Dist (ft)		780			1345			920			920	
Turn Bay Length (ft)	300					100	420		300			
Base Capacity (vph)	449	4440			3957	1365	129		861			
Starvation Cap Reductn	0	0			0	0	0		0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.40	0.14			0.31	0.45	0.24		0.75			

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 136 (76%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 2: Turnpike North & NW 41 Street





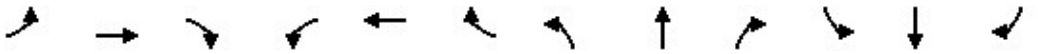
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	578	0	0	1153	583	29	0	605	0	0	0
Future Volume (veh/h)	167	578	0	0	1153	583	29	0	605	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	0	1856			
Adj Flow Rate, veh/h	178	615	0	0	1227	0	31	0	644			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	3	3	0	0	3	3	3	0	3			
Cap, veh/h	365	4351	0	0	4010		128	0	259			
Arrive On Green	0.06	1.00	0.00	0.00	0.26	0.00	0.07	0.00	0.07			
Sat Flow, veh/h	1767	5233	0	0	5233	1572	1767	0	3585			
Grp Volume(v), veh/h	178	615	0	0	1227	0	31	0	644			
Grp Sat Flow(s),veh/h/ln	1767	1689	0	0	1689	1572	1767	0	1195			
Q Serve(g_s), s	3.6	0.0	0.0	0.0	35.0	0.0	3.0	0.0	13.0			
Cycle Q Clear(g_c), s	3.6	0.0	0.0	0.0	35.0	0.0	3.0	0.0	13.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	365	4351	0	0	4010		128	0	259			
V/C Ratio(X)	0.49	0.14	0.00	0.00	0.31		0.24	0.00	2.49			
Avail Cap(c_a), veh/h	384	4351	0	0	4010		128	0	259			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	0.56	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	8.6	0.0	0.0	0.0	26.8	0.0	78.9	0.0	83.5			
Incr Delay (d2), s/veh	0.7	0.1	0.0	0.0	0.1	0.0	0.7	0.0	680.6			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	3.8	0.0	0.0	0.0	20.9	0.0	2.5	0.0	33.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.3	0.1	0.0	0.0	26.9	0.0	79.6	0.0	764.1			
LnGrp LOS	A	A			C		E		F			
Approach Vol, veh/h		793			1227			675				
Approach Delay, s/veh		2.1			26.9			732.7				
Approach LOS		A			C			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	12.1	148.9		19.0		161.0			
Change Period (Y+Rc), s	6.4	6.4		6.0		6.4			
Max Green Setting (Gmax), s	7.6	140.6		13.0		154.6			
Max Q Clear Time (g_c+I1), s	5.6	37.0		15.0		2.0			
Green Ext Time (p_c), s	0.1	3.4		0.0		1.8			

Intersection Summary		
HCM 7th Control Delay, s/veh		196.4
HCM 7th LOS		F

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

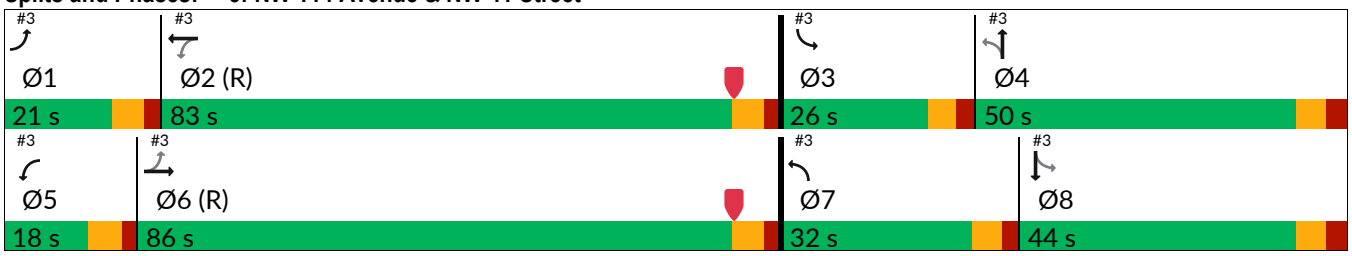


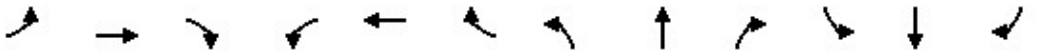
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	1030	57	179	1348	204	138	441	198	170	353	174
Future Volume (vph)	195	1030	57	179	1348	204	138	441	198	170	353	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	190		0	255		0	215		0	535		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1425			405			1000			350	
Travel Time (s)		24.3			6.9			19.5			6.8	
Adj. Flow (vph)	199	1051	58	183	1376	208	141	450	202	173	360	178
Lane Group Flow (vph)	199	1109	0	183	1584	0	141	652	0	173	538	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.4	40.4		11.4	40.4		11.3	45.0		11.3	46.0	
Total Split (s)	21.0	86.0		18.0	83.0		32.0	50.0		26.0	44.0	
Total Split (%)	11.7%	47.8%		10.0%	46.1%		17.8%	27.8%		14.4%	24.4%	
Maximum Green (s)	14.6	79.6		11.6	76.6		25.7	43.0		19.7	37.0	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.3	3.0		2.3	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.3	7.0		6.3	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		3.0	3.5		3.0	3.5	
Minimum Gap (s)	2.0	1.0		2.0	1.0		3.0	3.5		3.0	3.5	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			6.0			7.0	
Flash Don't Walk (s)		27.0			27.0			32.0			32.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.75	0.48		0.66	0.78		0.54	0.86		0.74	0.66	
Control Delay (s/veh)	64.0	34.6		34.8	49.5		47.2	75.5		60.5	61.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	64.0	34.6		34.8	49.5		47.2	75.5		60.5	61.0	
Queue Length 50th (ft)	175	319		106	625		118	380		147	286	
Queue Length 95th (ft)	m#393	449		171	670		166	451		212	348	
Internal Link Dist (ft)		1345			325			920			270	
Turn Bay Length (ft)	190			255			215			535		
Base Capacity (vph)	264	2389		282	2152		354	831		255	824	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.75	0.46		0.65	0.74		0.40	0.78		0.68	0.65	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 170 (94%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: NW 114 Avenue & NW 41 Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	1030	57	179	1348	204	138	441	198	170	353	174
Future Volume (veh/h)	195	1030	57	179	1348	204	138	441	198	170	353	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	199	1051	58	183	1376	208	141	450	202	173	360	178
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	220	2423	134	300	2170	328	240	504	224	216	519	253
Arrive On Green	0.02	0.16	0.16	0.02	0.16	0.16	0.07	0.21	0.21	0.09	0.23	0.23
Sat Flow, veh/h	1767	4913	271	1767	4441	671	1767	2372	1056	1767	2299	1118
Grp Volume(v), veh/h	199	722	387	183	1046	538	141	333	319	173	275	263
Grp Sat Flow(s),veh/h/ln	1767	1689	1807	1767	1689	1735	1767	1763	1665	1767	1763	1654
Q Serve(g_s), s	9.8	34.7	34.7	9.1	52.1	52.1	11.1	33.1	33.5	13.7	25.7	26.4
Cycle Q Clear(g_c), s	9.8	34.7	34.7	9.1	52.1	52.1	11.1	33.1	33.5	13.7	25.7	26.4
Prop In Lane	1.00		0.15	1.00		0.39	1.00		0.63	1.00		0.68
Lane Grp Cap(c), veh/h	220	1665	891	300	1650	848	240	374	354	216	398	374
V/C Ratio(X)	0.90	0.43	0.43	0.61	0.63	0.63	0.59	0.89	0.90	0.80	0.69	0.70
Avail Cap(c_a), veh/h	247	1665	891	305	1650	848	361	421	398	254	398	374
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	52.7	52.7	26.5	60.5	60.5	51.7	68.9	69.0	52.6	63.9	64.1
Incr Delay (d2), s/veh	26.4	0.7	1.3	2.4	1.9	3.6	2.3	19.4	21.8	14.6	5.2	6.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	22.1	23.7	7.7	32.3	33.6	8.9	23.7	23.1	11.3	17.9	17.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.1	53.4	54.1	28.9	62.3	64.1	53.9	88.3	90.9	67.3	69.1	70.3
LnGrp LOS	E	D	D	C	E	E	D	F	F	E	E	E
Approach Vol, veh/h		1308			1767			793			711	
Approach Delay, s/veh		55.2			59.4			83.2			69.1	
Approach LOS		E			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.3	94.4	22.1	45.2	17.5	95.2	19.7	47.7
Change Period (Y+Rc), s	6.4	6.4	6.3	7.0	6.4	6.4	6.3	7.0
Max Green Setting (Gmax), s	14.6	76.6	19.7	43.0	11.6	79.6	25.7	37.0
Max Q Clear Time (g_c+I1), s	11.8	54.1	15.7	35.5	11.1	36.7	13.1	28.4
Green Ext Time (p_c), s	0.1	4.1	0.2	2.7	0.0	2.5	0.3	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	63.8
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

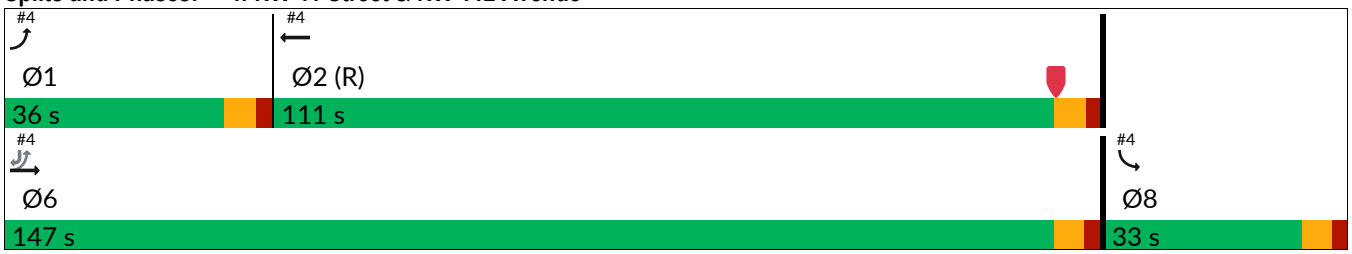


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	192	1268	1621	215	135	171
Future Volume (vph)	192	1268	1621	215	135	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	210			0	410	575
Storage Lanes	1			0	1	1
Taper Length (ft)	25			25	25	25
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		35	
Link Distance (ft)		356	580		350	
Travel Time (s)		6.1	9.9		6.8	
Adj. Flow (vph)	202	1335	1706	226	142	180
Lane Group Flow (vph)	202	1335	1932	0	219	103
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					6
Detector Phase	1	6	2		8	6
Switch Phase						
Minimum Initial (s)	5.0	16.0	16.0		7.0	16.0
Minimum Split (s)	11.4	22.4	22.4		13.2	22.4
Total Split (s)	36.0	147.0	111.0		33.0	147.0
Total Split (%)	20.0%	81.7%	61.7%		18.3%	81.7%
Maximum Green (s)	29.6	140.8	104.6		26.8	140.8
Yellow Time (s)	4.4	4.0	4.4		4.0	4.0
All-Red Time (s)	2.0	2.2	2.0		2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.4	6.2	6.4		6.2	6.2
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	1.0	1.0		3.5	1.0
Minimum Gap (s)	3.5	1.0	1.0		3.5	1.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	Min	C-Min		None	Min
Walk Time (s)						
Flash Don't Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.65	0.31	0.57		0.68	0.08
Control Delay (s/veh)	36.7	3.2	25.7		72.0	0.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	36.7	3.2	25.7		72.0	0.6
Queue Length 50th (ft)	105	102	671		104	0
Queue Length 95th (ft)	202	138	876		151	12
Internal Link Dist (ft)		276	500		270	
Turn Bay Length (ft)	210				410	575
Base Capacity (vph)	380	4263	3404		531	1223
Starvation Cap Reductn	0	0	0		0	0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.53	0.31	0.57		0.41	0.08

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 122 (68%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 4: NW 41 Street & NW 112 Avenue





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	192	1268	1621	215	135	171
Future Volume (veh/h)	192	1268	1621	215	135	171
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	202	1335	1706	226	107	217
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	252	4279	3491	460	151	268
Arrive On Green	0.04	0.84	0.77	0.77	0.09	0.09
Sat Flow, veh/h	1767	5233	4695	597	1767	3145
Grp Volume(v), veh/h	202	1335	1270	662	107	217
Grp Sat Flow(s),veh/h/ln	1767	1689	1689	1748	1767	1572
Q Serve(g_s), s	4.2	10.0	24.9	25.1	10.6	12.2
Cycle Q Clear(g_c), s	4.2	10.0	24.9	25.1	10.6	12.2
Prop In Lane	1.00			0.34	1.00	1.00
Lane Grp Cap(c), veh/h	252	4279	2604	1348	151	268
V/C Ratio(X)	0.80	0.31	0.49	0.49	0.71	0.81
Avail Cap(c_a), veh/h	475	4279	2604	1348	263	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	2.9	7.6	7.6	80.2	80.9
Incr Delay (d2), s/veh	7.0	0.0	0.7	1.3	7.2	6.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.3	4.8	13.3	14.1	8.9	9.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.8	3.0	8.2	8.9	87.4	87.8
LnGrp LOS	C	A	A	A	F	F
Approach Vol, veh/h		1537	1932		324	
Approach Delay, s/veh		5.8	8.4		87.7	
Approach LOS		A	A		F	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.3	145.2			158.5	21.5
Change Period (Y+Rc), s	6.4	6.4			* 6.4	6.2
Max Green Setting (Gmax), s	29.6	104.6			* 1.4E+02	26.8
Max Q Clear Time (g_c+I1), s	6.2	27.1			12.0	14.2
Green Ext Time (p_c), s	0.7	5.8			3.8	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	14.2
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	181	1212	1675	126	31	159
Future Volume (vph)	181	1212	1675	126	31	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25			25	25	25
Satd. Flow (prot)	1752	5036	4986	0	1752	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	5036	4986	0	1752	1568
Link Speed (mph)		40	40		30	
Link Distance (ft)		725	1328		1000	
Travel Time (s)		12.4	22.6		22.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	189	1263	1876	0	32	166
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	16.9

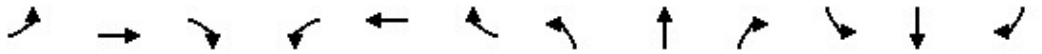
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	181	1212	1675	126	31	159
Future Vol, veh/h	181	1212	1675	126	31	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	189	1263	1745	131	32	166

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1876	0	-	0	2693	938
Stage 1	-	-	-	-	1810	-
Stage 2	-	-	-	-	882	-
Critical Hdwy	5.36	-	-	-	5.76	7.16
Critical Hdwy Stg 1	-	-	-	-	6.66	-
Critical Hdwy Stg 2	-	-	-	-	6.06	-
Follow-up Hdwy	3.13	-	-	-	3.83	3.93
Pot Cap-1 Maneuver	~ 143	-	-	-	38	227
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	328	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	~ 143	-	-	-	0	227
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	328	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	31.74	0	68.09
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	~ 143	-	-	-	55	227
HCM Lane V/C Ratio	1.32	-	-	-	0.583	0.731
HCM Ctrl Dly (s/v)	244.3	-	-	-	137.1	54.6
HCM Lane LOS	F	-	-	-	F	F
HCM 95th %tile Q(veh)	11.7	-	-	-	2.3	4.9

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

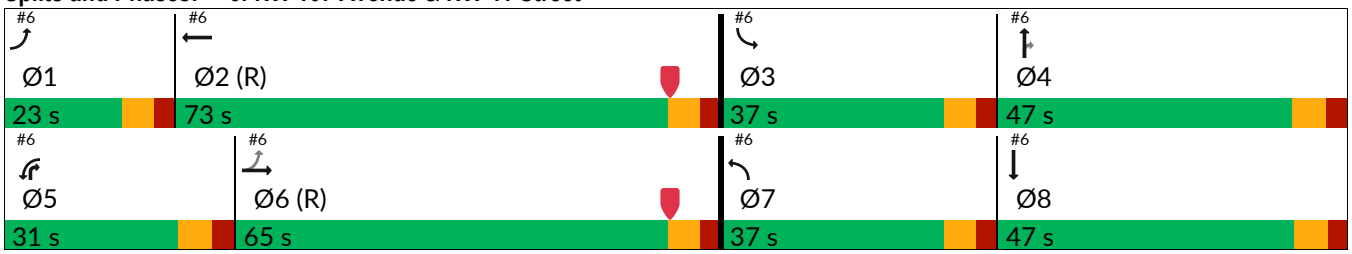


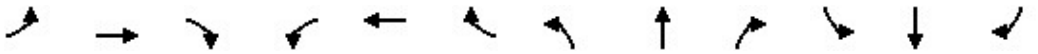
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	820	220	309	1409	221	308	777	167	203	551	114
Future Volume (vph)	146	820	220	309	1409	221	308	777	167	203	551	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	395		0	400		0	290		175	280		0
Storage Lanes	1		0	2		0	2		1	2		0
Taper Length (ft)	25		25	130		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1328			1061			1000			1000	
Travel Time (s)		22.6			18.1			17.0			17.0	
Adj. Flow (vph)	147	828	222	312	1423	223	311	785	169	205	557	115
Lane Group Flow (vph)	147	1050	0	312	1646	0	311	785	169	205	672	0
Turn Type	pm+pt	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6								4			
Detector Phase	1	6		5	2		7	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	5.0	7.0	7.0	
Minimum Split (s)	12.0	47.0		12.4	36.0		14.1	46.4	12.4	14.1	14.1	
Total Split (s)	23.0	65.0		31.0	73.0		37.0	47.0	31.0	37.0	47.0	
Total Split (%)	12.8%	36.1%		17.2%	40.6%		20.6%	26.1%	17.2%	20.6%	26.1%	
Maximum Green (s)	16.0	58.0		23.6	66.0		29.9	39.6	23.6	29.9	39.9	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.6	2.6		3.0	2.6		2.7	3.0	3.0	2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.4	7.0		7.1	7.4	7.4	7.1	7.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.5	1.0		2.0	3.0	2.5	2.0	3.0	
Minimum Gap (s)	2.0	1.0		2.5	1.0		2.0	3.0	2.5	2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Don't Walk (s)		33.0			22.0			32.0				
Pedestrian Calls (#/hr)		0			0			0				
v/c Ratio	0.81	0.59		0.80	0.83		0.79	0.81	0.23	0.71	0.79	
Control Delay (s/veh)	75.3	52.4		93.1	53.3		92.1	68.0	13.6	93.8	69.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	75.3	52.4		93.1	53.3		92.1	68.0	13.6	93.8	69.5	
Queue Length 50th (ft)	125	392		192	658		192	468	52	126	396	
Queue Length 95th (ft)	#243	452		248	754		243	555	107	172	482	
Internal Link Dist (ft)		1248			981			920			920	
Turn Bay Length (ft)	395			400			290		175	280		
Base Capacity (vph)	198	1791		445	1979		564	973	758	564	856	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.74	0.59		0.70	0.83		0.55	0.81	0.22	0.36	0.79	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 114 (63%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 6: NW 107 Avenue & NW 41 Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	820	220	309	1409	221	308	777	167	203	551	114
Future Volume (veh/h)	146	820	220	309	1409	221	308	777	167	203	551	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	147	828	222	312	1423	223	311	785	169	205	557	115
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	210	1695	451	354	2088	327	353	842	538	246	604	124
Arrive On Green	0.06	0.43	0.43	0.10	0.47	0.47	0.10	0.24	0.24	0.07	0.21	0.21
Sat Flow, veh/h	1767	3982	1060	3428	4417	692	3428	3526	1572	3428	2911	599
Grp Volume(v), veh/h	147	701	349	312	1088	558	311	785	169	205	337	335
Grp Sat Flow(s),veh/h/ln	1767	1689	1665	1714	1689	1731	1714	1763	1572	1714	1763	1748
Q Serve(g_s), s	8.4	27.1	27.4	16.2	45.1	45.2	16.1	39.3	14.3	10.6	33.7	33.9
Cycle Q Clear(g_c), s	8.4	27.1	27.4	16.2	45.1	45.2	16.1	39.3	14.3	10.6	33.7	33.9
Prop In Lane	1.00		0.64	1.00		0.40	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	210	1438	709	354	1596	818	353	842	538	246	366	363
V/C Ratio(X)	0.70	0.49	0.49	0.88	0.68	0.68	0.88	0.93	0.31	0.83	0.92	0.93
Avail Cap(c_a), veh/h	264	1438	709	449	1596	818	569	842	538	569	391	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	37.5	37.5	79.6	36.9	36.9	79.6	67.1	43.7	82.5	69.9	70.0
Incr Delay (d2), s/veh	3.6	1.2	2.4	14.6	2.4	4.6	5.6	17.0	0.3	2.8	25.8	26.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	17.0	17.3	12.4	26.2	27.4	11.8	26.8	9.5	8.4	24.6	24.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.0	38.7	40.0	94.2	39.3	41.5	85.2	84.1	44.0	85.3	95.7	96.9
LnGrp LOS	D	D	D	F	D	D	F	F	D	F	F	F
Approach Vol, veh/h		1197			1958			1265			877	
Approach Delay, s/veh		38.8			48.7			79.0			93.7	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	92.1	20.0	50.4	26.0	83.6	25.7	44.7
Change Period (Y+Rc), s	7.0	7.0	7.1	7.4	7.4	7.0	7.1	* 7.4
Max Green Setting (Gmax), s	16.0	66.0	29.9	39.6	23.6	58.0	29.9	* 40
Max Q Clear Time (g_c+I1), s	10.4	47.2	12.6	41.3	18.2	29.4	18.1	35.9
Green Ext Time (p_c), s	0.1	4.2	0.3	0.0	0.4	2.5	0.5	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	61.1
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Bowman

Background Conditions

2028 Background Intersection Capacity Analysis Summary

Location	CONTROL TYPE	Time	Level of Service[1]									
			EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
NW 41 Street and Florida's Turnpike SB	Signalized (Asset 5155)	AM	14.4	B	24.8	C	-		24.1	C	23.0	C
		PM	4.6	A	4.6	A			37.3	D	18.9	B
NW 41 Street and Florida's Turnpike NB	Signalized (Asset 5154)	AM	0.3	A	0.1	A	1091.5	F	-		403.7	F
		PM	2.3	A	27.3	C	852.3	F			238.7	F
NW 41 Street and NW 114 Avenue	Signalized (Asset 5942)	AM	17.8	B	7.1	A	81.7	F	117.1	F	42.0	D
		PM	57.4	E	28.5	C	83.8	F	69.3	E	52.0	D
NW 41 Street and NW 112 Avenue	Signalized (Asset 6457)	AM	6.5	A	17.9	B	70.4	E	143.3	F	29.8	C
		PM	21.2	C	25.0	C	79.6	E	91.4	F	29.9	C
NW 41 Street and NW 109 Avenue	Signalized (Asset 8195)	AM	24.5	C	20.4	C	67.6	E	81.5	F	30.3	C
		PM	21.4	C	22.1	C	89.0	F	95.1	F	31.1	C
NW 41 Street and NW 107 Avenue	Signalized (Asset 4887)	AM	38.3	D	92.3	F	73.4	E	135.7	F	75.9	E
		PM	67.5	E	60.6	E	75.9	E	97.3	F	71.7	E

[1] Delay is average delay per vehicle in seconds

2028 Background Queues Summary

Location	CONTROL TYPE	Time Period	95th Percentile Queue Lenghts (ft)									
NW 41 Street and Florida's Turnpike SB Ramp	Signalized (Asset 5155)	**Movements**	**EBT**	**WBT**	**SBL**	**SBR**						
		AM	84	258	213	34						
		PM	72	142	120	38						
NW 41 Street and Florida's Turnpike NB Ramp	Signalized (Asset 5154)	**Movements**	**EBL**	**EBT**	**WBT**	**WBR**	**NBL**	**NBR**				
		AM	66	369	95	4	133	572				
		PM	47	21	109	33	79	53				
NW 41 Street and NW 114 Avenue	Signalized (Asset 5942)	**Movements**	**EBL**	**EBT**	**WBL**	**WBT**	**NBL**	**NBT**	**SBL**	**SBT**		
		AM	195	725	424	339	92	221	307	517		
		PM	402	496	188	760	178	466	247	374		
NW 41 Street and NW 112 Avenue	Signalized (Asset 6457)	**Movements**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**
		AM	188	564	3	11	174	30	4	0	603	20
		PM	282	279	1	7	297	119	11	2	294	0
NW 41 Street and NW 109 Avenue	Signalized (Asset 8195)	**Movements**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**NBL**	**NBT**	**SBL**	**SBT**	
		AM	47	255	0	37	159	61	41	239	128	
		PM	189	390	1	36	805	172	87	281	94	
NW 41 Street and NW 107 Avenue	Signalized (Asset 4887)	**Movements**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**
		AM	69	342	72	381	296	173	390	227	320	757
		PM	488	447	189	278	881	267	581	136	191	565



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	221	180	0	1441	283
Future Volume (vph)	0	221	180	0	1441	283
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	200
Storage Lanes	0			0	3	1
Taper Length (ft)	25			25	25	25
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		25	
Link Distance (ft)		1000	860		1000	
Travel Time (s)		22.7	19.5		27.3	
Adj. Flow (vph)	0	230	188	0	1501	308
Lane Group Flow (vph)	0	230	188	0	1501	308
Turn Type		NA	NA		Prot	Prot
Protected Phases		6	2		4	4
Permitted Phases						
Detector Phase		6	2		4	4
Switch Phase						
Minimum Initial (s)		16.0	16.0		7.0	7.0
Minimum Split (s)		22.4	22.4		13.4	13.4
Total Split (s)		35.0	35.0		55.0	55.0
Total Split (%)		38.9%	38.9%		61.1%	61.1%
Maximum Green (s)		28.6	28.6		48.6	48.6
Yellow Time (s)		4.4	4.4		4.4	4.4
All-Red Time (s)		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.4	6.4		6.4	6.4
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		1.0	1.0		4.0	4.0
Minimum Gap (s)		1.0	1.0		4.0	4.0
Time Before Reduce (s)		0.0	0.0		0.0	0.0
Time To Reduce (s)		0.0	0.0		0.0	0.0
Recall Mode		C-Min	C-Min		None	None
Walk Time (s)						
Flash Don't Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio		0.17	0.26		0.64	0.34
Control Delay (s/veh)		20.5	28.7		19.0	2.3
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		20.5	28.7		19.0	2.3
Queue Length 50th (ft)		45	165		226	0
Queue Length 95th (ft)		84	258		213	34
Internal Link Dist (ft)		920	780		920	
Turn Bay Length (ft)						200
Base Capacity (vph)		1376	724		2702	997
Starvation Cap Reductn		0	0		0	0

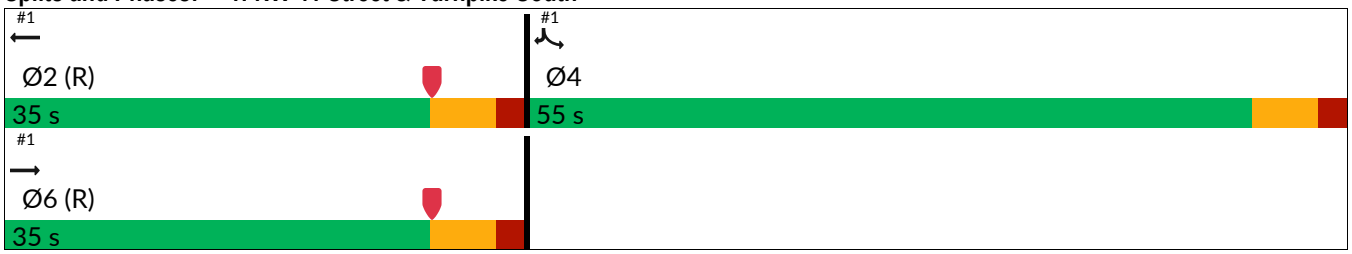
Asset 5155

WBLT is prohibited and WBRT is not part of signal operations

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.17	0.26		0.56	0.31

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 4 (4%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NW 41 Street & Turnpike South



Asset 5155
WBLT is prohibited and WBRT is not part of signal operations



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑		↰↰↰	↱
Traffic Volume (veh/h)	0	221	180	0	1441	283
Future Volume (veh/h)	0	221	180	0	1441	283
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	230	188	0	1501	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.92
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	1608	846	0	2002	
Arrive On Green	0.00	0.46	0.15	0.00	0.40	0.00
Sat Flow, veh/h	0	3711	1856	0	4983	1572
Grp Volume(v), veh/h	0	230	188	0	1501	0
Grp Sat Flow(s),veh/h/ln	0	1763	1856	0	1661	1572
Q Serve(g_s), s	0.0	3.4	8.0	0.0	23.2	0.0
Cycle Q Clear(g_c), s	0.0	3.4	8.0	0.0	23.2	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1608	846	0	2002	
V/C Ratio(X)	0.00	0.14	0.22	0.00	0.75	
Avail Cap(c_a), veh/h	0	1608	846	0	2691	
HCM Platoon Ratio	1.00	1.00	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.98	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	14.2	24.2	0.0	23.1	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.6	0.0	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	2.4	7.0	0.0	13.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	14.4	24.8	0.0	24.1	0.0
LnGrp LOS		B	C		C	
Approach Vol, veh/h		230	188		1501	
Approach Delay, s/veh		14.4	24.8		24.1	
Approach LOS		B	C		C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	47.4	42.6	47.4
Change Period (Y+Rc), s	6.4	6.4	6.4
Max Green Setting (Gmax), s	28.6	48.6	28.6
Max Q Clear Time (g_c+I1), s	10.0	25.2	5.4
Green Ext Time (p_c), s	0.3	10.9	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	23.0
HCM 7th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Asset 5155

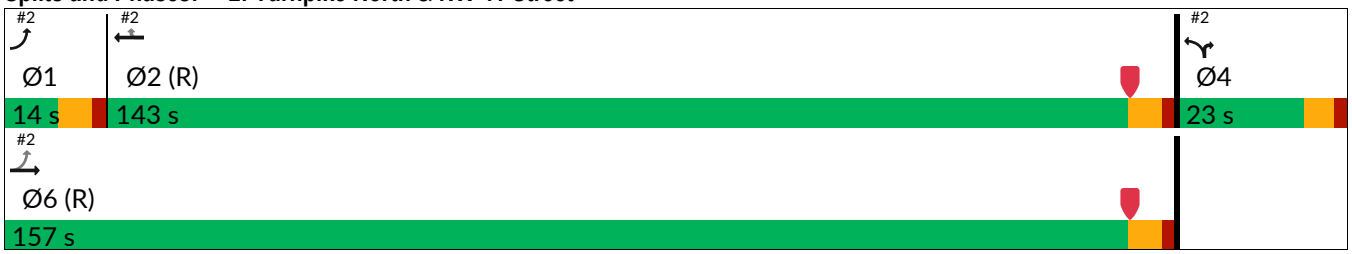
WBLT is prohibited and WBRT is not part of signal operations

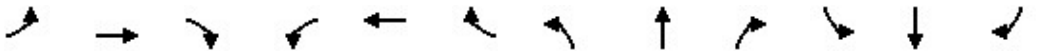
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	1418	0	0	561	382	88	0	1118	0	0	0
Future Volume (vph)	79	1418	0	0	561	382	88	0	1118	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	0		100	420		300	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		860			1425			1000			1000	
Travel Time (s)		19.5			24.3			22.7			22.7	
Adj. Flow (vph)	81	1462	0	0	578	394	91	0	1153	0	0	0
Lane Group Flow (vph)	81	1462	0	0	578	394	91	0	1153	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Prot		Prot			
Protected Phases	1	6			2		4		4			
Permitted Phases	6					2						
Detector Phase	1	6			2	2	4		4			
Switch Phase												
Minimum Initial (s)	5.0	16.0			16.0	16.0	7.0		7.0			
Minimum Split (s)	11.4	22.4			22.4	22.4	13.0		13.0			
Total Split (s)	14.0	157.0			143.0	143.0	23.0		23.0			
Total Split (%)	7.8%	87.2%			79.4%	79.4%	12.8%		12.8%			
Maximum Green (s)	7.6	150.6			136.6	136.6	17.0		17.0			
Yellow Time (s)	4.4	4.4			4.4	4.4	4.0		4.0			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	6.4	6.4			6.4	6.4	6.0		6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.5	1.0			1.0	1.0	2.5		2.5			
Minimum Gap (s)	2.5	1.0			1.0	1.0	2.5		2.5			
Time Before Reduce (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Time To Reduce (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Recall Mode	None	C-Min			C-Min	C-Min	None		None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.20	0.55			0.26	0.43	0.13		0.72			
Control Delay (s/veh)	15.3	22.1			20.7	1.6	37.4		38.9			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay (s/veh)	15.3	22.1			20.7	1.6	37.4		38.9			
Queue Length 50th (ft)	52	392			109	0	64		386			
Queue Length 95th (ft)	66	369			95	4	133		572			
Internal Link Dist (ft)		780			1345			920			920	
Turn Bay Length (ft)	300					100	420		300			
Base Capacity (vph)	400	4213			3821	1284	712		1600			
Starvation Cap Reductn	0	0			0	0	0		0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.20	0.35			0.15	0.31	0.13		0.72			

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 69 (38%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 2: Turnpike North & NW 41 Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	1418	0	0	561	382	88	0	1118	0	0	0
Future Volume (veh/h)	79	1418	0	0	561	382	88	0	1118	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	0	1856			
Adj Flow Rate, veh/h	81	1462	0	0	578	0	91	0	1153			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	3	3	0	0	3	3	3	0	3			
Cap, veh/h	730	4238	0	0	3920		167	0	339			
Arrive On Green	0.05	1.00	0.00	0.00	1.00	0.00	0.09	0.00	0.09			
Sat Flow, veh/h	1767	5233	0	0	5233	1572	1767	0	3585			
Grp Volume(v), veh/h	81	1462	0	0	578	0	91	0	1153			
Grp Sat Flow(s),veh/h/ln	1767	1689	0	0	1689	1572	1767	0	1195			
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.0	8.8	0.0	17.0			
Cycle Q Clear(g_c), s	1.7	0.0	0.0	0.0	0.0	0.0	8.8	0.0	17.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	730	4238	0	0	3920		167	0	339			
V/C Ratio(X)	0.11	0.34	0.00	0.00	0.15		0.55	0.00	3.41			
Avail Cap(c_a), veh/h	756	4238	0	0	3920		167	0	339			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.79	0.79	0.00	0.00	0.90	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	3.2	0.0	0.0	0.0	0.0	0.0	77.8	0.0	81.5			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0	3.0	0.0	1089.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	1.0	0.1	0.0	0.0	0.0	0.0	7.6	0.0	61.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.3	0.2	0.0	0.0	0.1	0.0	80.8	0.0	1171.3			
LnGrp LOS	A	A			A		F		F			
Approach Vol, veh/h		1543			578			1244				
Approach Delay, s/veh		0.3			0.1			1091.5				
Approach LOS		A			A			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	11.3	145.7		23.0		157.0			
Change Period (Y+Rc), s	6.4	6.4		6.0		6.4			
Max Green Setting (Gmax), s	7.6	136.6		17.0		150.6			
Max Q Clear Time (g_c+I1), s	3.7	2.0		19.0		2.0			
Green Ext Time (p_c), s	0.0	1.4		0.0		5.2			

Intersection Summary		
HCM 7th Control Delay, s/veh		403.7
HCM 7th LOS		F

Notes

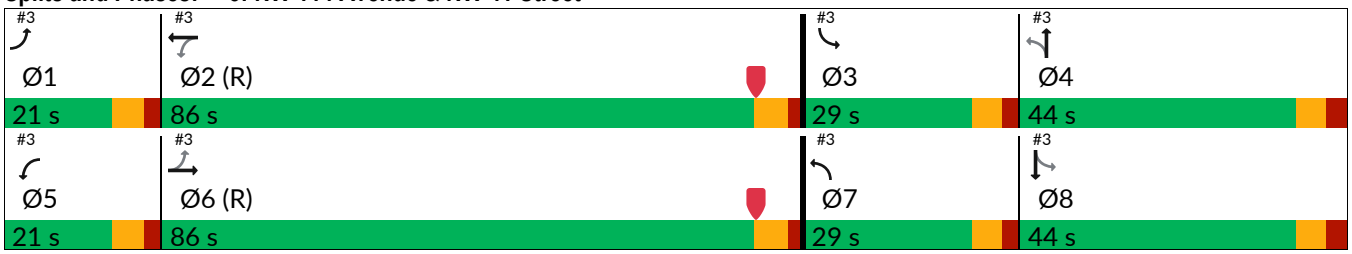
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

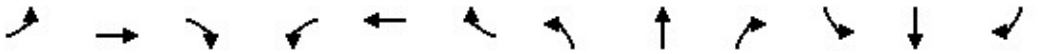
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	221	1597	127	200	837	112	65	221	96	242	515	189
Future Volume (vph)	221	1597	127	200	837	112	65	221	96	242	515	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	190		0	255		0	215		0	535		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1425			405			1000			350	
Travel Time (s)		24.3			6.9			19.5			6.8	
Adj. Flow (vph)	228	1646	131	206	863	115	67	228	99	249	531	205
Lane Group Flow (vph)	228	1777	0	206	978	0	67	327	0	249	736	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.4	40.4		11.4	40.4		11.3	45.0		11.3	46.0	
Total Split (s)	21.0	86.0		21.0	86.0		29.0	44.0		29.0	44.0	
Total Split (%)	11.7%	47.8%		11.7%	47.8%		16.1%	24.4%		16.1%	24.4%	
Maximum Green (s)	14.6	79.6		14.6	79.6		22.7	37.0		22.7	37.0	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.3	3.0		2.3	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.3	7.0		6.3	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		3.0	3.5		3.0	3.5	
Minimum Gap (s)	2.0	1.0		2.0	1.0		3.0	3.5		3.0	3.5	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			6.0			7.0	
Flash Don't Walk (s)		27.0			27.0			32.0			32.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.71	0.89		0.80	0.44		0.37	0.47		0.65	0.79	
Control Delay (s/veh)	33.0	51.8		72.2	35.0		44.3	59.2		50.2	65.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	33.0	51.8		72.2	35.0		44.3	59.2		50.2	65.9	
Queue Length 50th (ft)	114	648		193	298		53	168		222	423	
Queue Length 95th (ft)	195	725		#424	339		92	221		307	517	
Internal Link Dist (ft)		1345			325			920			270	
Turn Bay Length (ft)	190			255			215			535		
Base Capacity (vph)	327	2207		258	2245		297	721		393	929	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.70	0.81		0.80	0.44		0.23	0.45		0.63	0.79	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 167 (93%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: NW 114 Avenue & NW 41 Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	1597	127	200	837	112	65	221	96	242	515	189
Future Volume (veh/h)	221	1597	127	200	837	112	65	221	96	242	515	189
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	228	1646	131	206	863	115	67	228	99	249	531	205
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	471	2578	205	255	2422	321	116	296	125	292	512	197
Arrive On Green	0.09	0.72	0.72	0.14	1.00	1.00	0.04	0.12	0.12	0.13	0.21	0.21
Sat Flow, veh/h	1767	4784	380	1767	4525	600	1767	2418	1017	1767	2489	957
Grp Volume(v), veh/h	228	1161	616	206	643	335	67	164	163	249	375	361
Grp Sat Flow(s),veh/h/ln	1767	1689	1787	1767	1689	1748	1767	1763	1673	1767	1763	1683
Q Serve(g_s), s	10.8	32.3	32.4	10.1	0.0	0.0	5.9	16.2	17.0	21.9	37.0	37.0
Cycle Q Clear(g_c), s	10.8	32.3	32.4	10.1	0.0	0.0	5.9	16.2	17.0	21.9	37.0	37.0
Prop In Lane	1.00		0.21	1.00		0.34	1.00		0.61	1.00		0.57
Lane Grp Cap(c), veh/h	471	1820	963	255	1807	935	116	216	205	292	362	346
V/C Ratio(X)	0.48	0.64	0.64	0.81	0.36	0.36	0.58	0.76	0.80	0.85	1.04	1.04
Avail Cap(c_a), veh/h	489	1820	963	279	1807	935	263	362	344	292	362	346
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	16.3	16.3	24.0	0.0	0.0	66.5	76.4	76.8	58.7	71.5	71.5
Incr Delay (d2), s/veh	0.2	1.3	2.4	13.5	0.5	1.1	4.5	6.5	8.2	20.9	57.0	59.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.1	15.3	16.5	8.2	0.2	0.5	5.1	12.3	12.4	17.1	30.8	30.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.9	17.6	18.8	37.5	0.5	1.1	71.0	82.9	85.0	79.7	128.5	131.2
LnGrp LOS	B	B	B	D	A	A	E	F	F	E	F	F
Approach Vol, veh/h		2005			1184			394			985	
Approach Delay, s/veh		17.8			7.1			81.7			117.1	
Approach LOS		B			A			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.2	102.7	29.0	29.0	18.6	103.4	14.0	44.0
Change Period (Y+Rc), s	6.4	6.4	6.3	7.0	6.4	6.4	6.3	7.0
Max Green Setting (Gmax), s	14.6	79.6	22.7	37.0	14.6	79.6	22.7	37.0
Max Q Clear Time (g_c+I1), s	12.8	2.0	23.9	19.0	12.1	34.4	7.9	39.0
Green Ext Time (p_c), s	0.1	2.2	0.0	2.0	0.1	4.9	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	42.0
HCM 7th LOS	D

Notes

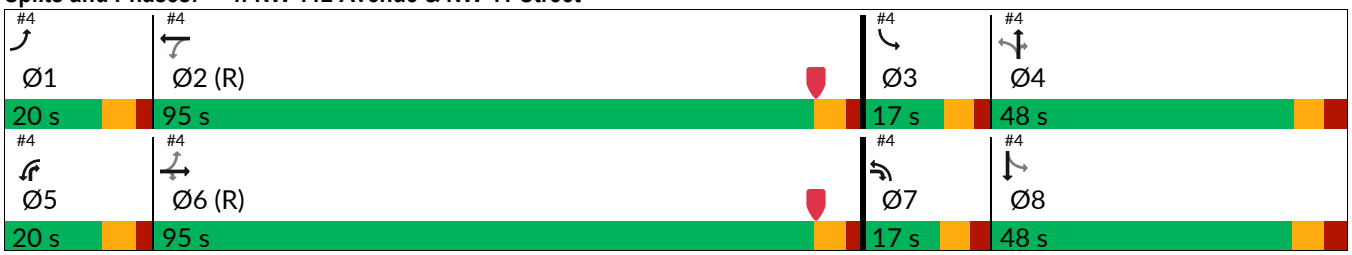
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	1845	35	18	1111	114	10	1	5	340	3	204
Future Volume (vph)	234	1845	35	18	1111	114	10	1	5	340	3	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		280	440		0	190		190	410		575
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		356			580			1004			350	
Travel Time (s)		6.1			9.9			17.1			6.8	
Adj. Flow (vph)	244	1883	38	20	1134	116	11	1	5	347	3	222
Lane Group Flow (vph)	244	1883	38	20	1250	0	11	1	5	347	225	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases	6		6	2			4		4	8		
Detector Phase	1	6	7	5	2		7	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0	5.0	5.0	16.0		5.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.6	47.5	11.6	11.6	34.5		11.6	52.5	11.6	11.0	52.5	
Total Split (s)	20.0	95.0	17.0	20.0	95.0		17.0	48.0	20.0	17.0	48.0	
Total Split (%)	11.1%	52.8%	9.4%	11.1%	52.8%		9.4%	26.7%	11.1%	9.4%	26.7%	
Maximum Green (s)	13.4	88.5	10.4	13.4	88.5		10.4	40.9	13.4	11.0	40.5	
Yellow Time (s)	4.4	4.4	4.0	4.4	4.4		4.0	4.0	4.4	4.0	4.4	
All-Red Time (s)	2.2	2.1	2.6	2.2	2.1		2.6	3.1	2.2	2.0	3.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.6	6.5	6.6	6.6	6.5		6.6	7.1	6.6	6.0	7.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.0	2.0	3.5	3.0		2.0	3.5	3.5	2.0	3.5	
Minimum Gap (s)	3.5	3.0	2.0	3.5	3.0		2.0	3.5	3.5	2.0	3.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		34.0			21.0			38.0			38.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.60	0.55	0.03	0.13	0.46		0.15	0.01	0.04	1.00	0.35	
Control Delay (s/veh)	18.7	17.1	0.3	8.8	15.0		74.7	83.0	0.4	118.5	4.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	18.7	17.1	0.3	8.8	15.0		74.7	83.0	0.4	118.5	4.1	
Queue Length 50th (ft)	89	449	0	5	165		13	0	0	419	0	
Queue Length 95th (ft)	188	564	3	m11	174		30	4	0	#603	20	
Internal Link Dist (ft)		276			500			924			270	
Turn Bay Length (ft)	210		280	440			190		190	410		
Base Capacity (vph)	407	3431	1242	225	2743		117	804	198	346	877	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.60	0.55	0.03	0.09	0.46		0.09	0.00	0.03	1.00	0.26	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 100 (56%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 125	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 4: NW 112 Avenue & NW 41 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	234	1845	35	18	1111	114	10	1	5	340	3	204
Future Volume (veh/h)	234	1845	35	18	1111	114	10	1	5	340	3	204
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1856	1856	1870	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	244	1883	38	20	1134	116	11	1	5	347	3	222
Peak Hour Factor	0.96	0.98	0.92	0.92	0.98	0.98	0.92	0.92	0.92	0.98	0.92	0.92
Percent Heavy Veh, %	3	3	2	2	3	3	2	2	2	3	2	3
Cap, veh/h	370	3363	1071	206	2888	295	82	390	202	301	277	247
Arrive On Green	0.08	0.88	0.88	0.02	0.62	0.62	0.01	0.11	0.11	0.06	0.16	0.16
Sat Flow, veh/h	1767	5066	1585	1781	4669	477	1781	3554	1585	1767	1777	1585
Grp Volume(v), veh/h	244	1883	38	20	820	430	11	1	5	347	3	222
Grp Sat Flow(s),veh/h/ln	1767	1689	1585	1781	1689	1770	1781	1777	1585	1767	1777	1585
Q Serve(g_s), s	9.2	15.5	0.5	0.7	22.0	22.0	1.0	0.0	0.5	11.0	0.3	24.8
Cycle Q Clear(g_c), s	9.2	15.5	0.5	0.7	22.0	22.0	1.0	0.0	0.5	11.0	0.3	24.8
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	370	3363	1071	206	2089	1094	82	390	202	301	277	247
V/C Ratio(X)	0.66	0.56	0.04	0.10	0.39	0.39	0.13	0.00	0.02	1.15	0.01	0.90
Avail Cap(c_a), veh/h	390	3363	1071	307	2089	1094	164	807	388	301	400	357
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	4.4	3.3	12.2	17.3	17.3	70.7	71.4	68.8	75.2	64.3	74.6
Incr Delay (d2), s/veh	4.1	0.7	0.1	0.2	0.6	1.1	0.3	0.0	0.1	99.9	0.0	20.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	6.5	0.3	0.6	13.5	14.2	0.8	0.0	0.4	25.1	0.2	17.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.2	5.1	3.4	12.5	17.9	18.4	70.9	71.4	68.8	175.1	64.3	94.7
LnGrp LOS	B	A	A	B	B	B	E		E	F	E	F
Approach Vol, veh/h		2165			1270			17			572	
Approach Delay, s/veh		6.5			17.9			70.4			143.3	
Approach LOS		A			B			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	117.8	17.0	27.2	9.8	126.0	8.7	35.5
Change Period (Y+Rc), s	6.6	6.5	6.0	* 7.5	6.6	6.5	6.6	7.5
Max Green Setting (Gmax), s	13.4	88.5	11.0	* 41	13.4	88.5	10.4	40.5
Max Q Clear Time (g_c+I1), s	11.2	24.0	13.0	2.5	2.7	17.5	3.0	26.8
Green Ext Time (p_c), s	0.2	10.8	0.0	0.0	0.0	25.4	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	29.8
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

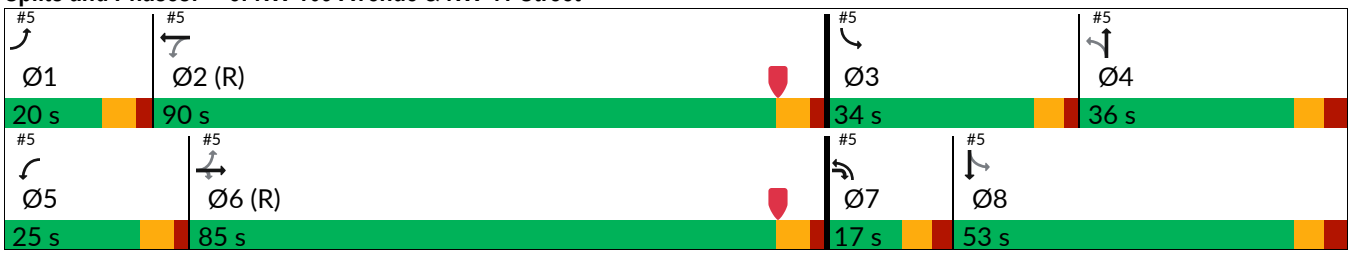
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	2063	37	47	1038	29	28	2	23	149	5	263
Future Volume (vph)	148	2063	37	47	1038	29	28	2	23	149	5	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		175	260		0	150		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		725			1328			957			1000	
Travel Time (s)		12.4			22.6			21.8			22.7	
Adj. Flow (vph)	153	2127	40	51	1070	30	30	2	25	154	5	286
Lane Group Flow (vph)	153	2127	40	51	1100	0	30	27	0	154	291	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	7	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0	5.0	5.0	16.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.5	41.4	11.6	11.5	30.4		11.6	50.3		11.1	48.2	
Total Split (s)	20.0	85.0	17.0	25.0	90.0		17.0	36.0		34.0	53.0	
Total Split (%)	11.1%	47.2%	9.4%	13.9%	50.0%		9.4%	20.0%		18.9%	29.4%	
Maximum Green (s)	13.5	78.6	10.4	18.5	83.6		10.4	28.7		27.9	45.8	
Yellow Time (s)	4.4	4.4	4.0	4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.1	2.0	2.6	2.1	2.0		2.6	3.3		2.1	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.6	6.5	6.4		6.6	7.3		6.1	7.2	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	3.0	2.0	2.5	3.0		2.0	2.5		2.0	2.5	
Minimum Gap (s)	2.5	3.0	2.0	2.5	3.0		2.0	2.5		2.0	2.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		28.0			17.0			36.0			34.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.41	0.60	0.03	0.37	0.33		0.26	0.30		0.69	0.73	
Control Delay (s/veh)	7.6	12.7	0.0	26.8	12.3		65.5	37.6		82.4	21.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	7.6	12.7	0.0	26.8	12.3		65.5	37.6		82.4	21.2	
Queue Length 50th (ft)	30	663	0	15	139		31	2		170	22	
Queue Length 95th (ft)	m47	m255	m0	m37	m159		61	41		239	128	
Internal Link Dist (ft)		645			1248			877			920	
Turn Bay Length (ft)	200		175	260			150					
Base Capacity (vph)	406	3540	1281	255	3384		147	276		292	602	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.38	0.60	0.03	0.20	0.33		0.20	0.10		0.53	0.48	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 97 (54%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NW 109 Avenue & NW 41 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	2063	37	47	1038	29	28	2	23	149	5	263
Future Volume (veh/h)	148	2063	37	47	1038	29	28	2	23	149	5	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1856	1856	1870	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	153	2127	40	51	1070	30	30	2	25	154	5	286
Peak Hour Factor	0.97	0.97	0.92	0.92	0.97	0.97	0.92	0.92	0.92	0.97	0.92	0.92
Percent Heavy Veh, %	3	3	2	2	3	3	2	2	2	3	2	3
Cap, veh/h	364	3072	995	144	2965	83	98	16	203	358	5	309
Arrive On Green	0.05	0.61	0.61	0.03	0.59	0.59	0.02	0.14	0.14	0.09	0.20	0.20
Sat Flow, veh/h	1767	5066	1585	1781	5065	142	1781	119	1484	1767	27	1562
Grp Volume(v), veh/h	153	2127	40	51	713	387	30	0	27	154	0	291
Grp Sat Flow(s),veh/h/ln	1767	1689	1585	1781	1689	1830	1781	0	1603	1767	0	1589
Q Serve(g_s), s	6.3	51.3	1.7	2.1	20.0	20.0	2.6	0.0	2.7	13.2	0.0	32.4
Cycle Q Clear(g_c), s	6.3	51.3	1.7	2.1	20.0	20.0	2.6	0.0	2.7	13.2	0.0	32.4
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.93	1.00		0.98
Lane Grp Cap(c), veh/h	364	3072	995	144	1977	1071	98	0	219	358	0	314
V/C Ratio(X)	0.42	0.69	0.04	0.35	0.36	0.36	0.31	0.00	0.12	0.43	0.00	0.93
Avail Cap(c_a), veh/h	414	3072	995	282	1977	1071	162	0	256	481	0	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	24.0	12.8	22.7	19.6	19.6	66.2	0.0	68.2	58.1	0.0	70.9
Incr Delay (d2), s/veh	0.6	1.3	0.1	1.0	0.5	0.8	0.7	0.0	0.2	0.3	0.0	22.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	27.8	1.2	1.6	12.3	13.3	2.2	0.0	2.0	10.0	0.0	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.5	25.3	12.9	23.7	20.1	20.5	66.8	0.0	68.4	58.4	0.0	93.7
LnGrp LOS	B	C	B	C	C	C	E		E	E		F
Approach Vol, veh/h		2320			1151			57			445	
Approach Delay, s/veh		24.5			20.4			67.6			81.5	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	111.8	21.4	31.9	11.1	115.6	10.5	42.9
Change Period (Y+Rc), s	6.5	6.4	6.1	7.3	6.5	6.4	6.6	* 7.3
Max Green Setting (Gmax), s	13.5	83.6	27.9	28.7	18.5	78.6	10.4	* 46
Max Q Clear Time (g_c+I1), s	8.3	22.0	15.2	4.7	4.1	53.3	4.6	34.4
Green Ext Time (p_c), s	0.1	8.8	0.2	0.1	0.0	18.0	0.0	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	30.3
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

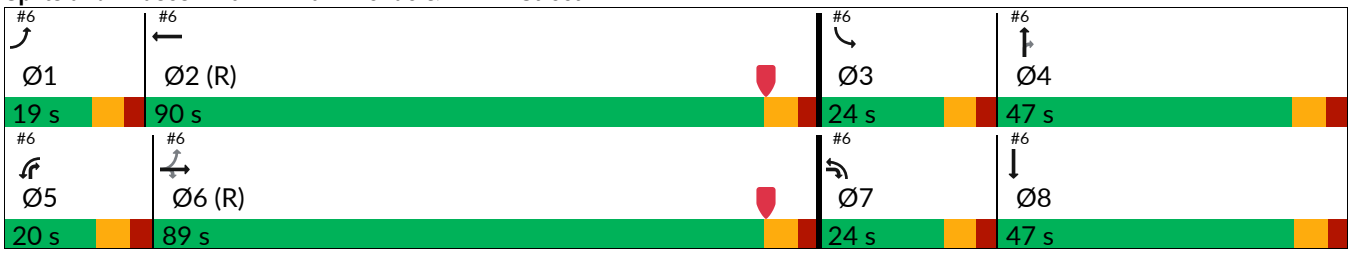
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	1852	321	318	751	132	197	520	214	311	762	61
Future Volume (vph)	98	1852	321	318	751	132	197	520	214	311	762	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	420		580	400		0	290		175	280		0
Storage Lanes	1		1	2		0	2		1	2		0
Taper Length (ft)	25		25	130		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1328			1061			1000			1000	
Travel Time (s)		22.6			18.1			17.0			17.0	
Adj. Flow (vph)	101	1909	331	328	774	136	203	536	221	321	786	66
Lane Group Flow (vph)	101	1909	331	328	910	0	203	536	221	321	852	0
Turn Type	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases	6		6						4			
Detector Phase	1	6	7	5	2		7	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0		7.0	7.0	5.0	7.0	7.0	
Minimum Split (s)	12.0	47.0	14.1	12.4	36.0		14.1	46.4	12.4	14.1	14.1	
Total Split (s)	19.0	89.0	24.0	20.0	90.0		24.0	47.0	20.0	24.0	47.0	
Total Split (%)	10.6%	49.4%	13.3%	11.1%	50.0%		13.3%	26.1%	11.1%	13.3%	26.1%	
Maximum Green (s)	12.0	82.0	16.9	12.6	83.0		16.9	39.6	12.6	16.9	39.9	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.6	2.6	2.7	3.0	2.6		2.7	3.0	3.0	2.7	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.1	7.4	7.0		7.1	7.4	7.4	7.1	7.1	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	1.0	2.0	2.5	1.0		2.0	3.0	2.5	2.0	3.0	
Minimum Gap (s)	2.0	1.0	2.0	2.5	1.0		2.0	3.0	2.5	2.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Don't Walk (s)		33.0			22.0			32.0				
Pedestrian Calls (#/hr)		0			0			0				
v/c Ratio	0.35	0.90	0.38	1.38	0.41		0.74	0.66	0.38	0.83	0.92	
Control Delay (s/veh)	29.9	64.9	25.5	250.1	33.6		96.7	67.7	33.2	94.4	77.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	29.9	64.9	25.5	250.1	33.6		96.7	67.7	33.2	94.4	77.8	
Queue Length 50th (ft)	81	708	215	~269	264		125	318	142	197	535	
Queue Length 95th (ft)	m110	936	394	#381	296		173	390	227	#320	#757	
Internal Link Dist (ft)		1248			981			920			920	
Turn Bay Length (ft)	420		580	400			290		175	280		
Base Capacity (vph)	314	2294	901	238	2284		319	813	581	389	928	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.32	0.83	0.37	1.38	0.40		0.64	0.66	0.38	0.83	0.92	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 68 (38%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 6: NW 107 Avenue & NW 41 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1852	321	318	751	132	197	520	214	311	762	61
Future Volume (veh/h)	98	1852	321	318	751	132	197	520	214	311	762	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	101	1909	331	328	774	136	203	536	221	321	786	66
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	356	2418	861	240	2210	385	241	699	422	322	730	61
Arrive On Green	0.04	0.48	0.48	0.07	0.51	0.51	0.07	0.20	0.20	0.09	0.22	0.22
Sat Flow, veh/h	1767	5066	1572	3428	4340	756	3428	3526	1572	3428	3292	276
Grp Volume(v), veh/h	101	1909	331	328	601	309	203	536	221	321	421	431
Grp Sat Flow(s),veh/h/ln	1767	1689	1572	1714	1689	1719	1714	1763	1572	1714	1763	1806
Q Serve(g_s), s	5.3	56.9	21.7	12.6	19.1	19.4	10.5	25.9	21.5	16.8	39.9	39.9
Cycle Q Clear(g_c), s	5.3	56.9	21.7	12.6	19.1	19.4	10.5	25.9	21.5	16.8	39.9	39.9
Prop In Lane	1.00		1.00	1.00		0.44	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	356	2418	861	240	1720	876	241	699	422	322	391	400
V/C Ratio(X)	0.28	0.79	0.38	1.37	0.35	0.35	0.84	0.77	0.52	1.00	1.08	1.08
Avail Cap(c_a), veh/h	402	2418	861	240	1720	876	322	776	456	322	391	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	39.4	23.3	83.7	26.4	26.4	82.7	68.2	56.1	81.5	70.1	70.1
Incr Delay (d2), s/veh	0.1	2.1	1.0	189.4	0.6	1.1	11.0	4.2	1.0	49.4	67.6	67.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	30.7	12.4	19.3	12.5	13.0	8.7	17.7	13.5	14.7	34.9	35.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.9	41.5	24.3	273.1	26.9	27.5	93.6	72.4	57.1	130.9	137.7	137.3
LnGrp LOS	C	D	C	F	C	C	F	E	E	F	F	F
Approach Vol, veh/h		2341			1238			960			1173	
Approach Delay, s/veh		38.3			92.3			73.4			135.7	
Approach LOS		D			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	98.7	24.0	43.1	20.0	92.9	19.8	47.3
Change Period (Y+Rc), s	7.0	7.0	7.1	7.4	7.4	7.0	7.1	* 7.4
Max Green Setting (Gmax), s	12.0	83.0	16.9	39.6	12.6	82.0	16.9	* 40
Max Q Clear Time (g_c+I1), s	7.3	21.4	18.8	27.9	14.6	58.9	12.5	41.9
Green Ext Time (p_c), s	0.0	2.1	0.0	3.2	0.0	6.3	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	75.9
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	415	186	0	469	84
Future Volume (vph)	0	415	186	0	469	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	200
Storage Lanes	0			0	3	1
Taper Length (ft)	25			25	25	25
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		25	
Link Distance (ft)		1000	860		1000	
Travel Time (s)		22.7	19.5		27.3	
Adj. Flow (vph)	0	437	196	0	494	91
Lane Group Flow (vph)	0	437	196	0	494	91
Turn Type		NA	NA		Prot	Prot
Protected Phases		6	2		4	4
Permitted Phases						
Detector Phase		6	2		4	4
Switch Phase						
Minimum Initial (s)		16.0	16.0		7.0	7.0
Minimum Split (s)		22.4	22.4		13.4	13.4
Total Split (s)		35.0	35.0		55.0	55.0
Total Split (%)		38.9%	38.9%		61.1%	61.1%
Maximum Green (s)		28.6	28.6		48.6	48.6
Yellow Time (s)		4.4	4.4		4.4	4.4
All-Red Time (s)		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.4	6.4		6.4	6.4
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		1.0	1.0		4.0	4.0
Minimum Gap (s)		1.0	1.0		4.0	4.0
Time Before Reduce (s)		0.0	0.0		0.0	0.0
Time To Reduce (s)		0.0	0.0		0.0	0.0
Recall Mode		C-Min	C-Min		None	None
Walk Time (s)						
Flash Don't Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio		0.18	0.16		0.56	0.26
Control Delay (s/veh)		5.9	7.6		35.7	8.6
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		5.9	7.6		35.7	8.6
Queue Length 50th (ft)		43	93		93	0
Queue Length 95th (ft)		72	142		120	38
Internal Link Dist (ft)		920	780		920	
Turn Bay Length (ft)						200
Base Capacity (vph)		2376	1250		2668	888
Starvation Cap Reductn		0	0		0	0

Asset 5155

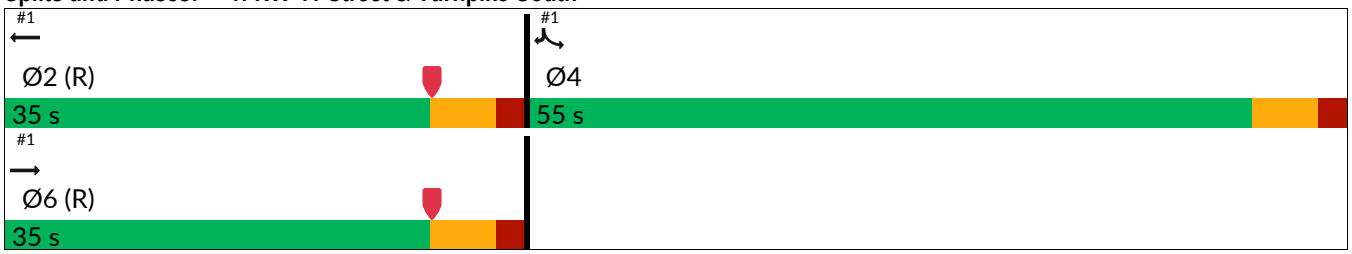
WBLT is prohibited and WBRT is not part of signal operations



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.18	0.16		0.19	0.10

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 61 (68%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NW 41 Street & Turnpike South





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	415	186	0	469	84
Future Volume (veh/h)	0	415	186	0	469	84
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	437	196	0	494	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.92
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	2490	1310	0	756	
Arrive On Green	0.00	0.71	0.71	0.00	0.15	0.00
Sat Flow, veh/h	0	3711	1856	0	4983	1572
Grp Volume(v), veh/h	0	437	196	0	494	0
Grp Sat Flow(s),veh/h/ln	0	1763	1856	0	1661	1572
Q Serve(g_s), s	0.0	3.7	3.1	0.0	8.4	0.0
Cycle Q Clear(g_c), s	0.0	3.7	3.1	0.0	8.4	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2490	1310	0	756	
V/C Ratio(X)	0.00	0.18	0.15	0.00	0.65	
Avail Cap(c_a), veh/h	0	2490	1310	0	2691	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.95	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	4.4	4.3	0.0	36.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	2.1	1.9	0.0	6.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	4.6	4.6	0.0	37.3	0.0
LnGrp LOS		A	A		D	
Approach Vol, veh/h		437	196		494	
Approach Delay, s/veh		4.6	4.6		37.3	
Approach LOS		A	A		D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	70.0	20.0	70.0
Change Period (Y+Rc), s	6.4	6.4	6.4
Max Green Setting (Gmax), s	28.6	48.6	28.6
Max Q Clear Time (g_c+I1), s	5.1	10.4	5.7
Green Ext Time (p_c), s	0.4	3.2	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	18.9
HCM 7th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Asset 5155

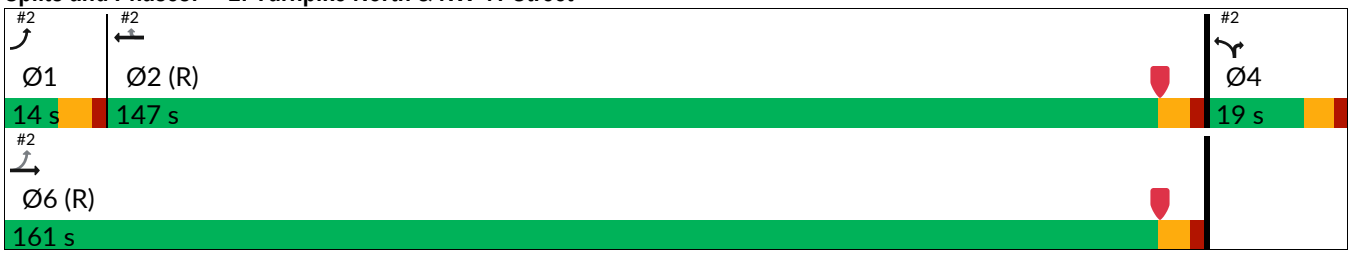
WBLT is prohibited and WBRT is not part of signal operations

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	593	0	0	1183	673	30	0	672	0	0	0
Future Volume (vph)	171	593	0	0	1183	673	30	0	672	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	0		100	420		300	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		860			1425			1000			1000	
Travel Time (s)		19.5			24.3			22.7			22.7	
Adj. Flow (vph)	182	631	0	0	1259	716	32	0	715	0	0	0
Lane Group Flow (vph)	182	631	0	0	1259	716	32	0	715	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Prot		Prot			
Protected Phases	1	6			2		4		4			
Permitted Phases	6					2						
Detector Phase	1	6			2	2	4		4			
Switch Phase												
Minimum Initial (s)	5.0	16.0			16.0	16.0	7.0		7.0			
Minimum Split (s)	11.4	22.4			22.4	22.4	13.0		13.0			
Total Split (s)	14.0	161.0			147.0	147.0	19.0		19.0			
Total Split (%)	7.8%	89.4%			81.7%	81.7%	10.6%		10.6%			
Maximum Green (s)	7.6	154.6			140.6	140.6	13.0		13.0			
Yellow Time (s)	4.4	4.4			4.4	4.4	4.0		4.0			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	6.4	6.4			6.4	6.4	6.0		6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.5	1.0			1.0	1.0	2.5		2.5			
Minimum Gap (s)	2.5	1.0			1.0	1.0	2.5		2.5			
Time Before Reduce (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Time To Reduce (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Recall Mode	None	C-Min			C-Min	C-Min	None		None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.41	0.14			0.34	0.53	0.35		0.83			
Control Delay (s/veh)	10.7	0.8			4.1	2.2	91.5		13.8			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay (s/veh)	10.7	0.8			4.1	2.2	91.5		13.8			
Queue Length 50th (ft)	18	12			90	19	38		0			
Queue Length 95th (ft)	47	21			109	33	79		53			
Internal Link Dist (ft)		780			1345			920			920	
Turn Bay Length (ft)	300					100	420		300			
Base Capacity (vph)	441	4439			3954	1383	131		929			
Starvation Cap Reductn	0	0			0	0	0		0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.41	0.14			0.32	0.52	0.24		0.77			

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 136 (76%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 2: Turnpike North & NW 41 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	593	0	0	1183	673	30	0	672	0	0	0
Future Volume (veh/h)	171	593	0	0	1183	673	30	0	672	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	0	1856			
Adj Flow Rate, veh/h	182	631	0	0	1259	0	32	0	715			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	3	3	0	0	3	3	3	0	3			
Cap, veh/h	355	4351	0	0	4007		128	0	259			
Arrive On Green	0.06	1.00	0.00	0.00	0.26	0.00	0.07	0.00	0.07			
Sat Flow, veh/h	1767	5233	0	0	5233	1572	1767	0	3585			
Grp Volume(v), veh/h	182	631	0	0	1259	0	32	0	715			
Grp Sat Flow(s),veh/h/ln	1767	1689	0	0	1689	1572	1767	0	1195			
Q Serve(g_s), s	3.7	0.0	0.0	0.0	36.0	0.0	3.1	0.0	13.0			
Cycle Q Clear(g_c), s	3.7	0.0	0.0	0.0	36.0	0.0	3.1	0.0	13.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	355	4351	0	0	4007		128	0	259			
V/C Ratio(X)	0.51	0.15	0.00	0.00	0.31		0.25	0.00	2.76			
Avail Cap(c_a), veh/h	373	4351	0	0	4007		128	0	259			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.93	0.93	0.00	0.00	0.41	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	9.2	0.0	0.0	0.0	27.2	0.0	78.9	0.0	83.5			
Incr Delay (d2), s/veh	0.8	0.1	0.0	0.0	0.1	0.0	0.8	0.0	803.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	4.2	0.0	0.0	0.0	20.7	0.0	2.6	0.0	37.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.0	0.1	0.0	0.0	27.3	0.0	79.7	0.0	886.8			
LnGrp LOS	A	A			C		E		F			
Approach Vol, veh/h		813			1259			747				
Approach Delay, s/veh		2.3			27.3			852.3				
Approach LOS		A			C			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	12.2	148.8		19.0		161.0			
Change Period (Y+Rc), s	6.4	6.4		6.0		6.4			
Max Green Setting (Gmax), s	7.6	140.6		13.0		154.6			
Max Q Clear Time (g_c+I1), s	5.7	38.0		15.0		2.0			
Green Ext Time (p_c), s	0.1	3.6		0.0		1.8			

Intersection Summary		
HCM 7th Control Delay, s/veh		238.7
HCM 7th LOS		F

Notes

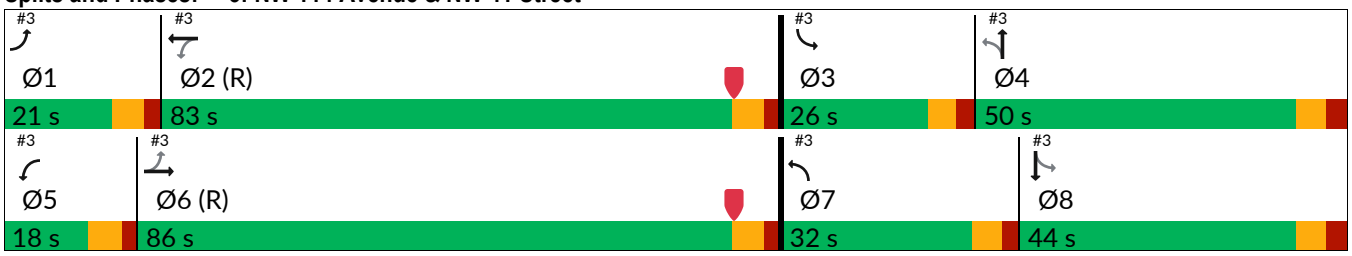
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

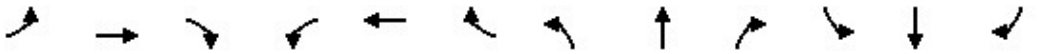
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	1159	58	184	1532	209	142	452	203	174	362	179
Future Volume (vph)	200	1159	58	184	1532	209	142	452	203	174	362	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	190		0	255		0	215		0	535		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1425			405			1000			350	
Travel Time (s)		24.3			6.9			19.5			6.8	
Adj. Flow (vph)	204	1183	59	188	1563	213	145	461	207	178	369	183
Lane Group Flow (vph)	204	1242	0	188	1776	0	145	668	0	178	552	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.4	40.4		11.4	40.4		11.3	45.0		11.3	46.0	
Total Split (s)	21.0	86.0		18.0	83.0		32.0	50.0		26.0	44.0	
Total Split (%)	11.7%	47.8%		10.0%	46.1%		17.8%	27.8%		14.4%	24.4%	
Maximum Green (s)	14.6	79.6		11.6	76.6		25.7	43.0		19.7	37.0	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.3	3.0		2.3	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.3	7.0		6.3	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		3.0	3.5		3.0	3.5	
Minimum Gap (s)	2.0	1.0		2.0	1.0		3.0	3.5		3.0	3.5	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			6.0			7.0	
Flash Don't Walk (s)		27.0			27.0			32.0			32.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.79	0.53		0.76	0.87		0.56	0.87		0.78	0.68	
Control Delay (s/veh)	70.6	37.1		43.5	54.2		48.3	76.4		66.6	62.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	70.6	37.1		43.5	54.2		48.3	76.4		66.6	62.4	
Queue Length 50th (ft)	195	440		111	745		120	390		150	294	
Queue Length 95th (ft)	m#402	496		#188	760		178	466		#247	374	
Internal Link Dist (ft)		1345			325			920			270	
Turn Bay Length (ft)	190			255			215			535		
Base Capacity (vph)	258	2353		249	2114		349	832		245	815	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.79	0.53		0.76	0.84		0.42	0.80		0.73	0.68	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 170 (94%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: NW 114 Avenue & NW 41 Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	1159	58	184	1532	209	142	452	203	174	362	179
Future Volume (veh/h)	200	1159	58	184	1532	209	142	452	203	174	362	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	204	1183	59	188	1563	213	145	461	207	178	369	183
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	227	2395	119	272	2168	295	242	513	228	218	528	258
Arrive On Green	0.02	0.16	0.16	0.09	0.64	0.64	0.08	0.22	0.22	0.09	0.23	0.23
Sat Flow, veh/h	1767	4942	246	1767	4509	613	1767	2371	1057	1767	2296	1121
Grp Volume(v), veh/h	204	808	434	188	1170	606	145	342	326	178	282	270
Grp Sat Flow(s),veh/h/ln	1767	1689	1811	1767	1689	1745	1767	1763	1665	1767	1763	1654
Q Serve(g_s), s	10.2	39.3	39.3	9.9	41.7	41.9	11.4	33.9	34.4	14.0	26.4	27.0
Cycle Q Clear(g_c), s	10.2	39.3	39.3	9.9	41.7	41.9	11.4	33.9	34.4	14.0	26.4	27.0
Prop In Lane	1.00		0.14	1.00		0.35	1.00		0.63	1.00		0.68
Lane Grp Cap(c), veh/h	227	1637	878	272	1624	839	242	381	360	218	405	380
V/C Ratio(X)	0.90	0.49	0.49	0.69	0.72	0.72	0.60	0.90	0.91	0.82	0.70	0.71
Avail Cap(c_a), veh/h	249	1637	878	272	1624	839	360	421	398	253	405	380
HCM Platoon Ratio	0.33	0.33	0.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	55.5	55.5	27.3	24.3	24.4	51.2	68.6	68.8	52.2	63.5	63.8
Incr Delay (d2), s/veh	25.8	0.9	1.7	6.1	2.8	5.4	2.4	20.6	23.0	16.5	5.4	6.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.1	24.6	26.4	7.9	21.8	23.2	9.0	24.3	23.7	11.7	18.3	17.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.0	56.4	57.2	33.4	27.1	29.7	53.5	89.2	91.7	68.7	68.9	70.1
LnGrp LOS	E	E	E	C	C	C	D	F	F	E	E	E
Approach Vol, veh/h		1446			1964			813			730	
Approach Delay, s/veh		57.4			28.5			83.8			69.3	
Approach LOS		E			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	93.0	22.4	45.9	18.0	93.6	20.0	48.4
Change Period (Y+Rc), s	6.4	6.4	6.3	7.0	6.4	6.4	6.3	7.0
Max Green Setting (Gmax), s	14.6	76.6	19.7	43.0	11.6	79.6	25.7	37.0
Max Q Clear Time (g_c+I1), s	12.2	43.9	16.0	36.4	11.9	41.3	13.4	29.0
Green Ext Time (p_c), s	0.1	5.0	0.2	2.5	0.0	2.9	0.3	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	52.0
HCM 7th LOS	D

Notes

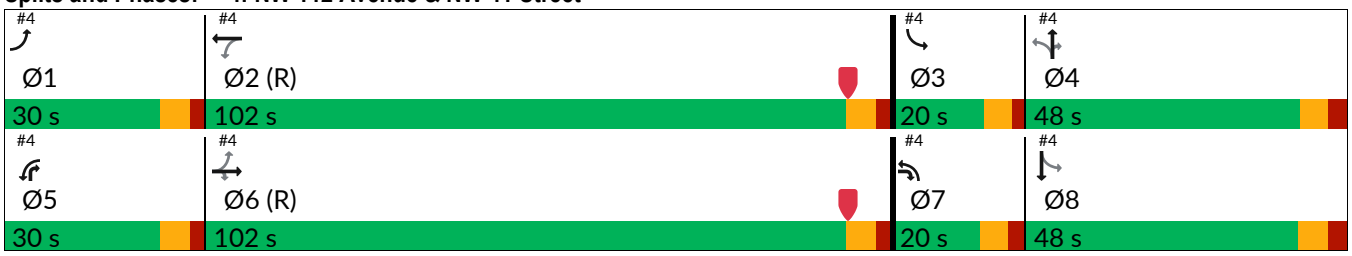
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	1373	30	15	1761	237	51	4	25	142	2	175
Future Volume (vph)	197	1373	30	15	1761	237	51	4	25	142	2	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		280	440		0	190		190	410		575
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		356			580			1027			350	
Travel Time (s)		6.1			9.9			17.5			6.8	
Adj. Flow (vph)	207	1445	33	16	1854	249	55	4	27	149	2	184
Lane Group Flow (vph)	207	1445	33	16	2103	0	55	4	27	149	186	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases	6		6	2			4		4	8		
Detector Phase	1	6	7	5	2		7	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0	5.0	5.0	16.0		5.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.6	47.5	11.6	11.6	34.5		11.6	52.5	11.6	11.0	52.5	
Total Split (s)	30.0	102.0	20.0	30.0	102.0		20.0	48.0	30.0	20.0	48.0	
Total Split (%)	15.0%	51.0%	10.0%	15.0%	51.0%		10.0%	24.0%	15.0%	10.0%	24.0%	
Maximum Green (s)	23.4	95.5	13.4	23.4	95.5		13.4	40.9	23.4	14.0	40.5	
Yellow Time (s)	4.4	4.4	4.0	4.4	4.4		4.0	4.0	4.4	4.0	4.4	
All-Red Time (s)	2.2	2.1	2.6	2.2	2.1		2.6	3.1	2.2	2.0	3.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.6	6.5	6.6	6.6	6.5		6.6	7.1	6.6	6.0	7.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.0	2.0	3.5	3.0		2.0	3.5	3.5	2.0	3.5	
Minimum Gap (s)	3.5	3.0	2.0	3.5	3.0		2.0	3.5	3.5	2.0	3.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		34.0			21.0			38.0			38.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.70	0.38	0.02	0.06	0.66		0.52	0.03	0.22	0.73	0.49	
Control Delay (s/veh)	62.4	9.0	0.1	5.5	14.2		104.9	93.8	3.9	101.4	4.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	62.4	9.0	0.1	5.5	14.2		104.9	93.8	3.9	101.4	4.6	
Queue Length 50th (ft)	184	238	0	4	264		73	2	0	195	0	
Queue Length 95th (ft)	282	279	1	m7	297		119	11	2	#294	0	
Internal Link Dist (ft)		276			500			947			270	
Turn Bay Length (ft)	210		280	440			190		190	410		
Base Capacity (vph)	300	3818	1366	412	3185		133	723	255	205	830	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.69	0.38	0.02	0.04	0.66		0.41	0.01	0.11	0.73	0.22	

Intersection Summary	
Area Type:	Other
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 15 (8%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 4: NW 112 Avenue & NW 41 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	1373	30	15	1761	237	51	4	25	142	2	175
Future Volume (veh/h)	197	1373	30	15	1761	237	51	4	25	142	2	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1856	1856	1870	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	207	1445	33	16	1854	249	55	4	27	149	2	184
Peak Hour Factor	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.92	0.95
Percent Heavy Veh, %	3	3	2	2	3	3	2	2	2	3	2	3
Cap, veh/h	227	3464	1141	261	2854	380	118	350	180	293	230	205
Arrive On Green	0.07	0.68	0.68	0.01	0.63	0.63	0.04	0.10	0.10	0.07	0.13	0.13
Sat Flow, veh/h	1767	5066	1585	1781	4522	602	1781	3554	1585	1767	1777	1585
Grp Volume(v), veh/h	207	1445	33	16	1381	722	55	4	27	149	2	184
Grp Sat Flow(s),veh/h/ln	1767	1689	1585	1781	1689	1747	1781	1777	1585	1767	1777	1585
Q Serve(g_s), s	11.0	25.2	1.2	0.6	51.0	52.0	5.5	0.2	3.1	14.0	0.2	22.9
Cycle Q Clear(g_c), s	11.0	25.2	1.2	0.6	51.0	52.0	5.5	0.2	3.1	14.0	0.2	22.9
Prop In Lane	1.00		1.00	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	3464	1141	261	2132	1103	118	350	180	293	230	205
V/C Ratio(X)	0.91	0.42	0.03	0.06	0.65	0.66	0.46	0.01	0.15	0.51	0.01	0.90
Avail Cap(c_a), veh/h	314	3464	1141	444	2132	1103	174	727	347	293	360	321
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.1	14.0	8.0	13.2	23.0	23.2	78.0	81.4	80.0	73.9	75.8	85.7
Incr Delay (d2), s/veh	25.2	0.4	0.0	0.1	1.5	3.0	1.1	0.0	0.5	0.6	0.0	19.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.9	14.8	0.8	0.5	27.9	29.8	4.6	0.2	2.3	11.4	0.2	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.3	14.4	8.1	13.3	24.5	26.2	79.1	81.4	80.5	74.5	75.9	105.3
LnGrp LOS	E	B	A	B	C	C	E	F	F	E	E	F
Approach Vol, veh/h		1685			2119			86			335	
Approach Delay, s/veh		21.2			25.0			79.6			91.4	
Approach LOS		C			C			E			F	

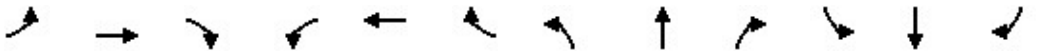
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	132.7	20.0	27.2	9.5	143.2	13.8	33.4
Change Period (Y+Rc), s	6.6	6.5	6.0	* 7.5	6.6	6.5	6.6	7.5
Max Green Setting (Gmax), s	23.4	95.5	14.0	* 41	23.4	95.5	13.4	40.5
Max Q Clear Time (g_c+I1), s	13.0	54.0	16.0	5.1	2.6	27.2	7.5	24.9
Green Ext Time (p_c), s	0.5	23.2	0.0	0.1	0.0	15.3	0.0	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	29.9
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

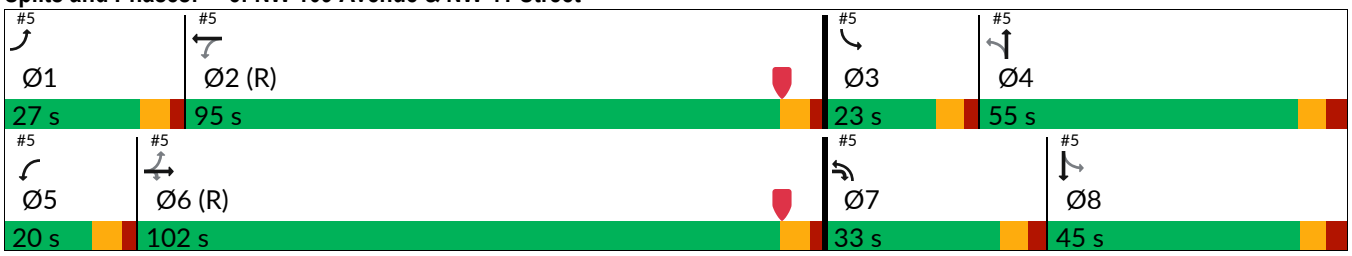


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	193	1299	38	52	1786	129	87	6	113	145	4	163
Future Volume (vph)	193	1299	38	52	1786	129	87	6	113	145	4	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		175	260		0	150		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		725			1328			975			1000	
Travel Time (s)		12.4			22.6			22.2			22.7	
Adj. Flow (vph)	201	1353	41	57	1860	134	95	7	123	151	4	170
Lane Group Flow (vph)	201	1353	41	57	1994	0	95	130	0	151	174	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	7	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0	5.0	5.0	16.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.5	41.4	11.6	11.5	30.4		11.6	50.3		11.1	48.2	
Total Split (s)	27.0	102.0	33.0	20.0	95.0		33.0	55.0		23.0	45.0	
Total Split (%)	13.5%	51.0%	16.5%	10.0%	47.5%		16.5%	27.5%		11.5%	22.5%	
Maximum Green (s)	20.5	95.6	26.4	13.5	88.6		26.4	47.7		16.9	37.8	
Yellow Time (s)	4.4	4.4	4.0	4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.1	2.0	2.6	2.1	2.0		2.6	3.3		2.1	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.6	6.5	6.4		6.6	7.3		6.1	7.2	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	3.0	2.0	2.5	3.0		2.0	2.5		2.0	2.5	
Minimum Gap (s)	2.5	3.0	2.0	2.5	3.0		2.0	2.5		2.0	2.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		28.0			17.0			36.0			34.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.68	0.38	0.03	0.21	0.66		0.58	0.67		0.83	0.69	
Control Delay (s/veh)	54.5	9.1	0.1	10.5	28.3		87.1	31.6		107.9	26.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	54.5	9.1	0.1	10.5	28.3		87.1	31.6		107.9	26.1	
Queue Length 50th (ft)	127	237	1	17	633		114	9		188	5	
Queue Length 95th (ft)	189	390	m1	36	805		172	87		#281	94	
Internal Link Dist (ft)		645			1248			895			920	
Turn Bay Length (ft)	200		175	260			150					
Base Capacity (vph)	295	3550	1383	332	3024		259	474		193	435	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.68	0.38	0.03	0.17	0.66		0.37	0.27		0.78	0.40	

Intersection Summary	
Area Type:	Other
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 27 (14%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NW 109 Avenue & NW 41 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	1299	38	52	1786	129	87	6	113	145	4	163
Future Volume (veh/h)	193	1299	38	52	1786	129	87	6	113	145	4	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1856	1856	1870	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	201	1353	41	57	1860	134	95	7	123	151	4	170
Peak Hour Factor	0.96	0.96	0.92	0.92	0.96	0.96	0.92	0.92	0.92	0.96	0.92	0.96
Percent Heavy Veh, %	3	3	2	2	3	3	2	2	2	3	2	3
Cap, veh/h	219	3358	1142	288	3049	219	155	8	147	207	4	189
Arrive On Green	0.05	0.66	0.66	0.02	0.63	0.63	0.06	0.10	0.10	0.08	0.12	0.12
Sat Flow, veh/h	1767	5066	1585	1781	4824	346	1781	86	1512	1767	37	1554
Grp Volume(v), veh/h	201	1353	41	57	1300	694	95	0	130	151	0	174
Grp Sat Flow(s),veh/h/ln	1767	1689	1585	1781	1689	1793	1781	0	1598	1767	0	1591
Q Serve(g_s), s	8.7	24.6	1.5	2.3	46.1	46.4	9.5	0.0	16.0	15.2	0.0	21.6
Cycle Q Clear(g_c), s	8.7	24.6	1.5	2.3	46.1	46.4	9.5	0.0	16.0	15.2	0.0	21.6
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.95	1.00		0.98
Lane Grp Cap(c), veh/h	219	3358	1142	288	2135	1133	155	0	155	207	0	193
V/C Ratio(X)	0.92	0.40	0.04	0.20	0.61	0.61	0.61	0.00	0.84	0.73	0.00	0.90
Avail Cap(c_a), veh/h	303	3358	1142	365	2135	1133	287	0	381	207	0	301
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.20	0.20	0.20	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.7	15.5	8.0	13.2	22.0	22.1	76.2	0.0	88.7	73.4	0.0	86.7
Incr Delay (d2), s/veh	24.3	0.4	0.1	0.0	0.3	0.5	1.5	0.0	8.6	10.9	0.0	17.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.6	14.7	1.0	1.6	21.3	22.7	8.0	0.0	11.4	12.1	0.0	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.0	15.9	8.1	13.3	22.3	22.6	77.7	0.0	97.3	84.3	0.0	104.5
LnGrp LOS	E	B	A	B	C	C	E		F	F		F
Approach Vol, veh/h		1595			2051			225			325	
Approach Delay, s/veh		21.4			22.1			89.0			95.1	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	132.8	23.0	26.7	11.3	139.0	18.2	31.6
Change Period (Y+Rc), s	6.5	6.4	6.1	7.3	6.5	6.4	6.6	* 7.3
Max Green Setting (Gmax), s	20.5	88.6	16.9	47.7	13.5	95.6	26.4	* 38
Max Q Clear Time (g_c+I1), s	10.7	48.4	17.2	18.0	4.3	26.6	11.5	23.6
Green Ext Time (p_c), s	0.3	20.9	0.0	0.6	0.0	13.7	0.1	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	31.1
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

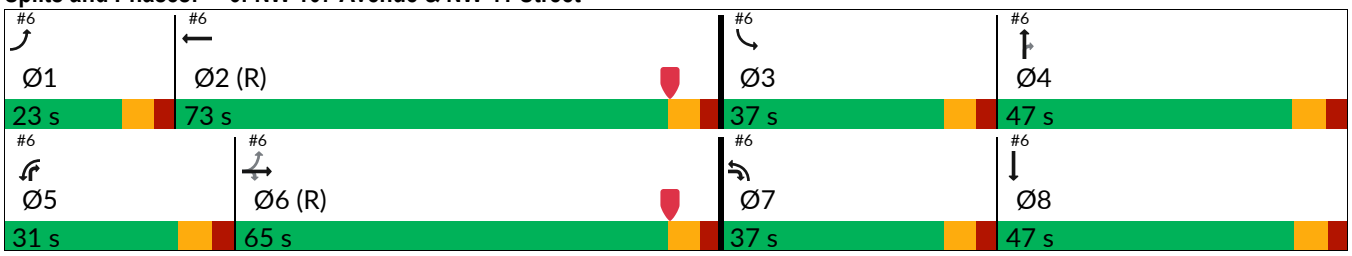
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

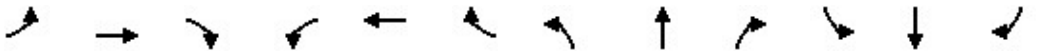
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	231	1025	286	347	1531	227	344	797	171	231	599	120
Future Volume (vph)	231	1025	286	347	1531	227	344	797	171	231	599	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	420		580	400		0	290		175	280		0
Storage Lanes	1		1	2		0	2		1	2		0
Taper Length (ft)	25		25	130		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1328			1061			1000			1000	
Travel Time (s)		22.6			18.1			17.0			17.0	
Adj. Flow (vph)	233	1035	289	351	1546	229	347	805	173	233	605	121
Lane Group Flow (vph)	233	1035	289	351	1775	0	347	805	173	233	726	0
Turn Type	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases	6		6						4			
Detector Phase	1	6	7	5	2		7	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0		7.0	7.0	5.0	7.0	7.0	
Minimum Split (s)	12.0	47.0	14.1	12.4	36.0		14.1	46.4	12.4	14.1	14.1	
Total Split (s)	23.0	65.0	37.0	31.0	73.0		37.0	47.0	31.0	37.0	47.0	
Total Split (%)	12.8%	36.1%	20.6%	17.2%	40.6%		20.6%	26.1%	17.2%	20.6%	26.1%	
Maximum Green (s)	16.0	58.0	29.9	23.6	66.0		29.9	39.6	23.6	29.9	39.9	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.6	2.6	2.7	3.0	2.6		2.7	3.0	3.0	2.7	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.1	7.4	7.0		7.1	7.4	7.4	7.1	7.1	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	1.0	2.0	2.5	1.0		2.0	3.0	2.5	2.0	3.0	
Minimum Gap (s)	2.0	1.0	2.0	2.5	1.0		2.0	3.0	2.5	2.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Don't Walk (s)		33.0			22.0			32.0				
Pedestrian Calls (#/hr)		0			0			0				
v/c Ratio	1.09	0.61	0.34	0.85	0.98		0.81	0.81	0.23	0.74	0.83	
Control Delay (s/veh)	144.5	40.0	7.5	96.0	72.2		91.3	67.0	18.9	93.6	71.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	144.5	40.0	7.5	96.0	72.2		91.3	67.0	18.9	93.6	71.4	
Queue Length 50th (ft)	~291	251	39	215	771		214	475	73	144	431	
Queue Length 95th (ft)	#492	309	48	278	#881		267	581	136	191	#565	
Internal Link Dist (ft)		1248			981			920			920	
Turn Bay Length (ft)	420		580	400			290		175	280		
Base Capacity (vph)	214	1708	905	445	1822		564	1000	754	564	876	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	1.09	0.61	0.32	0.79	0.97		0.62	0.81	0.23	0.41	0.83	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 114 (63%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 6: NW 107 Avenue & NW 41 Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	1025	286	347	1531	227	344	797	171	231	599	120
Future Volume (veh/h)	231	1025	286	347	1531	227	344	797	171	231	599	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	233	1035	289	351	1546	229	347	805	173	233	605	121
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	227	1994	798	391	1876	277	389	887	575	275	639	127
Arrive On Green	0.03	0.13	0.13	0.11	0.42	0.42	0.11	0.25	0.25	0.08	0.22	0.22
Sat Flow, veh/h	1767	5066	1572	3428	4456	658	3428	3526	1572	3428	2929	584
Grp Volume(v), veh/h	233	1035	289	351	1171	604	347	805	173	233	364	362
Grp Sat Flow(s),veh/h/ln	1767	1689	1572	1714	1689	1737	1714	1763	1572	1714	1763	1750
Q Serve(g_s), s	16.0	34.3	24.9	18.2	55.3	55.6	18.0	39.9	14.1	12.1	36.6	36.7
Cycle Q Clear(g_c), s	16.0	34.3	24.9	18.2	55.3	55.6	18.0	39.9	14.1	12.1	36.6	36.7
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	227	1994	798	391	1422	731	389	887	575	275	385	382
V/C Ratio(X)	1.03	0.52	0.36	0.90	0.82	0.83	0.89	0.91	0.30	0.85	0.95	0.95
Avail Cap(c_a), veh/h	227	1994	798	449	1422	731	569	887	575	569	391	388
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	62.4	40.2	78.7	46.2	46.3	78.7	65.3	40.7	81.7	69.3	69.4
Incr Delay (d2), s/veh	64.0	0.9	1.2	18.3	5.5	10.3	9.0	13.0	0.3	2.8	31.6	32.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.4	22.1	15.9	13.9	32.1	34.2	13.1	26.6	9.4	9.3	27.0	27.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	118.9	63.3	41.3	97.0	51.7	56.6	87.7	78.3	41.0	84.5	100.9	101.9
LnGrp LOS	F	E	D	F	D	E	F	E	D	F	F	F
Approach Vol, veh/h		1557			2126			1325			959	
Approach Delay, s/veh		67.5			60.6			75.9			97.3	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	82.8	21.5	52.7	27.9	77.9	27.5	46.7
Change Period (Y+Rc), s	7.0	7.0	7.1	7.4	7.4	7.0	7.1	* 7.4
Max Green Setting (Gmax), s	16.0	66.0	29.9	39.6	23.6	58.0	29.9	* 40
Max Q Clear Time (g_c+I1), s	18.0	57.6	14.1	41.9	20.2	36.3	20.0	38.7
Green Ext Time (p_c), s	0.0	3.4	0.4	0.0	0.3	2.8	0.5	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	71.7
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Bowman

Total Conditions

2028 Total Intersection Capacity Analysis Summary

Location	CONTROL TYPE	Time	Level of Service[1]									
			EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
NW 41 Street and Florida's Turnpike SB Ramp	Signalized (Asset 5155)	AM	14.5	B	24.8	C	-		24.1	C	23.0	C
		PM	4.6	A	4.6	A			37.3	D	19.0	B
NW 41 Street and Florida's Turnpike NB Ramp (2)	Signalized (Asset 5154)	AM	0.4	A	0.1	A	1031.3	F	-		384.5	F
		PM	2.3	A	27.8	C	798.0	F			228.6	F
NW 41 Street and NW 114 Avenue (2)	Signalized (Asset 5942)	AM	19.0	B	8.3	A	79.7	E	109.8	F	40.7	D
		PM	59.0	E	32.7	C	83.8	F	69.3	E	54.0	D
NW 41 Street and NW 112 Avenue (2)	Signalized (Asset 6457)	AM	2.9	A	20.2	C	81.6	F	138.7	F	29.3	C
		PM	22.5	C	27.9	C	91.5	F	87.9	F	32.8	C
NW 41 Street and NW 109 Avenue (2)	Signalized (Asset 8195)	AM	25.3	C	20.8	C	67.5	E	80.8	F	30.5	C
		PM	22.3	C	23.7	C	88.9	F	92.9	F	31.6	C
NW 41 Street and NW 107 Avenue (2)	Signalized (Asset 4887)	AM	40.8	D	91.6	F	73.1	E	124.8	F	74.3	E
		PM	69.0	E	73.2	E	71.6	E	96.4	F	75.4	E
West Driveway	Unsignalized	AM	-		10.3	B	0	A	0.0	A	0.0	A
		PM			11.9	B	0	A	0.0	A	0.1	A
South Driveway 1	Unsignalized	AM	0.0	A	0.0	A	-		17.5	C	0.1	A
		PM	0.0	A	0.0	A			29.4	D	0.2	A
South Driveway 2	Unsignalized	AM	0.0	A	0.0	A	-		17.4	C	0.0	A
		PM	0.0	A	0.0	A			28.0	D	0.1	A
East Driveway	Unsignalized	AM	10.7	B	-		0	A	0.0	A	0.6	A
		PM	9.8	A			0	A	0.0	A	1.0	A

[1] Delay is average delay per vehicle in seconds

[2] Traffic Signal timings were optimized for AM and/or PM conditions.

2028 Total Queues Summary

Location	CONTROL TYPE	Time Period	95th Percentile Queue Lenghts (ft)									
NW 41 Street and Florida's Turnpike SB Ramp	Signalized (Asset 5155)	**Movements**	**EBT**	**WBT**	**SBL**	**SBR**						
		AM	84	273	214	34						
		PM	72	142	120	38						
NW 41 Street and Florida's Turnpike NB Ramp (1)	Signalized (Asset 5154)	**Movements**	**EBL**	**EBT**	**WBT**	**WBR**	**NBL**	**NBR**				
		AM	67	375	58	3	131	581				
		PM	45	21	104	58	78	53				
NW 41 Street and NW 114 Avenue (1)	Signalized (Asset 5942)	**Movements**	**EBL**	**EBT**	**WBL**	**WBT**	**NBL**	**NBT**	**SBL**	**SBT**		
		AM	211	738	441	477	92	220	306	515		
		PM	423	497	234	817	178	466	249	374		
NW 41 Street and NW 112 Avenue (1)	Signalized (Asset 6457)	**Movements**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**
		AM	227	830	0	7	262	31	4	0	720	0
		PM	322	430	0	9	355	101	11	0	377	0
NW 41 Street and NW 109 Avenue (1)	Signalized (Asset 8195)	**Movements**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**NBL**	**NBT**	**SBL**	**SBT**	
		AM	33	213	0	46	175	61	41	238	138	
		PM	314	150	0	36	872	172	87	278	94	
NW 41 Street and NW 107 Avenue (1)	Signalized (Asset 4887)	**Movements**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**
		AM	94	621	80	381	324	190	387	225	296	757
		PM	476	488	260	278	1022	287	567	124	191	566
West Driveway	Unsignalized	**Movements**	**NBT**	**SBL**	**SBR**							
		AM	-	0	-							
		PM	-	3	-							
South Driveway 1	Unsignalized	**Movements**	**EBT**	**WBT**	**WBR**	**SBR**						
		AM	-	-	-	5						
		PM	-	-	-	13						
South Driveway 2	Unsignalized	**Movements**	**EBT**	**WBT**	**WBR**	**SBR**						
		AM	-	-	-	3						
		PM	-	-	-	5						
East Driveway	Unsignalized	**Movements**	**NBT**	**EBR**	**SBT**	**SBR**						
		AM	-	8	-	-						
		PM	-	10	-	-						

[1] Traffic Signal timings were optimized for AM and/or PM conditions.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	221	180	0	1444	283
Future Volume (vph)	0	221	180	0	1444	283
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	200
Storage Lanes	0			0	3	1
Taper Length (ft)	25			25	25	25
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		25	
Link Distance (ft)		1000	860		1000	
Travel Time (s)		22.7	19.5		27.3	
Adj. Flow (vph)	0	230	188	0	1504	308
Lane Group Flow (vph)	0	230	188	0	1504	308
Turn Type		NA	NA		Prot	Prot
Protected Phases		6	2		4	4
Permitted Phases						
Detector Phase		6	2		4	4
Switch Phase						
Minimum Initial (s)		16.0	16.0		7.0	7.0
Minimum Split (s)		22.4	22.4		13.4	13.4
Total Split (s)		35.0	35.0		55.0	55.0
Total Split (%)		38.9%	38.9%		61.1%	61.1%
Maximum Green (s)		28.6	28.6		48.6	48.6
Yellow Time (s)		4.4	4.4		4.4	4.4
All-Red Time (s)		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.4	6.4		6.4	6.4
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		1.0	1.0		4.0	4.0
Minimum Gap (s)		1.0	1.0		4.0	4.0
Time Before Reduce (s)		0.0	0.0		0.0	0.0
Time To Reduce (s)		0.0	0.0		0.0	0.0
Recall Mode		C-Min	C-Min		None	None
Walk Time (s)						
Flash Don't Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio		0.17	0.26		0.64	0.34
Control Delay (s/veh)		20.5	33.3		19.0	2.3
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		20.5	33.3		19.0	2.3
Queue Length 50th (ft)		45	142		226	0
Queue Length 95th (ft)		84	273		214	34
Internal Link Dist (ft)		920	780		920	
Turn Bay Length (ft)						200
Base Capacity (vph)		1376	724		2702	997
Starvation Cap Reductn		0	0		0	0

Asset 5155

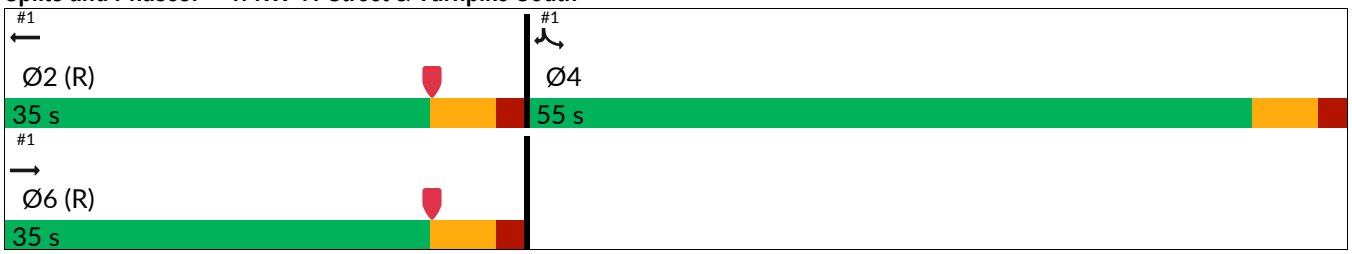
WBLT is prohibited and WBRT is not part of signal operations



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.17	0.26		0.56	0.31

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 4 (4%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NW 41 Street & Turnpike South



Asset 5155
WBLT is prohibited and WBRT is not part of signal operations



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑		↰↰↰	↱
Traffic Volume (veh/h)	0	221	180	0	1444	283
Future Volume (veh/h)	0	221	180	0	1444	283
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	230	188	0	1504	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.92
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	1606	845	0	2005	
Arrive On Green	0.00	0.46	0.15	0.00	0.40	0.00
Sat Flow, veh/h	0	3711	1856	0	4983	1572
Grp Volume(v), veh/h	0	230	188	0	1504	0
Grp Sat Flow(s),veh/h/ln	0	1763	1856	0	1661	1572
Q Serve(g_s), s	0.0	3.4	8.0	0.0	23.3	0.0
Cycle Q Clear(g_c), s	0.0	3.4	8.0	0.0	23.3	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	1606	845	0	2005	
V/C Ratio(X)	0.00	0.14	0.22	0.00	0.75	
Avail Cap(c_a), veh/h	0	1606	845	0	2691	
HCM Platoon Ratio	1.00	1.00	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.98	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	14.3	24.2	0.0	23.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.6	0.0	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	2.5	7.0	0.0	13.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	14.5	24.8	0.0	24.1	0.0
LnGrp LOS		B	C		C	
Approach Vol, veh/h		230	188		1504	
Approach Delay, s/veh		14.5	24.8		24.1	
Approach LOS		B	C		C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	47.4	42.6	47.4
Change Period (Y+Rc), s	6.4	6.4	6.4
Max Green Setting (Gmax), s	28.6	48.6	28.6
Max Q Clear Time (g_c+I1), s	10.0	25.3	5.4
Green Ext Time (p_c), s	0.3	11.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	23.0
HCM 7th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Asset 5155

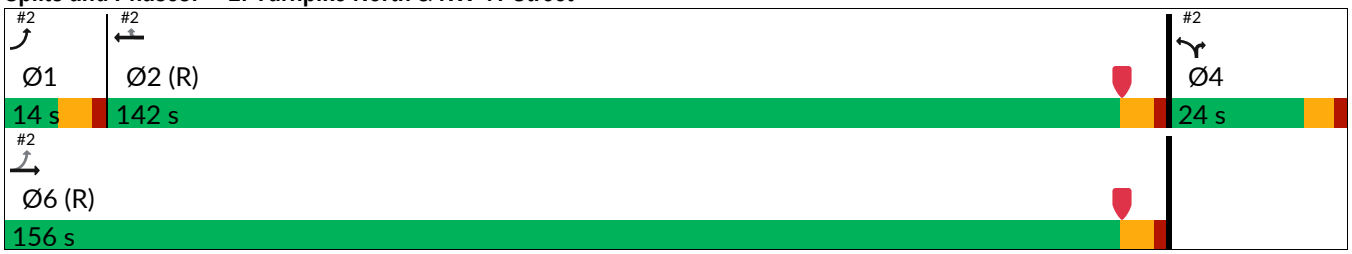
WBLT is prohibited and WBRT is not part of signal operations

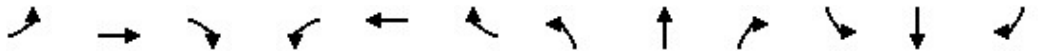
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	1418	0	0	561	385	88	0	1134	0	0	0
Future Volume (vph)	79	1418	0	0	561	385	88	0	1134	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	0		100	420		300	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		860			1425			1000			1000	
Travel Time (s)		19.5			24.3			22.7			22.7	
Adj. Flow (vph)	81	1462	0	0	578	397	91	0	1169	0	0	0
Lane Group Flow (vph)	81	1462	0	0	578	397	91	0	1169	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Prot		Prot			
Protected Phases	1	6			2		4		4			
Permitted Phases	6					2						
Detector Phase	1	6			2	2	4		4			
Switch Phase												
Minimum Initial (s)	5.0	16.0			16.0	16.0	7.0		7.0			
Minimum Split (s)	11.4	22.4			22.4	22.4	13.0		13.0			
Total Split (s)	14.0	156.0			142.0	142.0	24.0		24.0			
Total Split (%)	7.8%	86.7%			78.9%	78.9%	13.3%		13.3%			
Maximum Green (s)	7.6	149.6			135.6	135.6	18.0		18.0			
Yellow Time (s)	4.4	4.4			4.4	4.4	4.0		4.0			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	6.4	6.4			6.4	6.4	6.0		6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.5	1.0			1.0	1.0	2.5		2.5			
Minimum Gap (s)	2.5	1.0			1.0	1.0	2.5		2.5			
Time Before Reduce (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Time To Reduce (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Recall Mode	None	C-Min			C-Min	C-Min	None		None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.20	0.56			0.26	0.44	0.13		0.73			
Control Delay (s/veh)	15.8	22.6			31.4	7.4	36.7		38.9			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay (s/veh)	15.8	22.6			31.4	7.4	36.7		38.9			
Queue Length 50th (ft)	53	390			127	16	63		392			
Queue Length 95th (ft)	67	375			182	151	131		581			
Internal Link Dist (ft)		780			1345			920			920	
Turn Bay Length (ft)	300					100	420		300			
Base Capacity (vph)	397	4185			3793	1279	720		1612			
Starvation Cap Reductn	0	0			0	0	0		0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.20	0.35			0.15	0.31	0.13		0.73			

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 69 (38%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 2: Turnpike North & NW 41 Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	1418	0	0	561	385	88	0	1134	0	0	0
Future Volume (veh/h)	79	1418	0	0	561	385	88	0	1134	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	0	1856			
Adj Flow Rate, veh/h	81	1462	0	0	578	0	91	0	1169			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	3	3	0	0	3	3	3	0	3			
Cap, veh/h	725	4210	0	0	3892		177	0	359			
Arrive On Green	0.05	1.00	0.00	0.00	1.00	0.00	0.10	0.00	0.10			
Sat Flow, veh/h	1767	5233	0	0	5233	1572	1767	0	3585			
Grp Volume(v), veh/h	81	1462	0	0	578	0	91	0	1169			
Grp Sat Flow(s),veh/h/ln	1767	1689	0	0	1689	1572	1767	0	1195			
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.0	8.8	0.0	18.0			
Cycle Q Clear(g_c), s	1.7	0.0	0.0	0.0	0.0	0.0	8.8	0.0	18.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	725	4210	0	0	3892		177	0	359			
V/C Ratio(X)	0.11	0.35	0.00	0.00	0.15		0.51	0.00	3.26			
Avail Cap(c_a), veh/h	751	4210	0	0	3892		177	0	359			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.79	0.79	0.00	0.00	0.90	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	3.4	0.0	0.0	0.0	0.0	0.0	76.9	0.0	81.0			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0	2.0	0.0	1024.4			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	1.0	0.1	0.0	0.0	0.0	0.0	7.4	0.0	62.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.5	0.2	0.0	0.0	0.1	0.0	78.8	0.0	1105.4			
LnGrp LOS	A	A			A		E		F			
Approach Vol, veh/h		1543			578			1260				
Approach Delay, s/veh		0.4			0.1			1031.3				
Approach LOS		A			A			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	11.3	144.7		24.0		156.0			
Change Period (Y+Rc), s	6.4	6.4		6.0		6.4			
Max Green Setting (Gmax), s	7.6	135.6		18.0		149.6			
Max Q Clear Time (g_c+I1), s	3.7	2.0		20.0		2.0			
Green Ext Time (p_c), s	0.0	1.4		0.0		5.2			

Intersection Summary		
HCM 7th Control Delay, s/veh		384.5
HCM 7th LOS		F

Notes

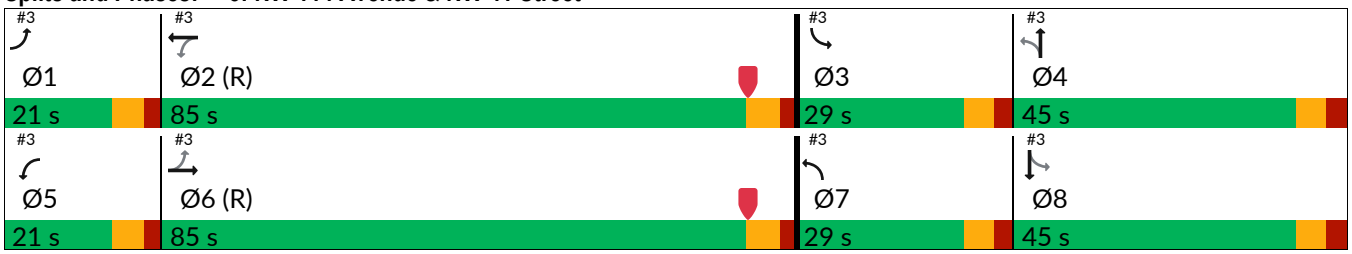
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	1597	127	209	853	112	65	221	96	242	515	189
Future Volume (vph)	240	1597	127	209	853	112	65	221	96	242	515	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	190		0	255		0	215		0	535		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1425			405			1000			350	
Travel Time (s)		24.3			6.9			19.5			6.8	
Adj. Flow (vph)	247	1646	131	215	879	115	67	228	99	249	531	205
Lane Group Flow (vph)	247	1777	0	215	994	0	67	327	0	249	736	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.4	40.4		11.4	40.4		11.3	45.0		11.3	46.0	
Total Split (s)	21.0	85.0		21.0	85.0		29.0	45.0		29.0	45.0	
Total Split (%)	11.7%	47.2%		11.7%	47.2%		16.1%	25.0%		16.1%	25.0%	
Maximum Green (s)	14.6	78.6		14.6	78.6		22.7	38.0		22.7	38.0	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.3	3.0		2.3	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.3	7.0		6.3	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		3.0	3.5		3.0	3.5	
Minimum Gap (s)	2.0	1.0		2.0	1.0		3.0	3.5		3.0	3.5	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			6.0			7.0	
Flash Don't Walk (s)		27.0			27.0			32.0			32.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.76	0.89		0.79	0.45		0.39	0.48		0.66	0.81	
Control Delay (s/veh)	36.2	52.1		98.9	15.3		45.1	59.8		51.4	67.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	36.2	52.1		98.9	15.3		45.1	59.8		51.4	67.5	
Queue Length 50th (ft)	124	663		222	71		54	170		223	425	
Queue Length 95th (ft)	211	738		#455	200		92	220		306	515	
Internal Link Dist (ft)		1345			325			920			270	
Turn Bay Length (ft)	190			255			215			535		
Base Capacity (vph)	328	2180		272	2245		291	733		385	908	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.75	0.82		0.79	0.44		0.23	0.45		0.65	0.81	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 167 (93%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: NW 114 Avenue & NW 41 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	1597	127	209	853	112	65	221	96	242	515	189
Future Volume (veh/h)	240	1597	127	209	853	112	65	221	96	242	515	189
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	247	1646	131	215	879	115	67	228	99	249	531	205
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	472	2533	201	257	2373	309	116	309	130	298	525	202
Arrive On Green	0.10	0.70	0.70	0.14	1.00	1.00	0.04	0.13	0.13	0.13	0.21	0.21
Sat Flow, veh/h	1767	4784	380	1767	4535	591	1767	2418	1017	1767	2489	957
Grp Volume(v), veh/h	247	1161	616	215	654	340	67	164	163	249	375	361
Grp Sat Flow(s),veh/h/ln	1767	1689	1787	1767	1689	1749	1767	1763	1673	1767	1763	1683
Q Serve(g_s), s	12.0	33.7	33.8	10.8	0.0	0.0	5.9	16.1	16.9	21.7	38.0	38.0
Cycle Q Clear(g_c), s	12.0	33.7	33.8	10.8	0.0	0.0	5.9	16.1	16.9	21.7	38.0	38.0
Prop In Lane	1.00		0.21	1.00		0.34	1.00		0.61	1.00		0.57
Lane Grp Cap(c), veh/h	472	1788	946	257	1767	915	116	225	214	298	372	355
V/C Ratio(X)	0.52	0.65	0.65	0.84	0.37	0.37	0.58	0.73	0.76	0.84	1.01	1.01
Avail Cap(c_a), veh/h	477	1788	946	274	1767	915	263	372	353	298	372	355
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	17.5	17.5	25.4	0.0	0.0	65.8	75.5	75.8	57.9	71.0	71.0
Incr Delay (d2), s/veh	0.3	1.3	2.5	17.4	0.6	1.2	4.5	5.4	6.6	18.2	48.9	51.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.7	16.1	17.4	9.7	0.3	0.5	5.1	12.2	12.2	16.7	30.1	29.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.6	18.9	20.1	42.9	0.6	1.2	70.3	80.9	82.5	76.1	119.9	122.5
LnGrp LOS	B	B	C	D	A	A	E	F	F	E	F	F
Approach Vol, veh/h		2024			1209			394			985	
Approach Delay, s/veh		19.0			8.3			79.7			109.8	
Approach LOS		B			A			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.4	100.6	29.0	30.0	19.3	101.7	14.0	45.0
Change Period (Y+Rc), s	6.4	6.4	6.3	7.0	6.4	6.4	6.3	7.0
Max Green Setting (Gmax), s	14.6	78.6	22.7	38.0	14.6	78.6	22.7	38.0
Max Q Clear Time (g_c+I1), s	14.0	2.0	23.7	18.9	12.8	35.8	7.9	40.0
Green Ext Time (p_c), s	0.0	2.3	0.0	2.1	0.1	4.9	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	40.7
HCM 7th LOS	D

Notes

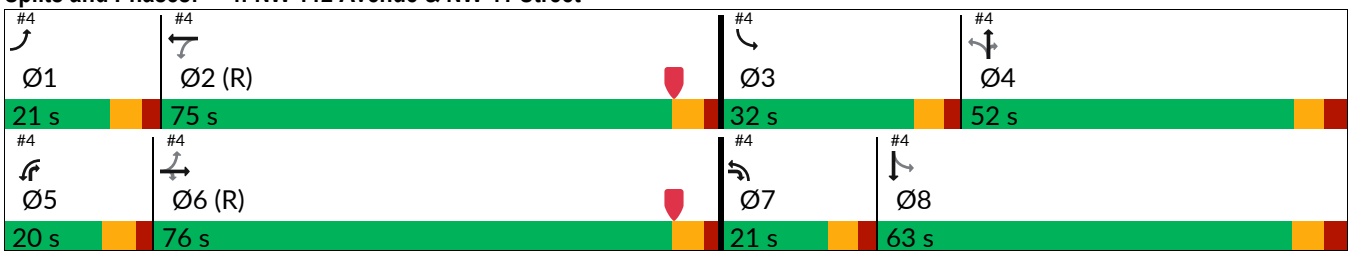
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	1854	35	18	1187	114	10	1	5	396	3	204
Future Volume (vph)	234	1854	35	18	1187	114	10	1	5	396	3	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		280	440		0	190		190	410		575
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		356			580			951			350	
Travel Time (s)		6.1			9.9			16.2			6.8	
Adj. Flow (vph)	244	1892	38	20	1211	116	11	1	5	404	3	222
Lane Group Flow (vph)	244	1892	38	20	1327	0	11	1	5	404	225	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases	6		6	2			4		4	8		
Detector Phase	1	6	7	5	2		7	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0	5.0	5.0	16.0		5.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.6	47.5	11.6	11.6	34.5		11.6	52.5	11.6	11.0	52.5	
Total Split (s)	21.0	76.0	21.0	20.0	75.0		21.0	52.0	20.0	32.0	63.0	
Total Split (%)	11.7%	42.2%	11.7%	11.1%	41.7%		11.7%	28.9%	11.1%	17.8%	35.0%	
Maximum Green (s)	14.4	69.5	14.4	13.4	68.5		14.4	44.9	13.4	26.0	55.5	
Yellow Time (s)	4.4	4.4	4.0	4.4	4.4		4.0	4.0	4.4	4.0	4.4	
All-Red Time (s)	2.2	2.1	2.6	2.2	2.1		2.6	3.1	2.2	2.0	3.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.6	6.5	6.6	6.6	6.5		6.6	7.1	6.6	6.0	7.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.0	2.0	3.5	3.0		2.0	3.5	3.5	2.0	3.5	
Minimum Gap (s)	3.5	3.0	2.0	3.5	3.0		2.0	3.5	3.5	2.0	3.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		34.0			21.0			38.0			38.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.54	0.55	0.03	0.13	0.53		0.15	0.01	0.03	1.20	0.33	
Control Delay (s/veh)	11.8	25.0	1.6	6.3	15.6		76.3	83.0	0.4	174.3	1.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	11.8	25.0	1.6	6.3	15.6		76.3	83.0	0.4	174.3	1.3	
Queue Length 50th (ft)	123	772	0	4	189		13	0	0	~563	0	
Queue Length 95th (ft)	m227	830	m0	m7	262		31	4	0	#720	0	
Internal Link Dist (ft)		276			500			871			270	
Turn Bay Length (ft)	210		280	440			190		190	410		
Base Capacity (vph)	452	3463	1292	227	2524		157	882	231	336	1140	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.54	0.55	0.03	0.09	0.53		0.07	0.00	0.02	1.20	0.20	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 100 (56%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 125	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 4: NW 112 Avenue & NW 41 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	234	1854	35	18	1187	114	10	1	5	396	3	204
Future Volume (veh/h)	234	1854	35	18	1187	114	10	1	5	396	3	204
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1856	1856	1870	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	244	1892	38	20	1211	116	11	1	5	404	3	222
Peak Hour Factor	0.96	0.98	0.92	0.92	0.98	0.98	0.92	0.92	0.92	0.98	0.92	0.92
Percent Heavy Veh, %	3	3	2	2	3	3	2	2	2	3	2	3
Cap, veh/h	351	3299	1051	210	2822	270	99	138	89	349	299	267
Arrive On Green	0.14	1.00	1.00	0.02	0.60	0.60	0.01	0.04	0.04	0.14	0.17	0.17
Sat Flow, veh/h	1767	5066	1585	1781	4701	450	1781	3554	1585	1767	1777	1585
Grp Volume(v), veh/h	244	1892	38	20	870	457	11	1	5	404	3	222
Grp Sat Flow(s),veh/h/ln	1767	1689	1585	1781	1689	1775	1781	1777	1585	1767	1777	1585
Q Serve(g_s), s	10.2	0.0	0.0	0.8	25.0	25.0	1.1	0.0	0.5	26.0	0.3	24.4
Cycle Q Clear(g_c), s	10.2	0.0	0.0	0.8	25.0	25.0	1.1	0.0	0.5	26.0	0.3	24.4
Prop In Lane	1.00		1.00	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	351	3299	1051	210	2027	1065	99	138	89	349	299	267
V/C Ratio(X)	0.70	0.57	0.04	0.10	0.43	0.43	0.11	0.01	0.06	1.16	0.01	0.83
Avail Cap(c_a), veh/h	370	3299	1051	311	2027	1065	220	886	423	349	548	489
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	0.0	13.3	19.4	19.4	81.6	83.2	80.4	73.4	62.4	72.4
Incr Delay (d2), s/veh	5.6	0.7	0.1	0.2	0.7	1.3	0.2	0.0	0.3	97.9	0.0	7.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	0.4	0.0	0.6	15.1	16.0	0.9	0.0	0.4	20.3	0.2	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.8	0.7	0.1	13.5	20.0	20.6	81.8	83.2	80.7	171.3	62.4	80.3
LnGrp LOS	B	A	A	B	C	C	F	F	F	F	E	F
Approach Vol, veh/h		2174			1347			17			629	
Approach Delay, s/veh		2.9			20.2			81.6			138.7	
Approach LOS		A			C			F			F	

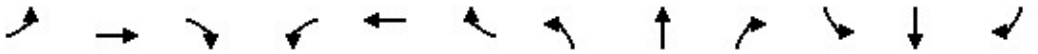
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	114.5	32.0	14.5	9.8	123.7	8.7	37.8
Change Period (Y+Rc), s	6.6	6.5	6.0	* 7.5	6.6	6.5	6.6	7.5
Max Green Setting (Gmax), s	14.4	68.5	26.0	* 45	13.4	69.5	14.4	55.5
Max Q Clear Time (g_c+I1), s	12.2	27.0	28.0	2.5	2.8	2.0	3.1	26.4
Green Ext Time (p_c), s	0.2	11.3	0.0	0.0	0.0	25.3	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	29.3
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

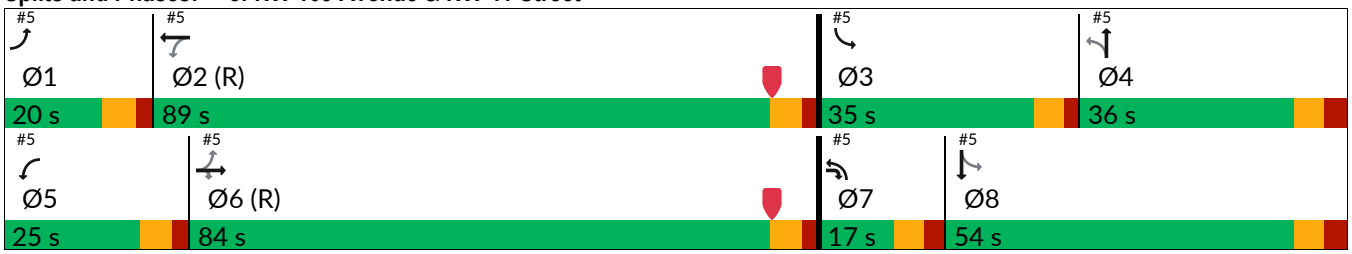


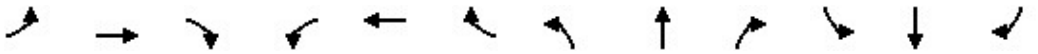
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	2128	37	47	1114	29	28	2	23	149	5	263
Future Volume (vph)	148	2128	37	47	1114	29	28	2	23	149	5	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		175	260		0	150		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		725			1328			949			1000	
Travel Time (s)		12.4			22.6			21.6			22.7	
Adj. Flow (vph)	153	2194	40	51	1148	30	30	2	25	154	5	286
Lane Group Flow (vph)	153	2194	40	51	1178	0	30	27	0	154	291	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	7	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0	5.0	5.0	16.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.5	41.4	11.6	11.6	30.4		11.6	50.3		11.1	48.2	
Total Split (s)	20.0	84.0	17.0	25.0	89.0		17.0	36.0		35.0	54.0	
Total Split (%)	11.1%	46.7%	9.4%	13.9%	49.4%		9.4%	20.0%		19.4%	30.0%	
Maximum Green (s)	13.5	77.6	10.4	18.4	82.6		10.4	28.7		28.9	46.8	
Yellow Time (s)	4.4	4.4	4.0	4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.1	2.0	2.6	2.2	2.0		2.6	3.3		2.1	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.6	6.6	6.4		6.6	7.3		6.1	7.2	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	3.0	2.0	2.5	3.0		2.0	2.5		2.0	2.5	
Minimum Gap (s)	2.5	3.0	2.0	2.5	3.0		2.0	2.5		2.0	2.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		28.0			17.0			36.0			34.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.44	0.62	0.03	0.39	0.35		0.26	0.30		0.68	0.73	
Control Delay (s/veh)	7.1	7.1	0.0	31.3	13.4		65.3	37.6		81.0	22.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	7.1	7.1	0.0	31.3	13.4		65.3	37.6		81.0	22.7	
Queue Length 50th (ft)	22	197	0	14	142		30	2		169	30	
Queue Length 95th (ft)	m33	m213	m0	m46	m175		61	41		238	138	
Internal Link Dist (ft)		645			1248			869			920	
Turn Bay Length (ft)	200		175	260			150					
Base Capacity (vph)	379	3524	1276	247	3365		147	276		300	604	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.40	0.62	0.03	0.21	0.35		0.20	0.10		0.51	0.48	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 97 (54%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NW 109 Avenue & NW 41 Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	2128	37	47	1114	29	28	2	23	149	5	263
Future Volume (veh/h)	148	2128	37	47	1114	29	28	2	23	149	5	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1856	1856	1870	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	153	2194	40	51	1148	30	30	2	25	154	5	286
Peak Hour Factor	0.97	0.97	0.92	0.92	0.97	0.97	0.92	0.92	0.92	0.97	0.92	0.92
Percent Heavy Veh, %	3	3	2	2	3	3	2	2	2	3	2	3
Cap, veh/h	341	3068	994	138	2970	78	98	16	203	358	5	309
Arrive On Green	0.05	0.61	0.61	0.03	0.59	0.59	0.02	0.14	0.14	0.09	0.20	0.20
Sat Flow, veh/h	1767	5066	1585	1781	5076	133	1781	119	1484	1767	27	1562
Grp Volume(v), veh/h	153	2194	40	51	764	414	30	0	27	154	0	291
Grp Sat Flow(s),veh/h/ln	1767	1689	1585	1781	1689	1832	1781	0	1603	1767	0	1589
Q Serve(g_s), s	6.3	54.2	1.7	2.1	21.8	21.8	2.6	0.0	2.7	13.2	0.0	32.4
Cycle Q Clear(g_c), s	6.3	54.2	1.7	2.1	21.8	21.8	2.6	0.0	2.7	13.2	0.0	32.4
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.93	1.00		0.98
Lane Grp Cap(c), veh/h	341	3068	994	138	1976	1072	98	0	220	358	0	314
V/C Ratio(X)	0.45	0.72	0.04	0.37	0.39	0.39	0.31	0.00	0.12	0.43	0.00	0.93
Avail Cap(c_a), veh/h	392	3068	994	274	1976	1072	162	0	256	491	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.3	24.7	12.8	24.2	20.0	20.0	66.1	0.0	68.2	58.0	0.0	70.9
Incr Delay (d2), s/veh	0.7	1.5	0.1	1.1	0.5	0.9	0.6	0.0	0.2	0.3	0.0	21.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	29.2	1.2	1.6	13.2	14.3	2.2	0.0	2.0	10.0	0.0	21.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.0	26.2	12.9	25.2	20.5	20.9	66.8	0.0	68.4	58.3	0.0	92.7
LnGrp LOS	B	C	B	C	C	C	E		E	E		F
Approach Vol, veh/h		2387			1229			57			445	
Approach Delay, s/veh		25.3			20.8			67.5			80.8	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	111.7	21.4	32.0	11.2	115.4	10.5	42.9
Change Period (Y+Rc), s	6.5	6.4	6.1	7.3	6.6	6.4	6.6	* 7.3
Max Green Setting (Gmax), s	13.5	82.6	28.9	28.7	18.4	77.6	10.4	* 47
Max Q Clear Time (g_c+I1), s	8.3	23.8	15.2	4.7	4.1	56.2	4.6	34.4
Green Ext Time (p_c), s	0.1	9.7	0.2	0.1	0.0	16.2	0.0	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	30.5
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

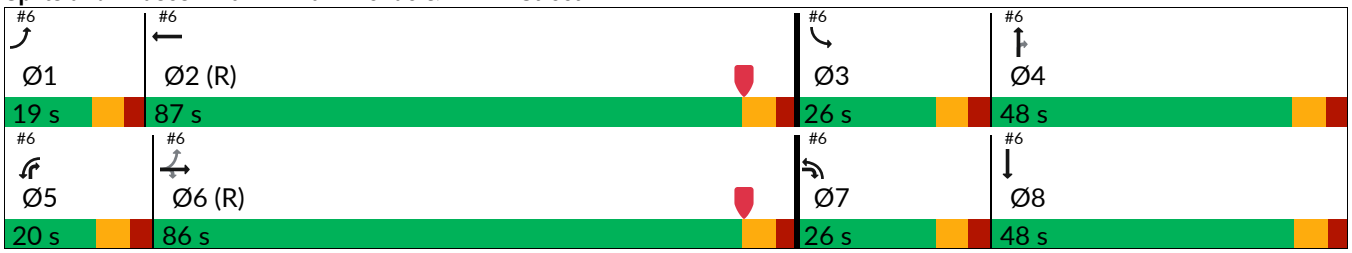
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

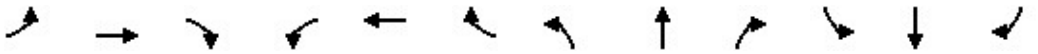
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	1889	341	318	794	132	221	520	214	311	762	70
Future Volume (vph)	106	1889	341	318	794	132	221	520	214	311	762	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	420		580	400		0	290		175	280		0
Storage Lanes	1		1	2		0	2		1	2		0
Taper Length (ft)	25		25	130		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1328			1061			1000			1000	
Travel Time (s)		22.6			18.1			17.0			17.0	
Adj. Flow (vph)	109	1947	352	328	819	136	228	536	221	321	786	76
Lane Group Flow (vph)	109	1947	352	328	955	0	228	536	221	321	862	0
Turn Type	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases	6		6						4			
Detector Phase	1	6	7	5	2		7	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0		7.0	7.0	5.0	7.0	7.0	
Minimum Split (s)	12.0	47.0	14.1	12.4	36.0		14.1	46.4	12.4	14.1	14.1	
Total Split (s)	19.0	86.0	26.0	20.0	87.0		26.0	48.0	20.0	26.0	48.0	
Total Split (%)	10.6%	47.8%	14.4%	11.1%	48.3%		14.4%	26.7%	11.1%	14.4%	26.7%	
Maximum Green (s)	12.0	79.0	18.9	12.6	80.0		18.9	40.6	12.6	18.9	40.9	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.6	2.6	2.7	3.0	2.6		2.7	3.0	3.0	2.7	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.1	7.4	7.0		7.1	7.4	7.4	7.1	7.1	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	1.0	2.0	2.5	1.0		2.0	3.0	2.5	2.0	3.0	
Minimum Gap (s)	2.0	1.0	2.0	2.5	1.0		2.0	3.0	2.5	2.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Don't Walk (s)		33.0			22.0			32.0				
Pedestrian Calls (#/hr)		0			0			0				
v/c Ratio	0.40	0.92	0.40	1.38	0.44		0.76	0.63	0.37	0.88	0.94	
Control Delay (s/veh)	33.8	68.5	23.7	250.1	35.0		96.0	65.5	32.3	102.9	82.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	33.8	68.5	23.7	250.1	35.0		96.0	65.5	32.3	102.9	82.0	
Queue Length 50th (ft)	82	705	168	~269	283		141	315	141	198	547	
Queue Length 95th (ft)	m133	954	454	#381	324		190	387	225	#296	#757	
Internal Link Dist (ft)		1248			981			920			920	
Turn Bay Length (ft)	420		580	400			290		175	280		
Base Capacity (vph)	297	2210	912	238	2206		357	851	598	371	914	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.37	0.88	0.39	1.38	0.43		0.64	0.63	0.37	0.87	0.94	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 68 (38%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 6: NW 107 Avenue & NW 41 Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	1889	341	318	794	132	221	520	214	311	762	70
Future Volume (veh/h)	106	1889	341	318	794	132	221	520	214	311	762	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	109	1947	352	328	819	136	228	536	221	321	786	76
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	336	2352	853	240	2160	356	267	710	427	356	738	71
Arrive On Green	0.04	0.46	0.46	0.07	0.49	0.49	0.08	0.20	0.20	0.10	0.23	0.23
Sat Flow, veh/h	1767	5066	1572	3428	4380	723	3428	3526	1572	3428	3248	314
Grp Volume(v), veh/h	109	1947	352	328	630	325	228	536	221	321	427	435
Grp Sat Flow(s),veh/h/ln	1767	1689	1572	1714	1689	1725	1714	1763	1572	1714	1763	1799
Q Serve(g_s), s	5.8	60.2	23.8	12.6	20.9	21.2	11.8	25.8	21.4	16.7	40.9	40.9
Cycle Q Clear(g_c), s	5.8	60.2	23.8	12.6	20.9	21.2	11.8	25.8	21.4	16.7	40.9	40.9
Prop In Lane	1.00		1.00	1.00		0.42	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	336	2352	853	240	1665	851	267	710	427	356	401	409
V/C Ratio(X)	0.32	0.83	0.41	1.37	0.38	0.38	0.85	0.76	0.52	0.90	1.06	1.07
Avail Cap(c_a), veh/h	377	2352	853	240	1665	851	360	795	465	360	401	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	41.9	24.3	83.7	28.4	28.5	82.0	67.7	55.6	79.8	69.5	69.6
Incr Delay (d2), s/veh	0.2	2.6	1.1	189.4	0.7	1.3	11.0	3.7	1.0	24.1	63.2	62.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	32.3	13.4	19.3	13.5	14.1	9.5	17.6	13.4	13.3	34.9	35.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.3	44.5	25.4	273.1	29.1	29.8	93.0	71.4	56.6	103.9	132.8	132.5
LnGrp LOS	C	D	C	F	C	C	F	E	E	F	F	F
Approach Vol, veh/h		2408			1283			985			1183	
Approach Delay, s/veh		40.8			91.6			73.1			124.8	
Approach LOS		D			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	95.8	25.8	43.6	20.0	90.6	21.1	48.3
Change Period (Y+Rc), s	7.0	7.0	7.1	7.4	7.4	7.0	7.1	* 7.4
Max Green Setting (Gmax), s	12.0	80.0	18.9	40.6	12.6	79.0	18.9	* 41
Max Q Clear Time (g_c+I1), s	7.8	23.2	18.7	27.8	14.6	62.2	13.8	42.9
Green Ext Time (p_c), s	0.0	2.2	0.0	3.4	0.0	6.0	0.2	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	74.3
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	415	186	0	473	84
Future Volume (vph)	0	415	186	0	473	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	200
Storage Lanes	0			0	3	1
Taper Length (ft)	25			25	25	25
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		25	
Link Distance (ft)		1000	860		1000	
Travel Time (s)		22.7	19.5		27.3	
Adj. Flow (vph)	0	437	196	0	498	91
Lane Group Flow (vph)	0	437	196	0	498	91
Turn Type		NA	NA		Prot	Prot
Protected Phases		6	2		4	4
Permitted Phases						
Detector Phase		6	2		4	4
Switch Phase						
Minimum Initial (s)		16.0	16.0		7.0	7.0
Minimum Split (s)		22.4	22.4		13.4	13.4
Total Split (s)		35.0	35.0		55.0	55.0
Total Split (%)		38.9%	38.9%		61.1%	61.1%
Maximum Green (s)		28.6	28.6		48.6	48.6
Yellow Time (s)		4.4	4.4		4.4	4.4
All-Red Time (s)		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.4	6.4		6.4	6.4
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		1.0	1.0		4.0	4.0
Minimum Gap (s)		1.0	1.0		4.0	4.0
Time Before Reduce (s)		0.0	0.0		0.0	0.0
Time To Reduce (s)		0.0	0.0		0.0	0.0
Recall Mode		C-Min	C-Min		None	None
Walk Time (s)						
Flash Don't Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio		0.18	0.16		0.56	0.25
Control Delay (s/veh)		6.0	7.6		35.7	8.6
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		6.0	7.6		35.7	8.6
Queue Length 50th (ft)		43	92		94	0
Queue Length 95th (ft)		72	142		120	38
Internal Link Dist (ft)		920	780		920	
Turn Bay Length (ft)						200
Base Capacity (vph)		2374	1250		2668	888
Starvation Cap Reductn		0	0		0	0

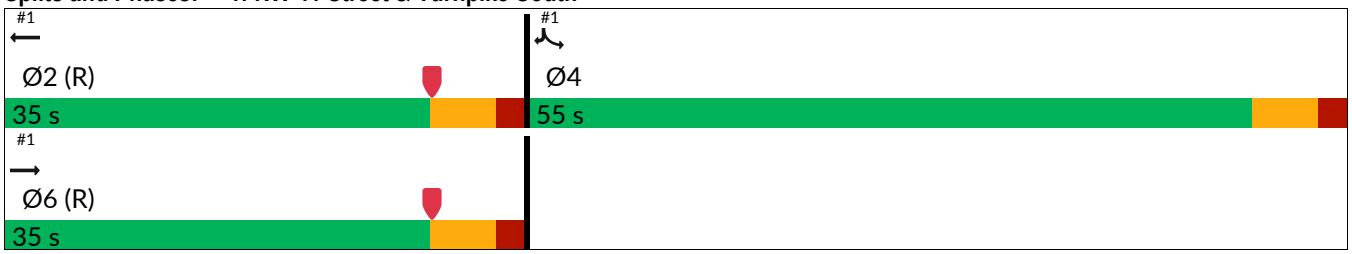
Asset 5155

WBLT is prohibited and WBRT is not part of signal operations

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.18	0.16		0.19	0.10

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 61 (68%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: NW 41 Street & Turnpike South



Asset 5155
WBLT is prohibited and WBRT is not part of signal operations



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑		↰↰↰	↱
Traffic Volume (veh/h)	0	415	186	0	473	84
Future Volume (veh/h)	0	415	186	0	473	84
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	437	196	0	498	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.92
Percent Heavy Veh, %	0	3	3	0	3	3
Cap, veh/h	0	2486	1308	0	761	
Arrive On Green	0.00	0.71	0.71	0.00	0.15	0.00
Sat Flow, veh/h	0	3711	1856	0	4983	1572
Grp Volume(v), veh/h	0	437	196	0	498	0
Grp Sat Flow(s),veh/h/ln	0	1763	1856	0	1661	1572
Q Serve(g_s), s	0.0	3.8	3.1	0.0	8.5	0.0
Cycle Q Clear(g_c), s	0.0	3.8	3.1	0.0	8.5	0.0
Prop In Lane	0.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	0	2486	1308	0	761	
V/C Ratio(X)	0.00	0.18	0.15	0.00	0.65	
Avail Cap(c_a), veh/h	0	2486	1308	0	2691	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.95	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	4.5	4.4	0.0	35.9	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	2.1	1.9	0.0	6.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	4.6	4.6	0.0	37.3	0.0
LnGrp LOS		A	A		D	
Approach Vol, veh/h		437	196		498	
Approach Delay, s/veh		4.6	4.6		37.3	
Approach LOS		A	A		D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	69.9	20.1	69.9
Change Period (Y+Rc), s	6.4	6.4	6.4
Max Green Setting (Gmax), s	28.6	48.6	28.6
Max Q Clear Time (g_c+I1), s	5.1	10.5	5.8
Green Ext Time (p_c), s	0.4	3.3	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	19.0
HCM 7th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Asset 5155

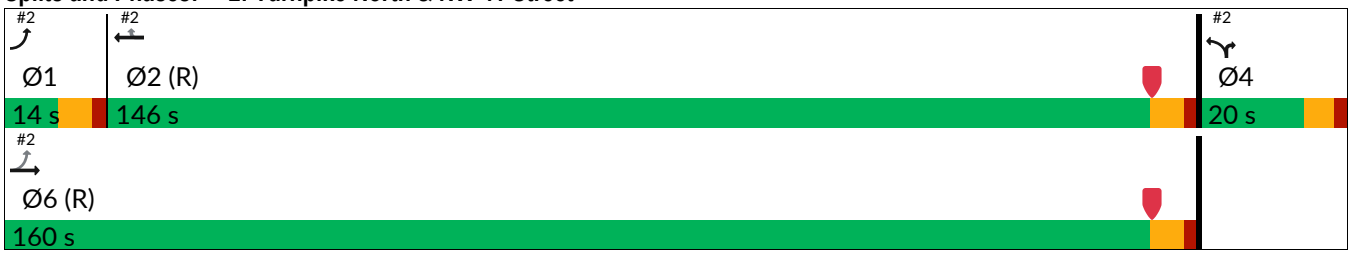
WBLT is prohibited and WBRT is not part of signal operations

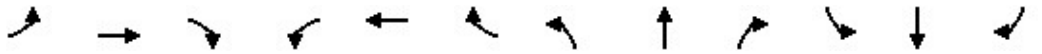
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	593	0	0	1183	677	30	0	691	0	0	0
Future Volume (vph)	171	593	0	0	1183	677	30	0	691	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	0		100	420		300	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		860			1425			1000			1000	
Travel Time (s)		19.5			24.3			22.7			22.7	
Adj. Flow (vph)	182	631	0	0	1259	720	32	0	735	0	0	0
Lane Group Flow (vph)	182	631	0	0	1259	720	32	0	735	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Prot		Prot			
Protected Phases	1	6			2		4		4			
Permitted Phases	6					2						
Detector Phase	1	6			2	2	4		4			
Switch Phase												
Minimum Initial (s)	5.0	16.0			16.0	16.0	7.0		7.0			
Minimum Split (s)	11.4	22.4			22.4	22.4	13.0		13.0			
Total Split (s)	14.0	160.0			146.0	146.0	20.0		20.0			
Total Split (%)	7.8%	88.9%			81.1%	81.1%	11.1%		11.1%			
Maximum Green (s)	7.6	153.6			139.6	139.6	14.0		14.0			
Yellow Time (s)	4.4	4.4			4.4	4.4	4.0		4.0			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	6.4	6.4			6.4	6.4	6.0		6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.5	1.0			1.0	1.0	2.5		2.5			
Minimum Gap (s)	2.5	1.0			1.0	1.0	2.5		2.5			
Time Before Reduce (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Time To Reduce (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Recall Mode	None	C-Min			C-Min	C-Min	None		None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.41	0.14			0.34	0.54	0.34		0.83			
Control Delay (s/veh)	10.5	0.8			4.0	2.5	90.5		13.6			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay (s/veh)	10.5	0.8			4.0	2.5	90.5		13.6			
Queue Length 50th (ft)	17	12			76	20	38		0			
Queue Length 95th (ft)	45	21			104	m59	78		53			
Internal Link Dist (ft)		780			1345			920			920	
Turn Bay Length (ft)	300					100	420		300			
Base Capacity (vph)	441	4427			3931	1377	139		960			
Starvation Cap Reductn	0	0			0	0	0		0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.41	0.14			0.32	0.52	0.23		0.77			

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 136 (76%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 2: Turnpike North & NW 41 Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	593	0	0	1183	677	30	0	691	0	0	0
Future Volume (veh/h)	171	593	0	0	1183	677	30	0	691	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	0	0	1856	1856	1856	0	1856			
Adj Flow Rate, veh/h	182	631	0	0	1259	0	32	0	735			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	3	3	0	0	3	3	3	0	3			
Cap, veh/h	354	4323	0	0	3976		137	0	279			
Arrive On Green	0.07	1.00	0.00	0.00	0.26	0.00	0.08	0.00	0.08			
Sat Flow, veh/h	1767	5233	0	0	5233	1572	1767	0	3585			
Grp Volume(v), veh/h	182	631	0	0	1259	0	32	0	735			
Grp Sat Flow(s),veh/h/ln	1767	1689	0	0	1689	1572	1767	0	1195			
Q Serve(g_s), s	3.9	0.0	0.0	0.0	36.1	0.0	3.1	0.0	14.0			
Cycle Q Clear(g_c), s	3.9	0.0	0.0	0.0	36.1	0.0	3.1	0.0	14.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	354	4323	0	0	3976		137	0	279			
V/C Ratio(X)	0.51	0.15	0.00	0.00	0.32		0.23	0.00	2.64			
Avail Cap(c_a), veh/h	370	4323	0	0	3976		137	0	279			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.93	0.93	0.00	0.00	0.41	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	9.4	0.0	0.0	0.0	27.7	0.0	78.0	0.0	83.0			
Incr Delay (d2), s/veh	0.8	0.1	0.0	0.0	0.1	0.0	0.6	0.0	746.4			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	4.2	0.0	0.0	0.0	20.8	0.0	2.6	0.0	38.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.2	0.1	0.0	0.0	27.8	0.0	78.6	0.0	829.4			
LnGrp LOS	B	A			C		E		F			
Approach Vol, veh/h		813			1259			767				
Approach Delay, s/veh		2.3			27.8			798.0				
Approach LOS		A			C			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	12.3	147.7		20.0		160.0			
Change Period (Y+Rc), s	6.4	6.4		6.0		6.4			
Max Green Setting (Gmax), s	7.6	139.6		14.0		153.6			
Max Q Clear Time (g_c+I1), s	5.9	38.1		16.0		2.0			
Green Ext Time (p_c), s	0.1	3.6		0.0		1.8			

Intersection Summary		
HCM 7th Control Delay, s/veh		228.6
HCM 7th LOS		F

Notes

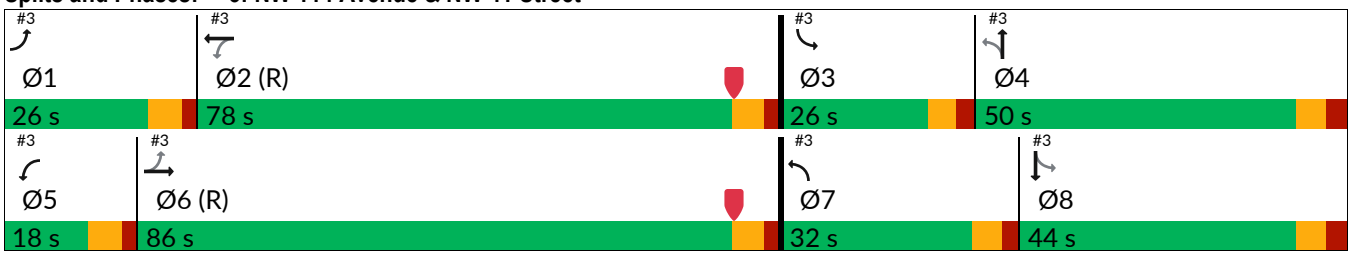
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

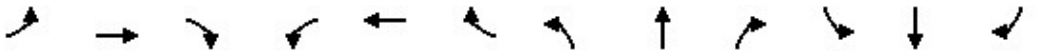
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	1159	58	197	1556	209	142	452	203	174	362	179
Future Volume (vph)	223	1159	58	197	1556	209	142	452	203	174	362	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	190		0	255		0	215		0	535		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1425			405			1000			350	
Travel Time (s)		24.3			6.9			19.5			6.8	
Adj. Flow (vph)	228	1183	59	201	1588	213	145	461	207	178	369	183
Lane Group Flow (vph)	228	1242	0	201	1801	0	145	668	0	178	552	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.4	40.4		11.4	40.4		11.3	45.0		11.3	46.0	
Total Split (s)	26.0	86.0		18.0	78.0		32.0	50.0		26.0	44.0	
Total Split (%)	14.4%	47.8%		10.0%	43.3%		17.8%	27.8%		14.4%	24.4%	
Maximum Green (s)	19.6	79.6		11.6	71.6		25.7	43.0		19.7	37.0	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.3	3.0		2.3	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.3	7.0		6.3	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0		3.0	3.5		3.0	3.5	
Minimum Gap (s)	2.0	1.0		2.0	1.0		3.0	3.5		3.0	3.5	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			6.0			7.0	
Flash Don't Walk (s)		27.0			27.0			32.0			32.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.88	0.53		0.80	0.88		0.57	0.88		0.81	0.70	
Control Delay (s/veh)	86.9	37.4		38.8	39.6		49.2	77.2		70.3	63.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	86.9	37.4		38.8	39.6		49.2	77.2		70.3	63.4	
Queue Length 50th (ft)	229	435		100	810		121	390		151	295	
Queue Length 95th (ft)	m#423	497		m#133	871		178	466		#249	374	
Internal Link Dist (ft)		1345			325			920			270	
Turn Bay Length (ft)	190			255			215			535		
Base Capacity (vph)	258	2340		252	2060		344	827		242	802	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.88	0.53		0.80	0.87		0.42	0.81		0.74	0.69	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 170 (94%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: NW 114 Avenue & NW 41 Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	1159	58	197	1556	209	142	452	203	174	362	179
Future Volume (veh/h)	223	1159	58	197	1556	209	142	452	203	174	362	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	228	1183	59	201	1588	213	145	461	207	178	369	183
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	248	2395	119	272	2086	279	242	513	228	218	528	258
Arrive On Green	0.03	0.16	0.16	0.09	0.61	0.61	0.08	0.22	0.22	0.09	0.23	0.23
Sat Flow, veh/h	1767	4942	246	1767	4519	605	1767	2371	1057	1767	2296	1121
Grp Volume(v), veh/h	228	808	434	201	1186	615	145	342	326	178	282	270
Grp Sat Flow(s),veh/h/ln	1767	1689	1811	1767	1689	1747	1767	1763	1665	1767	1763	1654
Q Serve(g_s), s	13.6	39.3	39.3	11.2	45.8	46.0	11.4	33.9	34.4	14.0	26.4	27.0
Cycle Q Clear(g_c), s	13.6	39.3	39.3	11.2	45.8	46.0	11.4	33.9	34.4	14.0	26.4	27.0
Prop In Lane	1.00		0.14	1.00		0.35	1.00		0.63	1.00		0.68
Lane Grp Cap(c), veh/h	248	1637	878	272	1559	806	242	381	360	218	405	380
V/C Ratio(X)	0.92	0.49	0.49	0.74	0.76	0.76	0.60	0.90	0.91	0.82	0.70	0.71
Avail Cap(c_a), veh/h	286	1637	878	272	1559	806	360	421	398	253	405	380
HCM Platoon Ratio	0.33	0.33	0.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	55.5	55.5	28.4	27.5	27.6	51.2	68.6	68.8	52.2	63.5	63.8
Incr Delay (d2), s/veh	25.8	0.9	1.7	9.0	3.5	6.8	2.4	20.6	23.0	16.5	5.4	6.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.3	24.6	26.4	8.9	24.1	25.8	9.0	24.3	23.7	11.7	18.3	17.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.8	56.4	57.2	37.4	31.1	34.3	53.5	89.2	91.7	68.7	68.9	70.1
LnGrp LOS	E	E	E	D	C	C	D	F	F	E	E	E
Approach Vol, veh/h		1470			2002			813			730	
Approach Delay, s/veh		59.0			32.7			83.8			69.3	
Approach LOS		E			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.1	89.5	22.4	45.9	18.0	93.6	20.0	48.4
Change Period (Y+Rc), s	6.4	6.4	6.3	7.0	6.4	6.4	6.3	7.0
Max Green Setting (Gmax), s	19.6	71.6	19.7	43.0	11.6	79.6	25.7	37.0
Max Q Clear Time (g_c+I1), s	15.6	48.0	16.0	36.4	13.2	41.3	13.4	29.0
Green Ext Time (p_c), s	0.1	4.9	0.2	2.5	0.0	2.9	0.3	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	54.0
HCM 7th LOS	D

Notes

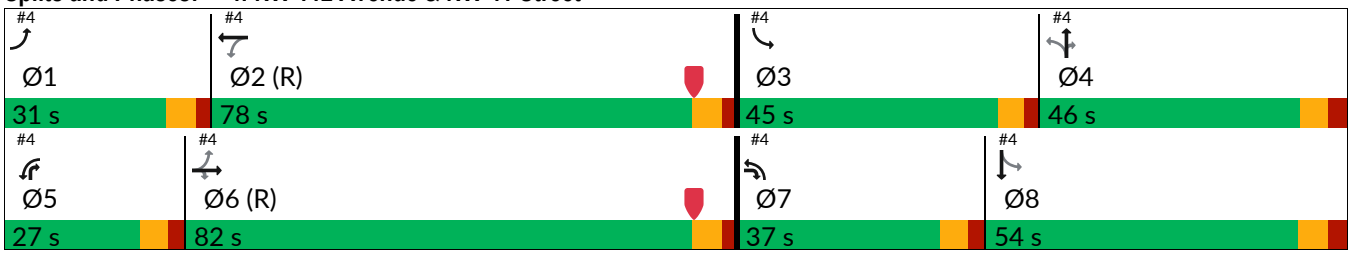
User approved pedestrian interval to be less than phase max green.

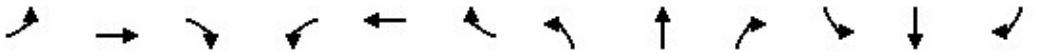
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	1386	30	15	1857	237	51	4	25	225	2	175
Future Volume (vph)	197	1386	30	15	1857	237	51	4	25	225	2	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		280	440		0	200		200	410		575
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		356			580			1019			350	
Travel Time (s)		6.1			9.9			17.4			6.8	
Adj. Flow (vph)	207	1459	33	16	1955	249	55	4	27	237	2	184
Lane Group Flow (vph)	207	1459	33	16	2204	0	55	4	27	237	186	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases	6		6	2			4		4	8		
Detector Phase	1	6	7	5	2		7	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0	5.0	5.0	16.0		5.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.6	47.5	11.6	11.6	34.5		11.6	52.5	11.6	11.0	52.5	
Total Split (s)	31.0	82.0	37.0	27.0	78.0		37.0	46.0	27.0	45.0	54.0	
Total Split (%)	15.5%	41.0%	18.5%	13.5%	39.0%		18.5%	23.0%	13.5%	22.5%	27.0%	
Maximum Green (s)	24.4	75.5	30.4	20.4	71.5		30.4	38.9	20.4	39.0	46.5	
Yellow Time (s)	4.4	4.4	4.0	4.4	4.4		4.0	4.0	4.4	4.0	4.4	
All-Red Time (s)	2.2	2.1	2.6	2.2	2.1		2.6	3.1	2.2	2.0	3.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.6	6.5	6.6	6.6	6.5		6.6	7.1	6.6	6.0	7.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.0	2.0	3.5	3.0		2.0	3.5	3.5	2.0	3.5	
Minimum Gap (s)	3.5	3.0	2.0	3.5	3.0		2.0	3.5	3.5	2.0	3.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		34.0			21.0			38.0			38.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.79	0.41	0.03	0.06	0.73		0.53	0.03	0.17	0.82	0.30	
Control Delay (s/veh)	81.7	13.5	0.0	8.9	18.0		99.5	94.0	2.4	100.1	1.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	81.7	13.5	0.0	8.9	18.0		99.5	94.0	2.4	100.1	1.3	
Queue Length 50th (ft)	217	276	0	4	262		73	2	0	316	0	
Queue Length 95th (ft)	322	430	0	m9	355		101	11	0	377	0	
Internal Link Dist (ft)		276			500			939			270	
Turn Bay Length (ft)	210		280	440			200		200	410		
Base Capacity (vph)	279	3593	1426	371	3000		283	688	261	356	1005	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.74	0.41	0.02	0.04	0.73		0.19	0.01	0.10	0.67	0.19	

Intersection Summary	
Area Type:	Other
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 15 (8%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 4: NW 112 Avenue & NW 41 Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	1386	30	15	1857	237	51	4	25	225	2	175
Future Volume (veh/h)	197	1386	30	15	1857	237	51	4	25	225	2	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1856	1856	1870	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	207	1459	33	16	1955	249	55	4	27	237	2	184
Peak Hour Factor	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.92	0.95
Percent Heavy Veh, %	3	3	2	2	3	3	2	2	2	3	2	3
Cap, veh/h	226	3442	1137	256	2818	355	125	124	79	326	234	209
Arrive On Green	0.08	0.68	0.68	0.01	0.62	0.62	0.04	0.04	0.04	0.14	0.13	0.13
Sat Flow, veh/h	1767	5066	1585	1781	4555	574	1781	3554	1585	1767	1777	1585
Grp Volume(v), veh/h	207	1459	33	16	1444	760	55	4	27	237	2	184
Grp Sat Flow(s),veh/h/ln	1767	1689	1585	1781	1689	1752	1781	1777	1585	1767	1777	1585
Q Serve(g_s), s	12.6	25.9	1.2	0.7	57.0	58.4	5.9	0.2	3.3	25.3	0.2	22.8
Cycle Q Clear(g_c), s	12.6	25.9	1.2	0.7	57.0	58.4	5.9	0.2	3.3	25.3	0.2	22.8
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	226	3442	1137	256	2089	1084	125	124	79	326	234	209
V/C Ratio(X)	0.91	0.42	0.03	0.06	0.69	0.70	0.44	0.03	0.34	0.73	0.01	0.88
Avail Cap(c_a), veh/h	309	3442	1137	412	2089	1084	328	691	332	427	413	369
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	14.4	8.2	14.1	25.4	25.7	88.7	93.2	91.9	77.1	75.4	85.2
Incr Delay (d2), s/veh	26.0	0.4	0.0	0.1	1.9	3.8	0.9	0.1	3.1	2.6	0.0	13.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.9	15.2	0.8	0.5	30.9	33.3	5.0	0.2	2.6	17.4	0.2	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.9	14.8	8.2	14.2	27.3	29.5	89.6	93.4	94.9	79.7	75.5	98.5
LnGrp LOS	E	B	A	B	C	C	F	F	F	E	E	F
Approach Vol, veh/h		1699			2220			86			423	
Approach Delay, s/veh		22.5			27.9			91.5			87.9	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.7	130.2	33.6	14.5	9.5	142.4	14.2	33.9
Change Period (Y+Rc), s	6.6	6.5	6.0	* 7.5	6.6	6.5	6.6	7.5
Max Green Setting (Gmax), s	24.4	71.5	39.0	* 39	20.4	75.5	30.4	46.5
Max Q Clear Time (g_c+I1), s	14.6	60.4	27.3	5.3	2.7	27.9	7.9	24.8
Green Ext Time (p_c), s	0.5	9.2	0.3	0.1	0.0	14.6	0.0	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	32.8
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

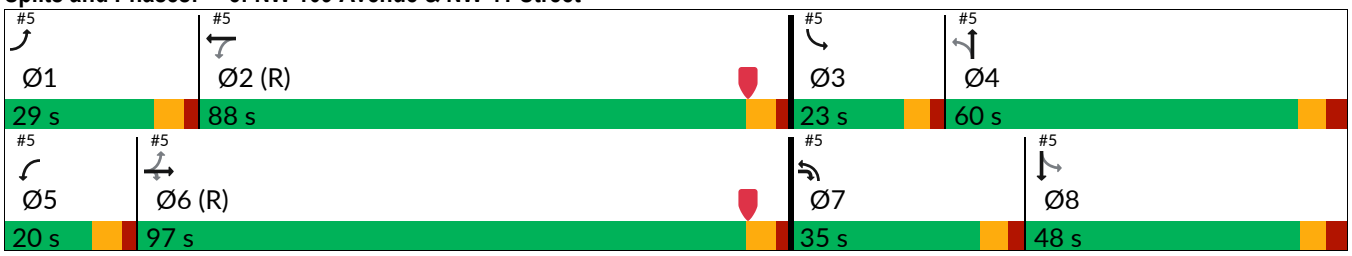
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	193	1395	38	52	1882	129	87	6	113	145	4	163
Future Volume (vph)	193	1395	38	52	1882	129	87	6	113	145	4	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		175	260		0	150		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		725			1328			1026			1000	
Travel Time (s)		12.4			22.6			23.3			22.7	
Adj. Flow (vph)	201	1453	41	57	1960	134	95	7	123	151	4	170
Lane Group Flow (vph)	201	1453	41	57	2094	0	95	130	0	151	174	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	7	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0	5.0	5.0	16.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.6	48.4	13.6	11.5	30.4		13.6	50.3		13.6	48.2	
Total Split (s)	29.0	97.0	35.0	20.0	88.0		35.0	60.0		23.0	48.0	
Total Split (%)	14.5%	48.5%	17.5%	10.0%	44.0%		17.5%	30.0%		11.5%	24.0%	
Maximum Green (s)	22.5	90.6	28.4	13.5	81.6		28.4	52.7		16.9	40.8	
Yellow Time (s)	4.4	4.4	4.0	4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.1	2.0	2.6	2.1	2.0		2.6	3.3		2.1	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.4	6.6	6.5	6.4		6.6	7.3		6.1	7.2	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.5	3.0	2.0	2.5	3.0		2.0	2.5		2.0	2.5	
Minimum Gap (s)	2.5	3.0	2.0	2.5	3.0		2.0	2.5		2.0	2.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		28.0			17.0			36.0			34.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.74	0.41	0.03	0.23	0.68		0.58	0.67		0.83	0.70	
Control Delay (s/veh)	90.5	8.5	0.1	10.6	28.1		87.3	31.6		109.8	26.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	90.5	8.5	0.1	10.6	28.1		87.3	31.6		109.8	26.6	
Queue Length 50th (ft)	199	141	0	16	648		116	9		191	5	
Queue Length 95th (ft)	314	150	m0	36	872		172	87		#278	94	
Internal Link Dist (ft)		645			1248			946			920	
Turn Bay Length (ft)	200		175	260			150					
Base Capacity (vph)	284	3555	1399	314	3075		268	511		187	456	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.71	0.41	0.03	0.18	0.68		0.35	0.25		0.81	0.38	

Intersection Summary	
Area Type:	Other
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 27 (14%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: NW 109 Avenue & NW 41 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	1395	38	52	1882	129	87	6	113	145	4	163
Future Volume (veh/h)	193	1395	38	52	1882	129	87	6	113	145	4	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1856	1856	1870	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	201	1453	41	57	1960	134	95	7	123	151	4	170
Peak Hour Factor	0.96	0.96	0.92	0.92	0.96	0.96	0.92	0.92	0.92	0.96	0.92	0.96
Percent Heavy Veh, %	3	3	2	2	3	3	2	2	2	3	2	3
Cap, veh/h	219	3357	1142	264	3020	206	156	8	147	207	4	189
Arrive On Green	0.06	0.66	0.66	0.02	0.62	0.62	0.06	0.10	0.10	0.08	0.12	0.12
Sat Flow, veh/h	1767	5066	1585	1781	4844	330	1781	86	1512	1767	37	1554
Grp Volume(v), veh/h	201	1453	41	57	1364	730	95	0	130	151	0	174
Grp Sat Flow(s),veh/h/ln	1767	1689	1585	1781	1689	1796	1781	0	1598	1767	0	1591
Q Serve(g_s), s	10.4	27.1	1.5	2.3	51.0	51.6	9.5	0.0	16.0	15.2	0.0	21.6
Cycle Q Clear(g_c), s	10.4	27.1	1.5	2.3	51.0	51.6	9.5	0.0	16.0	15.2	0.0	21.6
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.95	1.00		0.98
Lane Grp Cap(c), veh/h	219	3357	1142	264	2105	1120	156	0	156	207	0	194
V/C Ratio(X)	0.92	0.43	0.04	0.22	0.65	0.65	0.61	0.00	0.83	0.73	0.00	0.90
Avail Cap(c_a), veh/h	306	3357	1142	342	2105	1120	306	0	421	207	0	324
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.5	16.0	8.0	14.0	23.8	23.9	76.1	0.0	88.7	73.3	0.0	86.6
Incr Delay (d2), s/veh	23.8	0.4	0.1	0.0	0.1	0.3	1.4	0.0	8.4	10.7	0.0	14.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.4	15.9	1.0	1.4	22.4	24.0	8.0	0.0	11.4	12.1	0.0	14.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.4	16.4	8.1	14.0	23.9	24.2	77.6	0.0	97.1	84.0	0.0	100.6
LnGrp LOS	E	B	A	B	C	C	E		F	F		F
Approach Vol, veh/h		1695			2151			225			325	
Approach Delay, s/veh		22.3			23.7			88.9			92.9	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	131.1	23.0	26.8	11.3	138.9	18.2	31.6
Change Period (Y+Rc), s	6.5	6.4	6.1	7.3	6.5	6.4	6.6	* 7.3
Max Green Setting (Gmax), s	22.5	81.6	16.9	52.7	13.5	90.6	28.4	* 41
Max Q Clear Time (g_c+I1), s	12.4	53.6	17.2	18.0	4.3	29.1	11.5	23.6
Green Ext Time (p_c), s	0.3	18.1	0.0	0.7	0.0	15.3	0.1	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	31.6
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

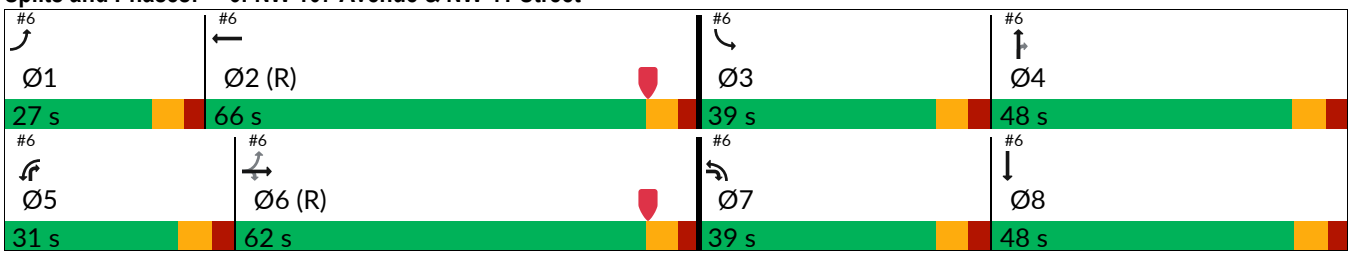
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

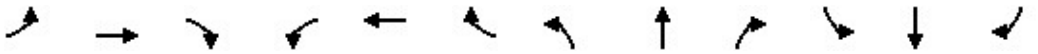
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	243	1079	316	347	1585	227	374	797	171	231	599	132
Future Volume (vph)	243	1079	316	347	1585	227	374	797	171	231	599	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	420		580	400		0	290		175	280		0
Storage Lanes	1		1	2		0	2		1	2		0
Taper Length (ft)	25		25	130		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1328			1061			1000			1000	
Travel Time (s)		22.6			18.1			17.0			17.0	
Adj. Flow (vph)	245	1090	319	351	1601	229	378	805	173	233	605	133
Lane Group Flow (vph)	245	1090	319	351	1830	0	378	805	173	233	738	0
Turn Type	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases	6		6						4			
Detector Phase	1	6	7	5	2		7	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0		7.0	7.0	5.0	7.0	7.0	
Minimum Split (s)	12.0	47.0	14.1	12.4	36.0		14.1	46.4	12.4	14.1	14.1	
Total Split (s)	27.0	62.0	39.0	31.0	66.0		39.0	48.0	31.0	39.0	48.0	
Total Split (%)	15.0%	34.4%	21.7%	17.2%	36.7%		21.7%	26.7%	17.2%	21.7%	26.7%	
Maximum Green (s)	20.0	55.0	31.9	23.6	59.0		31.9	40.6	23.6	31.9	40.9	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4		4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.6	2.6	2.7	3.0	2.6		2.7	3.0	3.0	2.7	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.1	7.4	7.0		7.1	7.4	7.4	7.1	7.1	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	1.0	2.0	2.5	1.0		2.0	3.0	2.5	2.0	3.0	
Minimum Gap (s)	2.0	1.0	2.0	2.5	1.0		2.0	3.0	2.5	2.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Don't Walk (s)		33.0			22.0			32.0				
Pedestrian Calls (#/hr)		0			0			0				
v/c Ratio	0.91	0.64	0.38	0.85	1.12		0.82	0.80	0.23	0.74	0.87	
Control Delay (s/veh)	101.7	42.3	13.3	96.0	115.5		90.5	66.1	16.6	93.5	74.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	101.7	42.3	13.3	96.0	115.5		90.5	66.1	16.6	93.5	74.9	
Queue Length 50th (ft)	275	205	78	215	~928		233	469	65	144	441	
Queue Length 95th (ft)	#485	337	101	278	#1022		287	567	124	191	#566	
Internal Link Dist (ft)		1248			981			920			920	
Turn Bay Length (ft)	420		580	400			290		175	280		
Base Capacity (vph)	270	1694	897	445	1636		602	1009	763	602	853	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.91	0.64	0.36	0.79	1.12		0.63	0.80	0.23	0.39	0.87	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 114 (63%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 6: NW 107 Avenue & NW 41 Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	243	1079	316	347	1585	227	374	797	171	231	599	132
Future Volume (veh/h)	243	1079	316	347	1585	227	374	797	171	231	599	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	245	1090	319	351	1601	229	378	805	173	233	605	133
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	247	1925	791	391	1725	246	421	935	596	275	640	140
Arrive On Green	0.04	0.13	0.13	0.11	0.39	0.39	0.12	0.27	0.27	0.08	0.22	0.22
Sat Flow, veh/h	1767	5066	1572	3428	4479	639	3428	3526	1572	3428	2874	630
Grp Volume(v), veh/h	245	1090	319	351	1206	624	378	805	173	233	371	367
Grp Sat Flow(s),veh/h/ln	1767	1689	1572	1714	1689	1741	1714	1763	1572	1714	1763	1742
Q Serve(g_s), s	19.8	36.5	27.4	18.2	61.5	61.9	19.6	39.1	13.8	12.1	37.2	37.4
Cycle Q Clear(g_c), s	19.8	36.5	27.4	18.2	61.5	61.9	19.6	39.1	13.8	12.1	37.2	37.4
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	247	1925	791	391	1300	670	421	935	596	275	393	388
V/C Ratio(X)	0.99	0.57	0.40	0.90	0.93	0.93	0.90	0.86	0.29	0.85	0.94	0.95
Avail Cap(c_a), veh/h	247	1925	791	449	1300	670	608	935	596	608	401	396
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.6	64.8	41.0	78.7	52.9	53.1	77.8	63.0	39.0	81.7	68.9	68.9
Incr Delay (d2), s/veh	51.9	1.1	1.4	18.3	12.7	21.5	9.5	8.2	0.3	2.8	30.7	31.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.6	23.2	17.2	13.9	36.7	39.7	14.1	25.5	9.2	9.3	27.3	27.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	117.5	65.8	42.4	97.0	65.7	74.5	87.3	71.2	39.2	84.5	99.6	100.6
LnGrp LOS	F	E	D	F	E	E	F	E	D	F	F	F
Approach Vol, veh/h		1654			2181			1356			971	
Approach Delay, s/veh		69.0			73.2			71.6			96.4	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	76.3	21.5	55.2	27.9	75.4	29.2	47.5
Change Period (Y+Rc), s	7.0	7.0	7.1	7.4	7.4	7.0	7.1	* 7.4
Max Green Setting (Gmax), s	20.0	59.0	31.9	40.6	23.6	55.0	31.9	* 41
Max Q Clear Time (g_c+I1), s	21.8	63.9	14.1	41.1	20.2	38.5	21.6	39.4
Green Ext Time (p_c), s	0.0	0.0	0.4	0.0	0.3	2.8	0.5	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	75.4
HCM 7th LOS	E

Notes

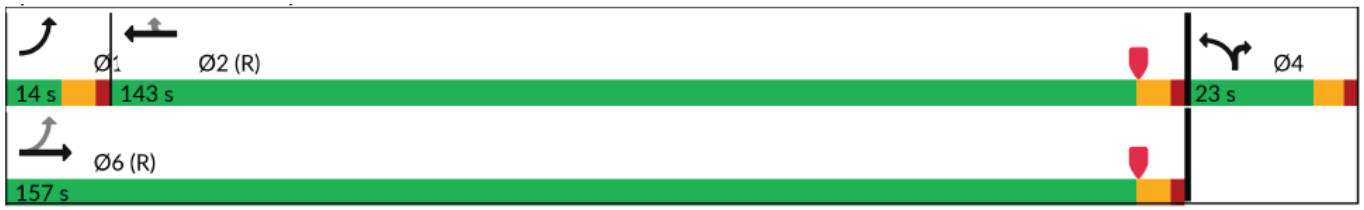
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Traffic Signal Timing Modifications (Optimization)

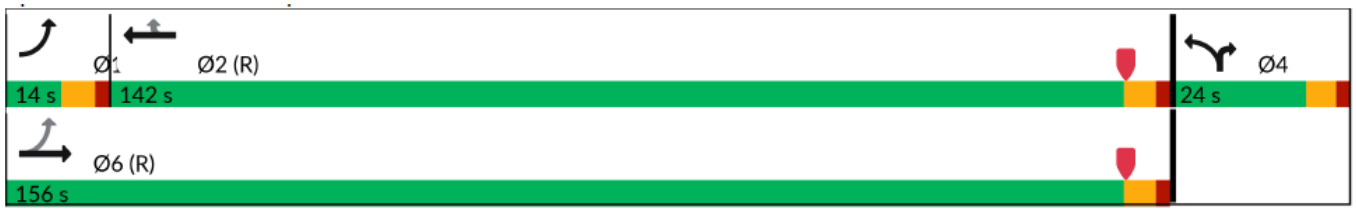
Node 2: Turnpike North & NW 41 Street

AM Peak Hour

Existing Timing

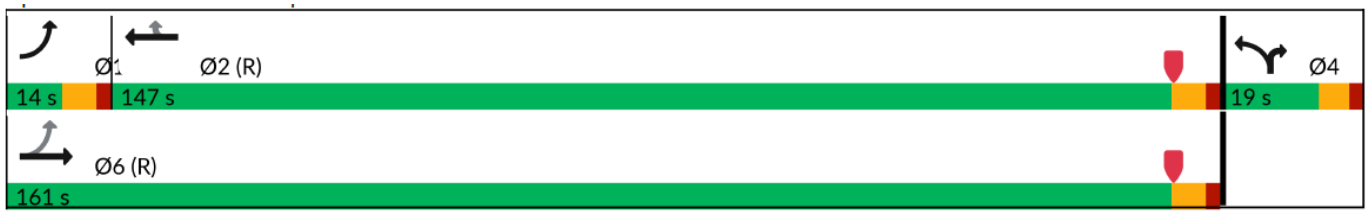


Optimized Timing

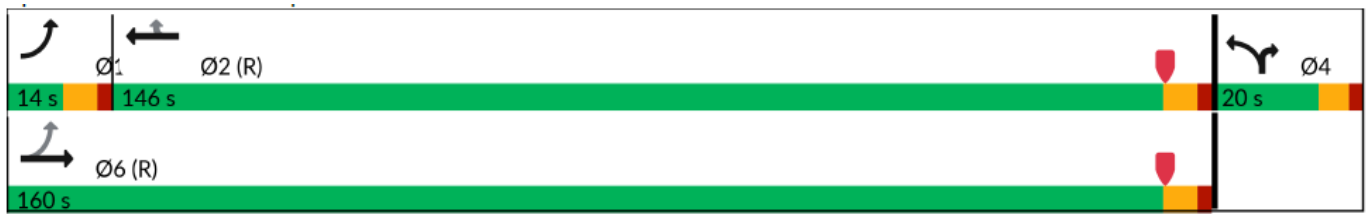


PM Peak Hour

Existing Timing



Optimized Timing

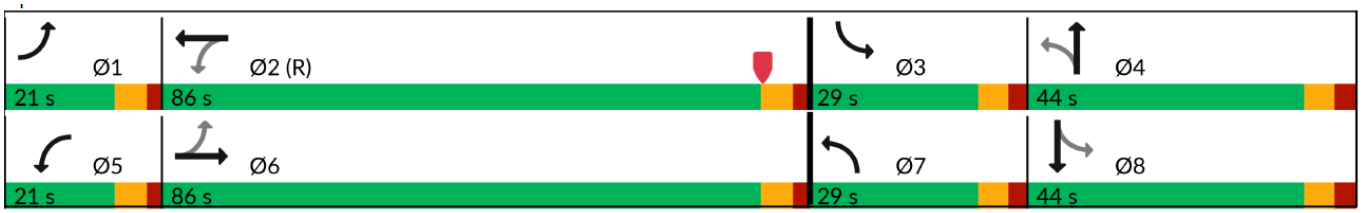


Traffic Signal Timing Modifications (Optimization)

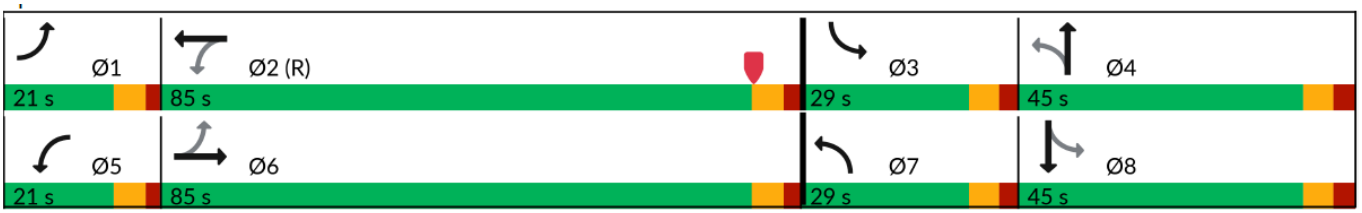
Node 3: NW 41 Street & NW 114 Avenue

AM Peak Hour

Existing Timing

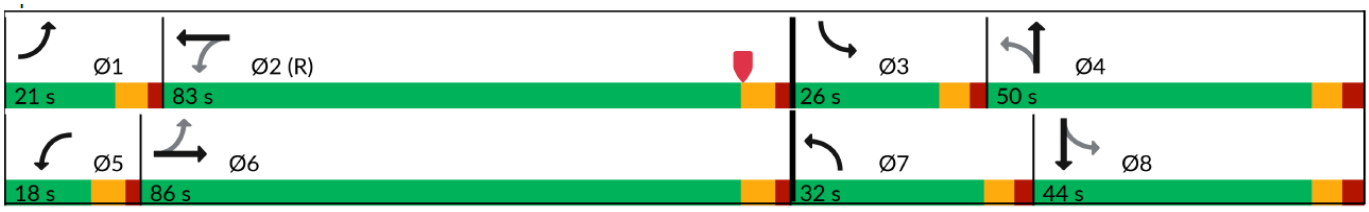


Optimized Timing

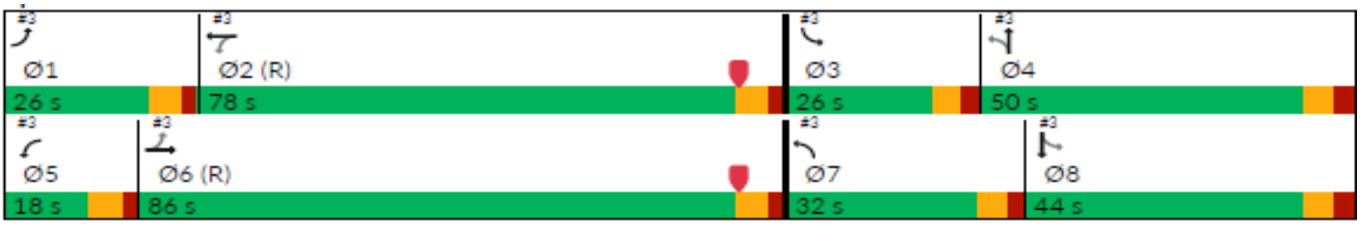


PM Peak Hour

Existing Timing



Optimized Timing

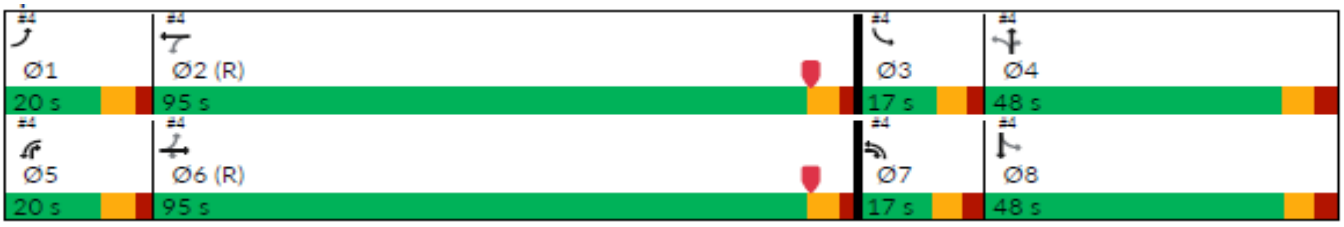


Traffic Signal Timing Modifications (Optimization)

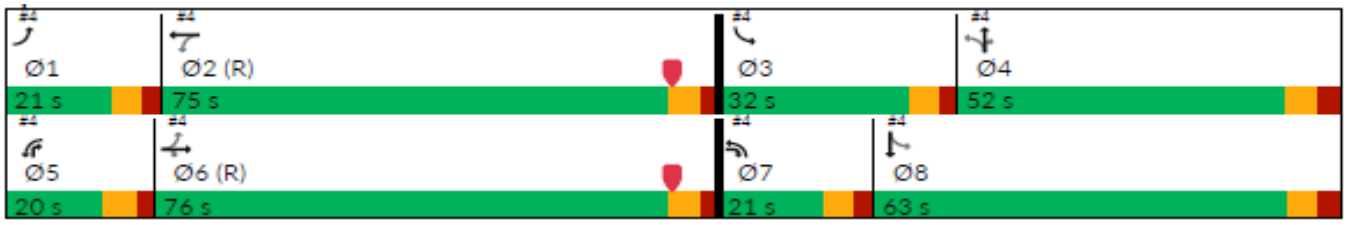
Node 4: NW 41 Street & NW 112 Avenue

AM Peak Hour

Existing Timing

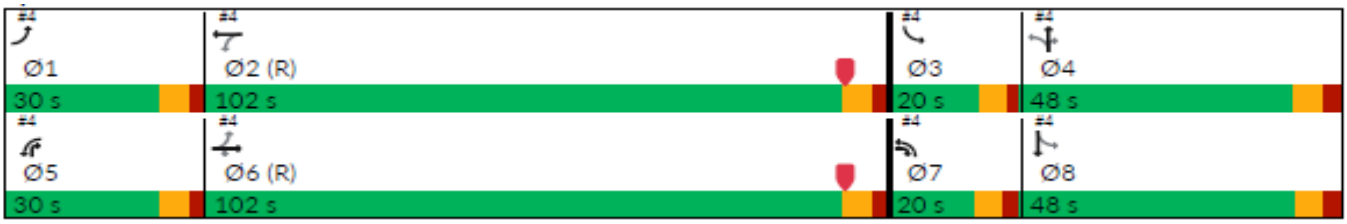


Optimized Timing

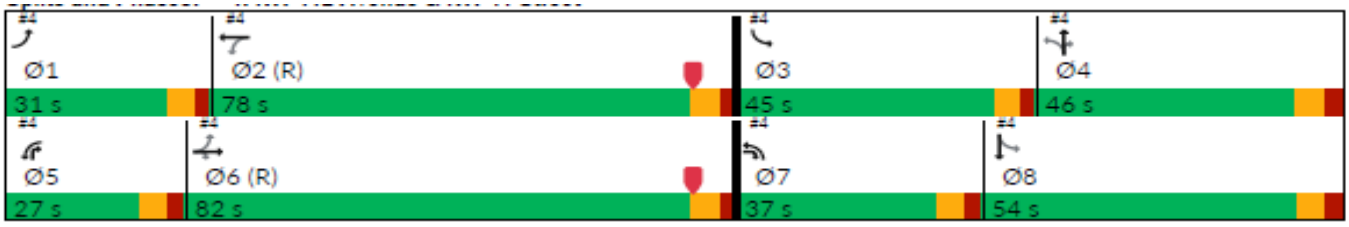


PM Peak Hour

Existing Timing



Optimized Timing



Traffic Signal Timing Modifications (Optimization)

Node 5: NW 41 Street & NW 109 Avenue

AM Peak Hour

Existing Timing



Optimized Timing

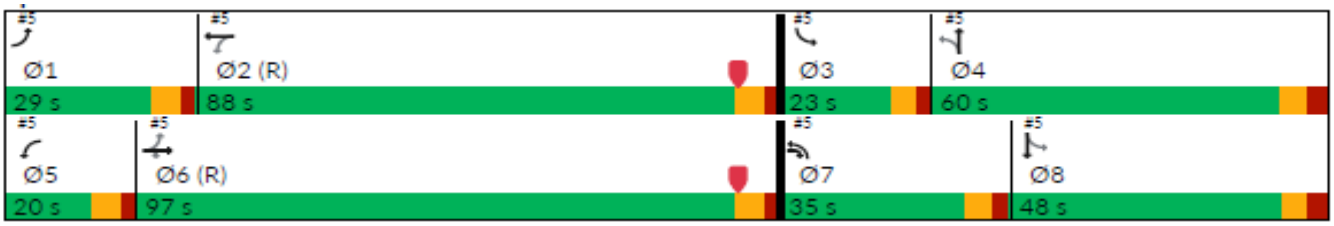


PM Peak Hour

Existing Timing



Optimized Timing



Traffic Signal Timing Modifications (Optimization)

Node 6: NW 107 Avenue & NW 41 Street

AM Peak Hour

Existing Timing

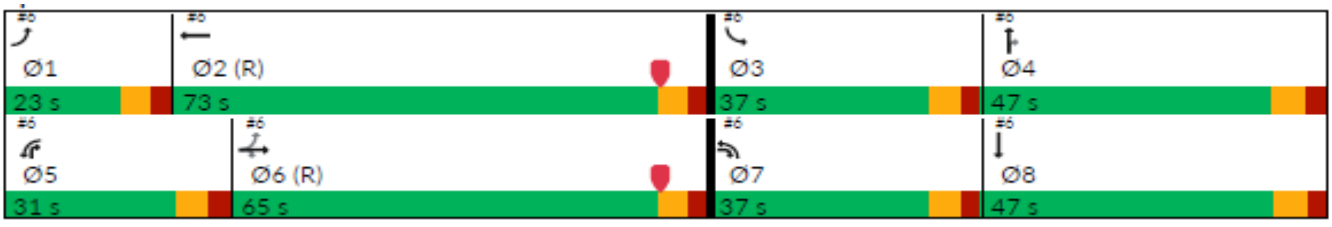


Optimized Timing

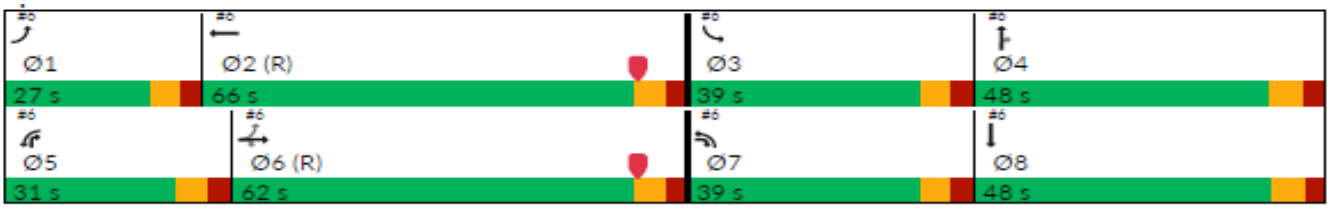


PM Peak Hour

Existing Timing



Optimized Timing



Bowman

Driveways



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	6	554	19	0	946
Future Volume (vph)	0	6	554	19	0	946
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	25	25		25	25	
Satd. Flow (prot)	0	1611	3522	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1611	3522	0	0	3539
Link Speed (mph)	30		35			35
Link Distance (ft)	300		350			510
Travel Time (s)	6.8		6.8			9.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	7	623	0	0	1028
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	554	19	0	946
Future Vol, veh/h	0	6	554	19	0	946
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	602	21	0	1028

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	311	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	684	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	684	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.31	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	684	-
HCM Lane V/C Ratio	-	-	0.01	-
HCM Ctrl Dly (s/v)	-	-	10.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Volume (vph)	0	2123	1333	38	0	17
Future Volume (vph)	0	2123	1333	38	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	1
Taper Length (ft)	25			25	25	25
Satd. Flow (prot)	0	5085	5065	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5065	0	0	1611
Link Speed (mph)		40	40		30	
Link Distance (ft)		405	560		300	
Travel Time (s)		6.9	9.5		6.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2308	1490	0	0	18
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↱			↱
Traffic Vol, veh/h	0	2123	1333	38	0	17
Future Vol, veh/h	0	2123	1333	38	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2308	1449	41	0	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	745
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	306
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	306
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	17.52
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	306
HCM Lane V/C Ratio	-	-	-	0.06
HCM Ctrl Dly (s/v)	-	-	-	17.5
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.2



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Volume (vph)	0	2123	1363	38	0	8
Future Volume (vph)	0	2123	1363	38	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	1
Taper Length (ft)	25			25	25	25
Satd. Flow (prot)	0	5085	5065	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5065	0	0	1611
Link Speed (mph)		40	40		30	
Link Distance (ft)		560	356		300	
Travel Time (s)		9.5	6.1		6.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2308	1523	0	0	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↱			↱
Traffic Vol, veh/h	0	2123	1363	38	0	8
Future Vol, veh/h	0	2123	1363	38	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2308	1482	41	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	761
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	298
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	298
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	17.42
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	298
HCM Lane V/C Ratio	-	-	-	0.029
HCM Ctrl Dly (s/v)	-	-	-	17.4
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.1



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	56	0	349	547	8
Future Volume (vph)	0	56	0	349	547	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25	25	25			25
Satd. Flow (prot)	0	1611	0	3539	3532	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3532	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	306			350	580	
Travel Time (s)	7.0			6.8	11.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	61	0	379	604	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	56	0	349	547	8
Future Vol, veh/h	0	56	0	349	547	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	61	0	379	595	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	302	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	694	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	694	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.68	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	694	-	-
HCM Lane V/C Ratio	-	0.088	-	-
HCM Ctrl Dly (s/v)	-	10.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	10	861	23	0	715
Future Volume (vph)	0	10	861	23	0	715
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	0	1		0	0	
Taper Length (ft)	25	25		25	25	
Satd. Flow (prot)	0	1611	3525	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1611	3525	0	0	3539
Link Speed (mph)	30		35			35
Link Distance (ft)	300		350			510
Travel Time (s)	6.8		6.8			9.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	11	961	0	0	777
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	861	23	0	715
Future Vol, veh/h	0	10	861	23	0	715
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	936	25	0	777

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	480	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	532	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	532	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.91	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	532	-
HCM Lane V/C Ratio	-	-	0.02	-
HCM Ctrl Dly (s/v)	-	-	11.9	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Volume (vph)	0	1613	1999	48	0	25
Future Volume (vph)	0	1613	1999	48	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	1
Taper Length (ft)	25			25	25	25
Satd. Flow (prot)	0	5085	5065	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5065	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		405	560		300	
Travel Time (s)		9.2	12.7		6.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1753	2225	0	0	27
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Vol, veh/h	0	1613	1999	48	0	25
Future Vol, veh/h	0	1613	1999	48	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1753	2173	52	0	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1113
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	174
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	174
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	29.41
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	174
HCM Lane V/C Ratio	-	-	-	0.156
HCM Ctrl Dly (s/v)	-	-	-	29.4
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	0.5



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Volume (vph)	0	1613	2035	48	0	12
Future Volume (vph)	0	1613	2035	48	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	1
Taper Length (ft)	25			25	25	25
Satd. Flow (prot)	0	5085	5070	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5070	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		560	356		300	
Travel Time (s)		12.7	8.1		6.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1753	2264	0	0	13
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1613	2035	48	0	12
Future Vol, veh/h	0	1613	2035	48	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1753	2212	52	0	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1132
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0	169
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	169
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	28.04
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	169
HCM Lane V/C Ratio	-	-	-	0.077
HCM Ctrl Dly (s/v)	-	-	-	28
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	0.2



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	83	0	438	319	10
Future Volume (vph)	0	83	0	438	319	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	25	25	25			25
Satd. Flow (prot)	0	1611	0	3539	3522	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	3539	3522	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	306			350	580	
Travel Time (s)	7.0			6.8	11.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	90	0	476	358	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	83	0	438	319	10
Future Vol, veh/h	0	83	0	438	319	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	90	0	476	347	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	179	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	833	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	833	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.84	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	833	-	-
HCM Lane V/C Ratio	-	0.108	-	-
HCM Ctrl Dly (s/v)	-	9.8	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Bowman

Diversion Analysis - NW 41 Street and NW 112 Avenue (Background & Total Conditions)

Intersection Capacity Analysis Summary with Diversion

Location	Scenario	Time	Level of Service[1]									
			EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
NW 41 Street and NW 112 Avenue Signalized (Asset 6457)	Background 2028	AM	54.9	D	55.0	D	59.4	E	91.1	F	60.8	E
		PM	25.0	C	28.7	C	91.3	F	81.9	F	43.9	D
	Total 2028	AM	55.6	E	54.8	D	61.4	E	87.1	F	60.9	E
		PM	31.5	C	40.6	D	89.7	F	72.9	E	50.1	D

[1] Delay is average delay per vehicle in seconds

[2] Traffic Signal timings were optimized for Total condition.

Queues Summary with Diversion

Location	Scenario	Time Period	95th Percentile Queue Lenghts (ft)									
NW 41 Street and NW 112 Avenue Signalized (Asset 6457)	Background 2028	Movements	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
		AM	219	680	144	597	270	82	252	121	89	514
		PM	356	495	29	95	290	204	534	267	24	243
	Total 2028	Movements	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
		AM	333	865	254	599	226	83	251	139	160	503
		PM	313	495	29	66	1084	205	598	397	153	244

[1] Traffic Signal timings were optimized for Total condition.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	229	1765	214	242	1069	111	48	329	138	57	574	62
Future Volume (vph)	229	1765	214	242	1069	111	48	329	138	57	574	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		280	440		0	190		190	410		575
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		356			580			1004			350	
Travel Time (s)		6.1			9.9			17.1			6.8	
Adj. Flow (vph)	239	1801	233	263	1091	113	52	358	150	58	624	67
Lane Group Flow (vph)	239	1801	233	263	1204	0	52	358	150	58	691	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases	6		6	2			4		4	8		
Detector Phase	1	6	7	5	2		7	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0	5.0	5.0	16.0		5.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.6	47.5	11.6	11.6	34.5		11.6	52.5	11.6	11.0	52.5	
Total Split (s)	20.0	95.0	17.0	20.0	95.0		17.0	48.0	20.0	17.0	48.0	
Total Split (%)	11.1%	52.8%	9.4%	11.1%	52.8%		9.4%	26.7%	11.1%	9.4%	26.7%	
Maximum Green (s)	13.4	88.5	10.4	13.4	88.5		10.4	40.9	13.4	11.0	40.5	
Yellow Time (s)	4.4	4.4	4.0	4.4	4.4		4.0	4.0	4.4	4.0	4.4	
All-Red Time (s)	2.2	2.1	2.6	2.2	2.1		2.6	3.1	2.2	2.0	3.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.6	6.5	6.6	6.6	6.5		6.6	7.1	6.6	6.0	7.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.0	2.0	3.5	3.0		2.0	3.5	3.5	2.0	3.5	
Minimum Gap (s)	3.5	3.0	2.0	3.5	3.0		2.0	3.5	3.5	2.0	3.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		34.0			21.0			38.0			38.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.81	0.80	0.27	0.98	0.49		0.37	0.42	0.21	0.21	0.88	
Control Delay (s/veh)	41.2	45.6	15.9	116.0	18.0		49.9	59.4	18.7	44.2	79.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	41.2	45.6	15.9	116.0	18.0		49.9	59.4	18.7	44.2	79.3	
Queue Length 50th (ft)	131	678	103	~293	245		43	192	53	49	415	
Queue Length 95th (ft)	#219	680	144	#597	270		82	252	121	89	#514	
Internal Link Dist (ft)		276			500			924			270	
Turn Bay Length (ft)	210		280	440			190		190	410		
Base Capacity (vph)	294	2476	887	269	2508		159	860	698	297	813	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	

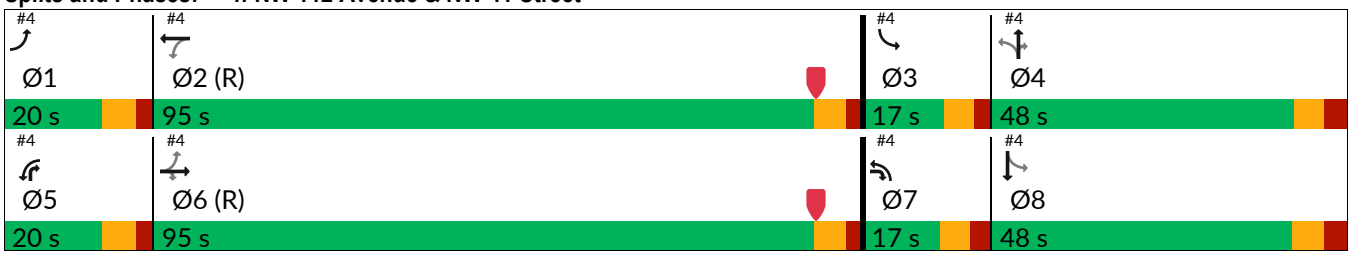
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.81	0.73	0.26	0.98	0.48		0.33	0.42	0.21	0.20	0.85	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 100 (56%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 4: NW 112 Avenue & NW 41 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	1765	214	242	1069	111	48	329	138	57	574	62
Future Volume (veh/h)	229	1765	214	242	1069	111	48	329	138	57	574	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1856	1856	1870	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	239	1801	233	263	1091	113	52	358	150	58	624	67
Peak Hour Factor	0.96	0.98	0.92	0.92	0.98	0.98	0.92	0.92	0.92	0.98	0.92	0.92
Percent Heavy Veh, %	3	3	2	2	3	3	2	2	2	3	2	3
Cap, veh/h	346	2697	894	214	2501	259	112	748	452	209	682	73
Arrive On Green	0.02	0.18	0.18	0.07	0.54	0.54	0.03	0.21	0.21	0.03	0.21	0.21
Sat Flow, veh/h	1767	5066	1585	1781	4663	482	1781	3554	1585	1767	3238	347
Grp Volume(v), veh/h	239	1801	233	263	790	414	52	358	150	58	342	349
Grp Sat Flow(s),veh/h/ln	1767	1689	1585	1781	1689	1769	1781	1777	1585	1767	1777	1808
Q Serve(g_s), s	10.6	59.8	21.4	13.4	25.5	25.5	4.1	15.9	13.5	4.6	33.9	34.0
Cycle Q Clear(g_c), s	10.6	59.8	21.4	13.4	25.5	25.5	4.1	15.9	13.5	4.6	33.9	34.0
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	346	2697	894	214	1811	949	112	748	452	209	374	381
V/C Ratio(X)	0.69	0.67	0.26	1.23	0.44	0.44	0.46	0.48	0.33	0.28	0.91	0.92
Avail Cap(c_a), veh/h	353	2697	894	214	1811	949	159	807	478	256	400	407
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	59.3	38.4	50.3	25.3	25.3	56.7	62.4	50.8	53.7	69.5	69.5
Incr Delay (d2), s/veh	5.8	1.3	0.7	136.2	0.8	1.5	1.1	0.6	0.5	0.3	24.6	24.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.2	36.2	14.3	26.8	15.7	16.6	3.4	11.7	9.3	3.8	24.9	25.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.9	60.6	39.1	186.5	26.0	26.7	57.8	62.9	51.3	54.0	94.1	94.3
LnGrp LOS	C	E	D	F	C	C	E	E	D	D	F	F
Approach Vol, veh/h		2273			1467			560			749	
Approach Delay, s/veh		54.9			55.0			59.4			91.1	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	103.0	12.3	45.4	20.0	102.3	12.3	45.4
Change Period (Y+Rc), s	6.6	6.5	6.0	* 7.5	6.6	6.5	6.6	7.5
Max Green Setting (Gmax), s	13.4	88.5	11.0	* 41	13.4	88.5	10.4	40.5
Max Q Clear Time (g_c+I1), s	12.6	27.5	6.6	17.9	15.4	61.8	6.1	36.0
Green Ext Time (p_c), s	0.1	10.2	0.0	3.2	0.0	16.4	0.0	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	60.8
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

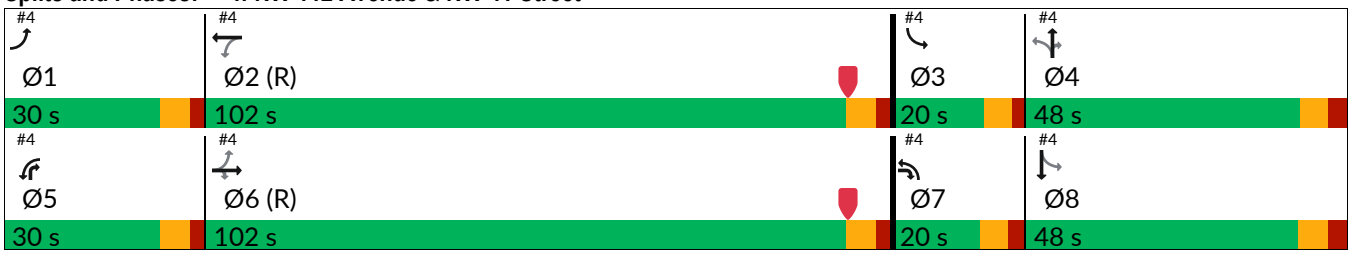
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	188	1331	109	108	1674	225	123	623	276	8	278	0
Future Volume (vph)	188	1331	109	108	1674	225	123	623	276	8	278	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		280	440		0	190		190	410		575
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		356			580			1027			350	
Travel Time (s)		6.1			9.9			17.5			6.8	
Adj. Flow (vph)	198	1401	118	117	1762	237	134	677	300	8	302	0
Lane Group Flow (vph)	198	1401	118	117	1999	0	134	677	300	8	302	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases	6		6	2			4		4	8		
Detector Phase	1	6	7	5	2		7	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0	5.0	5.0	16.0		5.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.6	47.5	11.6	11.6	34.5		11.6	52.5	11.6	11.0	52.5	
Total Split (s)	30.0	102.0	20.0	30.0	102.0		20.0	48.0	30.0	20.0	48.0	
Total Split (%)	15.0%	51.0%	10.0%	15.0%	51.0%		10.0%	24.0%	15.0%	10.0%	24.0%	
Maximum Green (s)	23.4	95.5	13.4	23.4	95.5		13.4	40.9	23.4	14.0	40.5	
Yellow Time (s)	4.4	4.4	4.0	4.4	4.4		4.0	4.0	4.4	4.0	4.4	
All-Red Time (s)	2.2	2.1	2.6	2.2	2.1		2.6	3.1	2.2	2.0	3.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.6	6.5	6.6	6.6	6.5		6.6	7.1	6.6	6.0	7.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.0	2.0	3.5	3.0		2.0	3.5	3.5	2.0	3.5	
Minimum Gap (s)	3.5	3.0	2.0	3.5	3.0		2.0	3.5	3.5	2.0	3.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		34.0			21.0			38.0			38.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.84	0.47	0.10	0.47	0.75		0.55	0.85	0.50	0.09	0.59	
Control Delay (s/veh)	88.0	24.7	2.2	20.2	20.1		67.8	84.5	30.7	52.8	83.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	88.0	24.7	2.2	20.2	20.1		67.8	84.5	30.7	52.8	83.4	
Queue Length 50th (ft)	204	360	0	31	217		150	457	174	8	210	
Queue Length 95th (ft)	#356	495	29	95	290		204	534	267	24	243	
Internal Link Dist (ft)		276			500			947			270	
Turn Bay Length (ft)	210		280	440			190		190	410		
Base Capacity (vph)	247	2996	1142	359	2659		245	809	686	169	716	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.80	0.47	0.10	0.33	0.75		0.55	0.84	0.44	0.05	0.42	

Intersection Summary	
Area Type:	Other
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 15 (8%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 4: NW 112 Avenue & NW 41 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	1331	109	108	1674	225	123	623	276	8	278	0
Future Volume (veh/h)	188	1331	109	108	1674	225	123	623	276	8	278	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1856	1856	1870	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	198	1401	118	117	1762	237	134	677	300	8	302	0
Peak Hour Factor	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.92	0.95
Percent Heavy Veh, %	3	3	2	2	3	3	2	2	2	3	2	3
Cap, veh/h	218	3134	1087	265	2682	359	221	718	379	60	501	0
Arrive On Green	0.06	0.62	0.62	0.04	0.59	0.59	0.07	0.20	0.20	0.01	0.14	0.00
Sat Flow, veh/h	1767	5066	1585	1781	4520	604	1781	3554	1585	1767	3647	0
Grp Volume(v), veh/h	198	1401	118	117	1314	685	134	677	300	8	302	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1585	1781	1689	1747	1781	1777	1585	1767	1777	0
Q Serve(g_s), s	10.0	29.2	5.1	5.2	51.8	52.5	12.7	37.6	35.5	0.8	16.0	0.0
Cycle Q Clear(g_c), s	10.0	29.2	5.1	5.2	51.8	52.5	12.7	37.6	35.5	0.8	16.0	0.0
Prop In Lane	1.00		1.00	1.00		0.35	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	218	3134	1087	265	2004	1037	221	718	379	60	501	0
V/C Ratio(X)	0.91	0.45	0.11	0.44	0.66	0.66	0.61	0.94	0.79	0.13	0.60	0.00
Avail Cap(c_a), veh/h	314	3134	1087	407	2004	1037	221	727	383	168	720	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.2	20.1	10.7	16.8	27.1	27.2	67.1	78.7	71.4	74.2	80.7	0.0
Incr Delay (d2), s/veh	23.9	0.5	0.2	1.4	1.7	3.3	3.4	20.7	10.9	0.4	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.8	17.2	3.4	4.1	28.7	30.5	10.0	26.4	22.1	0.6	11.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.1	20.6	10.9	18.2	28.8	30.5	70.4	99.4	82.3	74.6	82.1	0.0
LnGrp LOS	E	C	B	B	C	C	E	F	F	E	F	
Approach Vol, veh/h		1717			2116			1111			310	
Approach Delay, s/veh		25.0			28.7			91.3			81.9	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	125.2	7.8	47.9	14.1	130.2	20.0	35.7
Change Period (Y+Rc), s	6.6	6.5	6.0	* 7.5	6.6	6.5	6.6	7.5
Max Green Setting (Gmax), s	23.4	95.5	14.0	* 41	23.4	95.5	13.4	40.5
Max Q Clear Time (g_c+I1), s	12.0	54.5	2.8	39.6	7.2	31.2	14.7	18.0
Green Ext Time (p_c), s	0.5	21.3	0.0	0.8	0.3	15.0	0.0	2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	43.9
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

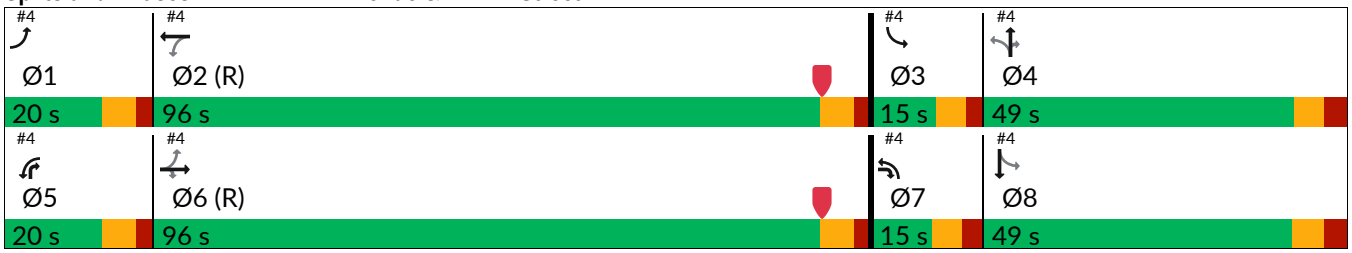
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	229	1774	214	242	1145	111	48	329	138	113	574	62
Future Volume (vph)	229	1774	214	242	1145	111	48	329	138	113	574	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		280	440		0	190		190	410		575
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		356			580			951			350	
Travel Time (s)		6.1			9.9			16.2			6.8	
Adj. Flow (vph)	239	1810	233	263	1168	113	52	358	150	115	624	67
Lane Group Flow (vph)	239	1810	233	263	1281	0	52	358	150	115	691	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases	6		6	2			4		4	8		
Detector Phase	1	6	7	5	2		7	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0	5.0	5.0	16.0		5.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.6	47.5	11.6	11.6	34.5		11.6	52.5	11.6	11.0	52.5	
Total Split (s)	20.0	96.0	15.0	20.0	96.0		15.0	49.0	20.0	15.0	49.0	
Total Split (%)	11.1%	53.3%	8.3%	11.1%	53.3%		8.3%	27.2%	11.1%	8.3%	27.2%	
Maximum Green (s)	13.4	89.5	8.4	13.4	89.5		8.4	41.9	13.4	9.0	41.5	
Yellow Time (s)	4.4	4.4	4.0	4.4	4.4		4.0	4.0	4.4	4.0	4.4	
All-Red Time (s)	2.2	2.1	2.6	2.2	2.1		2.6	3.1	2.2	2.0	3.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.6	6.5	6.6	6.6	6.5		6.6	7.1	6.6	6.0	7.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.0	2.0	3.5	3.0		2.0	3.5	3.5	2.0	3.5	
Minimum Gap (s)	3.5	3.0	2.0	3.5	3.0		2.0	3.5	3.5	2.0	3.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		34.0			21.0			38.0			38.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.84	0.80	0.27	0.99	0.52		0.40	0.48	0.23	0.42	0.88	
Control Delay (s/veh)	53.5	67.6	37.5	119.5	17.4		51.9	63.9	24.5	50.5	79.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	53.5	67.6	37.5	119.5	17.4		51.9	63.9	24.5	50.5	79.4	
Queue Length 50th (ft)	234	827	204	~302	270		44	200	72	100	416	
Queue Length 95th (ft)	m#333	865	m254	#599	226		83	251	139	160	503	
Internal Link Dist (ft)		276			500			871			270	
Turn Bay Length (ft)	210		280	440			190		190	410		
Base Capacity (vph)	284	2504	879	267	2526		140	823	640	273	822	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.84	0.72	0.27	0.99	0.51		0.37	0.43	0.23	0.42	0.84	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 100 (56%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 4: NW 112 Avenue & NW 41 Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	1774	214	242	1145	111	48	329	138	113	574	62
Future Volume (veh/h)	229	1774	214	242	1145	111	48	329	138	113	574	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1856	1856	1870	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	239	1810	233	263	1168	113	52	358	150	115	624	67
Peak Hour Factor	0.96	0.98	0.92	0.92	0.98	0.98	0.92	0.92	0.92	0.98	0.92	0.92
Percent Heavy Veh, %	3	3	2	2	3	3	2	2	2	3	2	3
Cap, veh/h	328	2687	891	213	2509	243	114	701	431	223	687	74
Arrive On Green	0.02	0.18	0.18	0.07	0.53	0.53	0.03	0.20	0.20	0.05	0.21	0.21
Sat Flow, veh/h	1767	5066	1585	1781	4697	454	1781	3554	1585	1767	3238	347
Grp Volume(v), veh/h	239	1810	233	263	840	441	52	358	150	115	342	349
Grp Sat Flow(s),veh/h/ln	1767	1689	1585	1781	1689	1774	1781	1777	1585	1767	1777	1808
Q Serve(g_s), s	10.7	60.1	21.4	13.4	27.7	27.8	4.2	16.2	13.7	9.0	33.8	33.9
Cycle Q Clear(g_c), s	10.7	60.1	21.4	13.4	27.7	27.8	4.2	16.2	13.7	9.0	33.8	33.9
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	328	2687	891	213	1804	948	114	701	431	223	377	384
V/C Ratio(X)	0.73	0.67	0.26	1.23	0.47	0.47	0.45	0.51	0.35	0.52	0.91	0.91
Avail Cap(c_a), veh/h	334	2687	891	213	1804	948	141	827	487	223	410	417
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	59.7	38.5	50.5	26.0	26.0	58.0	64.5	52.7	56.0	69.2	69.2
Incr Delay (d2), s/veh	8.0	1.4	0.7	139.0	0.9	1.6	1.0	0.7	0.6	0.9	22.8	23.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.5	36.5	14.4	27.0	16.9	17.9	3.5	11.9	9.5	7.7	24.7	25.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.5	61.0	39.2	189.6	26.9	27.6	59.1	65.2	53.3	57.0	92.0	92.2
LnGrp LOS	C	E	D	F	C	C	E	E	D	E	F	F
Approach Vol, veh/h		2282			1544			560			806	
Approach Delay, s/veh		55.6			54.8			61.4			87.1	
Approach LOS		E			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	102.7	15.0	43.0	20.0	102.0	12.3	45.7
Change Period (Y+Rc), s	6.6	6.5	6.0	* 7.5	6.6	6.5	6.6	7.5
Max Green Setting (Gmax), s	13.4	89.5	9.0	* 42	13.4	89.5	8.4	41.5
Max Q Clear Time (g_c+I1), s	12.7	29.8	11.0	18.2	15.4	62.1	6.2	35.9
Green Ext Time (p_c), s	0.1	11.2	0.0	3.3	0.0	16.7	0.0	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	60.9
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

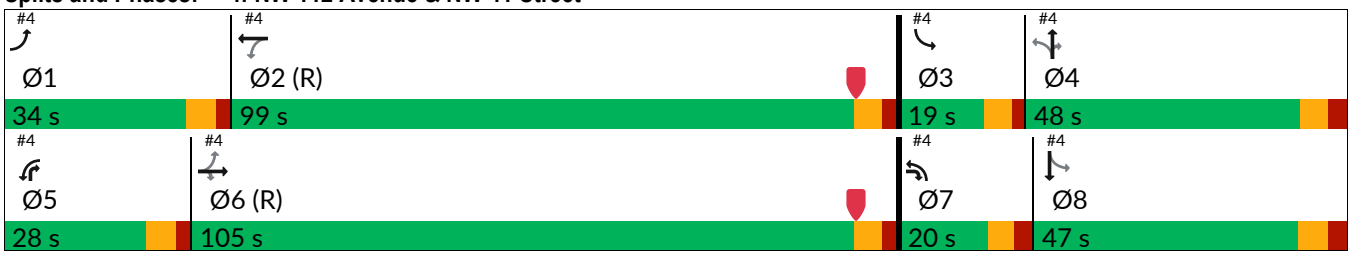
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

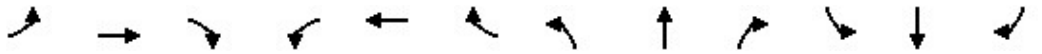
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	188	1344	109	108	1770	225	123	623	276	91	278	0
Future Volume (vph)	188	1344	109	108	1770	225	123	623	276	91	278	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		280	440		0	200		200	410		575
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		356			580			1019			350	
Travel Time (s)		6.1			9.9			17.4			6.8	
Adj. Flow (vph)	198	1415	118	117	1863	237	134	677	300	96	302	0
Lane Group Flow (vph)	198	1415	118	117	2100	0	134	677	300	96	302	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4	5	3	8	
Permitted Phases	6		6	2			4		4	8		
Detector Phase	1	6	7	5	2		7	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0	5.0	5.0	16.0		5.0	7.0	5.0	5.0	7.0	
Minimum Split (s)	11.6	47.5	11.6	11.6	34.5		11.6	52.5	11.6	11.0	52.5	
Total Split (s)	34.0	105.0	20.0	28.0	99.0		20.0	48.0	28.0	19.0	47.0	
Total Split (%)	17.0%	52.5%	10.0%	14.0%	49.5%		10.0%	24.0%	14.0%	9.5%	23.5%	
Maximum Green (s)	27.4	98.5	13.4	21.4	92.5		13.4	40.9	21.4	13.0	39.5	
Yellow Time (s)	4.4	4.4	4.0	4.4	4.4		4.0	4.0	4.4	4.0	4.4	
All-Red Time (s)	2.2	2.1	2.6	2.2	2.1		2.6	3.1	2.2	2.0	3.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.6	6.5	6.6	6.6	6.5		6.6	7.1	6.6	6.0	7.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.0	2.0	3.5	3.0		2.0	3.5	3.5	2.0	3.5	
Minimum Gap (s)	3.5	3.0	2.0	3.5	3.0		2.0	3.5	3.5	2.0	3.5	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		34.0			21.0			38.0			38.0	
Pedestrian Calls (#/hr)		0			0			0			0	
v/c Ratio	0.83	0.51	0.11	0.51	0.86		0.48	0.93	0.59	0.70	0.44	
Control Delay (s/veh)	88.3	29.2	2.2	23.1	39.0		60.3	97.8	54.2	77.7	73.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	88.3	29.2	2.2	23.1	39.0		60.3	97.8	54.2	77.7	73.4	
Queue Length 50th (ft)	212	437	0	32	1033		137	474	287	96	189	
Queue Length 95th (ft)	313	495	29	m66	1084		205	#598	397	153	244	
Internal Link Dist (ft)		276			500			939			270	
Turn Bay Length (ft)	210		280	440			200		200	410		
Base Capacity (vph)	275	2776	1071	322	2441		283	733	584	152	698	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.72	0.51	0.11	0.36	0.86		0.47	0.92	0.51	0.63	0.43	

Intersection Summary	
Area Type:	Other
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 70 (35%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 4: NW 112 Avenue & NW 41 Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	1344	109	108	1770	225	123	623	276	91	278	0
Future Volume (veh/h)	188	1344	109	108	1770	225	123	623	276	91	278	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1856	1856	1870	1870	1870	1856	1870	1856
Adj Flow Rate, veh/h	198	1415	118	117	1863	237	134	677	300	96	302	0
Peak Hour Factor	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.92	0.95
Percent Heavy Veh, %	3	3	2	2	3	3	2	2	2	3	2	3
Cap, veh/h	218	2888	1010	246	2417	305	274	718	386	139	659	0
Arrive On Green	0.08	0.57	0.57	0.04	0.53	0.53	0.07	0.20	0.20	0.05	0.19	0.00
Sat Flow, veh/h	1767	5066	1585	1781	4554	575	1781	3554	1585	1767	3647	0
Grp Volume(v), veh/h	198	1415	118	117	1378	722	134	677	300	96	302	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1585	1781	1689	1752	1781	1777	1585	1767	1777	0
Q Serve(g_s), s	13.6	33.3	5.8	6.0	64.6	65.8	12.2	37.6	35.3	8.7	15.1	0.0
Cycle Q Clear(g_c), s	13.6	33.3	5.8	6.0	64.6	65.8	12.2	37.6	35.3	8.7	15.1	0.0
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	218	2888	1010	246	1793	930	274	718	386	139	659	0
V/C Ratio(X)	0.91	0.49	0.12	0.47	0.77	0.78	0.49	0.94	0.78	0.69	0.46	0.00
Avail Cap(c_a), veh/h	317	2888	1010	363	1793	930	274	727	390	159	702	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.5	25.6	14.2	22.1	37.2	37.5	61.1	78.7	70.6	64.6	72.5	0.0
Incr Delay (d2), s/veh	23.4	0.6	0.2	1.7	3.2	6.3	0.5	20.7	9.8	7.5	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.1	19.6	4.0	4.8	35.8	38.5	9.4	26.4	21.9	7.6	11.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.0	26.2	14.5	23.8	40.4	43.8	61.6	99.4	80.5	72.1	73.1	0.0
LnGrp LOS	E	C	B	C	D	D	E	F	F	E	E	
Approach Vol, veh/h		1731			2217			1111			398	
Approach Delay, s/veh		31.5			40.6			89.7			72.9	
Approach LOS		C			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.7	112.7	16.7	47.9	14.9	120.5	20.0	44.6
Change Period (Y+Rc), s	6.6	6.5	6.0	* 7.5	6.6	6.5	6.6	7.5
Max Green Setting (Gmax), s	27.4	92.5	13.0	* 41	21.4	98.5	13.4	39.5
Max Q Clear Time (g_c+I1), s	15.6	67.8	10.7	39.6	8.0	35.3	14.2	17.1
Green Ext Time (p_c), s	0.5	16.7	0.0	0.8	0.3	15.2	0.0	2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	50.1
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

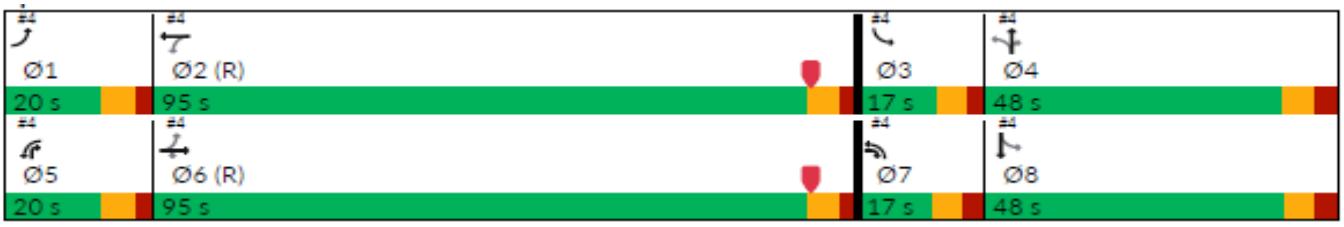
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Diversion Analysis - NW 41 Street and NW 112 Avenue (Background & Total Conditions)

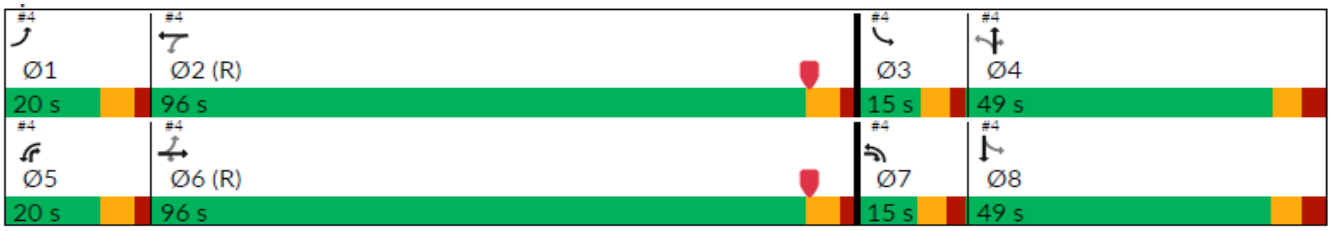
Traffic Signal Timing Modifications (Optimization)

AM Peak Hour

Existing Timing

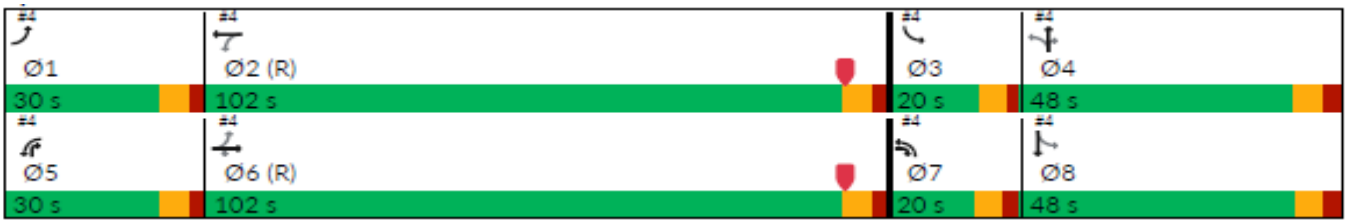


Optimized Timing

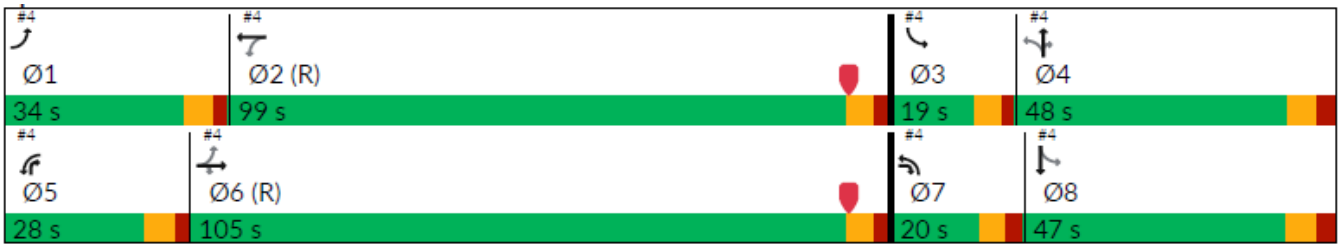


PM Peak Hour

Existing Timing



Optimized Timing



Bowman

Queues

Bowman

Existing Conditions

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	224	182	1413	300
v/c Ratio	0.16	0.24	0.64	0.35
Control Delay (s/veh)	18.9	19.1	20.2	2.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.9	19.1	20.2	2.5
Queue Length 50th (ft)	42	159	217	0
Queue Length 95th (ft)	79	94	212	36
Internal Link Dist (ft)	920	780	920	
Turn Bay Length (ft)				200
Base Capacity (vph)	1442	759	2675	986
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.24	0.53	0.30

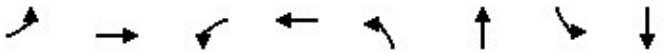
Intersection Summary

Asset 5155
WBLT is prohibited and WBRT is not part of signal operations



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	79	1425	564	364	89	1073
v/c Ratio	0.19	0.52	0.24	0.39	0.13	0.70
Control Delay (s/veh)	12.1	18.8	18.5	1.3	40.9	39.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.1	18.8	18.5	1.3	40.9	39.3
Queue Length 50th (ft)	45	363	98	0	71	375
Queue Length 95th (ft)	53	340	87	1	134	517
Internal Link Dist (ft)		780	1345			
Turn Bay Length (ft)	300			100	420	300
Base Capacity (vph)	426	4213	3821	1277	670	1529
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.34	0.15	0.29	0.13	0.70

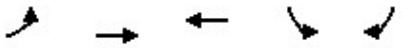
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	222	1632	201	913	65	319	243	718
v/c Ratio	0.65	0.79	0.82	0.41	0.37	0.48	0.63	0.79
Control Delay (s/veh)	31.6	50.0	74.6	33.9	44.1	60.2	49.9	66.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.6	50.0	74.6	33.9	44.1	60.2	49.9	66.0
Queue Length 50th (ft)	118	618	184	267	52	165	219	414
Queue Length 95th (ft)	236	639	#417	326	87	215	288	486
Internal Link Dist (ft)		1345		325		920		270
Turn Bay Length (ft)	190		255		215		535	
Base Capacity (vph)	351	2211	246	2295	298	714	392	910
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.74	0.82	0.40	0.22	0.45	0.62	0.79

Intersection Summary

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



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	238	1770	1186	380	171
v/c Ratio	0.56	0.51	0.52	0.64	0.16
Control Delay (s/veh)	13.0	7.6	18.0	38.0	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.0	7.6	18.0	38.0	1.4
Queue Length 50th (ft)	43	156	253	102	0
Queue Length 95th (ft)	113	222	321	142	23
Internal Link Dist (ft)		276	500	270	
Turn Bay Length (ft)	210			410	575
Base Capacity (vph)	428	3475	2361	939	1037
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.56	0.51	0.50	0.40	0.16

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	76	2122	291	789	156	523	215	300	784
v/c Ratio	0.22	0.96	1.14	0.33	0.66	0.68	0.38	0.93	0.91
Control Delay (s/veh)	23.1	62.3	167.2	28.2	94.4	69.4	33.0	113.1	80.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.1	62.3	167.2	28.2	94.4	69.4	33.0	113.1	80.2
Queue Length 50th (ft)	41	910	~222	203	96	309	136	189	489
Queue Length 95th (ft)	73	987	#328	245	137	380	221	#289	#658
Internal Link Dist (ft)		1248		981		920			920
Turn Bay Length (ft)	395		400		290		175	280	
Base Capacity (vph)	381	2256	256	2378	319	772	572	324	861
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.94	1.14	0.33	0.49	0.68	0.38	0.93	0.91

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	425	191	428	89
v/c Ratio	0.17	0.15	0.53	0.27
Control Delay (s/veh)	5.3	6.7	36.5	9.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.3	6.7	36.5	9.2
Queue Length 50th (ft)	37	89	82	0
Queue Length 95th (ft)	66	143	107	38
Internal Link Dist (ft)	920	780	920	
Turn Bay Length (ft)				200
Base Capacity (vph)	2432	1280	2668	887
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.15	0.16	0.10

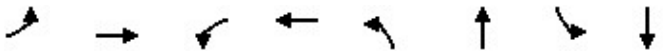
Intersection Summary

Asset 5155
WBLT is prohibited and WBRT is not part of signal operations



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	178	615	1227	620	31	644
v/c Ratio	0.40	0.14	0.33	0.47	0.34	0.81
Control Delay (s/veh)	9.6	0.8	4.1	1.1	91.7	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.6	0.8	4.1	1.1	91.7	14.0
Queue Length 50th (ft)	15	12	73	0	37	0
Queue Length 95th (ft)	42	21	112	0	77	53
Internal Link Dist (ft)		780	1345			
Turn Bay Length (ft)	300			100	420	300
Base Capacity (vph)	449	4440	3957	1365	129	861
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.14	0.31	0.45	0.24	0.75

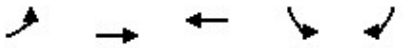
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	199	1109	183	1584	141	652	173	538
v/c Ratio	0.75	0.48	0.66	0.78	0.54	0.86	0.74	0.66
Control Delay (s/veh)	64.0	34.6	34.8	49.5	47.2	75.5	60.5	61.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.0	34.6	34.8	49.5	47.2	75.5	60.5	61.0
Queue Length 50th (ft)	175	319	106	625	118	380	147	286
Queue Length 95th (ft)	m#393	449	171	670	166	451	212	348
Internal Link Dist (ft)		1345		325		920		270
Turn Bay Length (ft)	190		255		215		535	
Base Capacity (vph)	264	2389	282	2152	354	831	255	824
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.46	0.65	0.74	0.40	0.78	0.68	0.65

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	202	1335	1932	219	103
v/c Ratio	0.65	0.31	0.57	0.68	0.08
Control Delay (s/veh)	36.7	3.2	25.7	72.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.7	3.2	25.7	72.0	0.6
Queue Length 50th (ft)	105	102	671	104	0
Queue Length 95th (ft)	202	138	876	151	12
Internal Link Dist (ft)		276	500	270	
Turn Bay Length (ft)	210			410	575
Base Capacity (vph)	380	4263	3404	531	1223
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.53	0.31	0.57	0.41	0.08

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	147	1050	312	1646	311	785	169	205	672
v/c Ratio	0.81	0.59	0.80	0.83	0.79	0.81	0.23	0.71	0.79
Control Delay (s/veh)	75.3	52.4	93.1	53.3	92.1	68.0	13.6	93.8	69.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.3	52.4	93.1	53.3	92.1	68.0	13.6	93.8	69.5
Queue Length 50th (ft)	125	392	192	658	192	468	52	126	396
Queue Length 95th (ft)	#243	452	248	754	243	555	107	172	482
Internal Link Dist (ft)		1248		981		920			920
Turn Bay Length (ft)	395		400		290		175	280	
Base Capacity (vph)	198	1791	445	1979	564	973	758	564	856
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.59	0.70	0.83	0.55	0.81	0.22	0.36	0.79

Intersection Summary

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

Bowman

Background Conditions

Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	230	188	1501	308
v/c Ratio	0.17	0.26	0.64	0.34
Control Delay (s/veh)	20.5	28.7	19.0	2.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.5	28.7	19.0	2.3
Queue Length 50th (ft)	45	165	226	0
Queue Length 95th (ft)	84	258	213	34
Internal Link Dist (ft)	920	780	920	
Turn Bay Length (ft)				200
Base Capacity (vph)	1376	724	2702	997
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.26	0.56	0.31

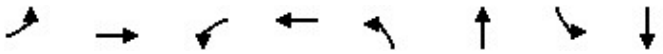
Intersection Summary

Asset 5155
WBLT is prohibited and WBRT is not part of signal operations



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	81	1462	578	394	91	1153
v/c Ratio	0.20	0.55	0.26	0.43	0.13	0.72
Control Delay (s/veh)	15.3	22.1	20.7	1.6	37.4	38.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.3	22.1	20.7	1.6	37.4	38.9
Queue Length 50th (ft)	52	392	109	0	64	386
Queue Length 95th (ft)	66	369	95	4	133	572
Internal Link Dist (ft)		780	1345			
Turn Bay Length (ft)	300			100	420	300
Base Capacity (vph)	400	4213	3821	1284	712	1600
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.35	0.15	0.31	0.13	0.72

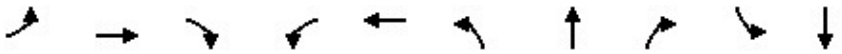
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	228	1777	206	978	67	327	249	736
v/c Ratio	0.71	0.89	0.80	0.44	0.37	0.47	0.65	0.79
Control Delay (s/veh)	33.0	51.8	72.2	35.0	44.3	59.2	50.2	65.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.0	51.8	72.2	35.0	44.3	59.2	50.2	65.9
Queue Length 50th (ft)	114	648	193	298	53	168	222	423
Queue Length 95th (ft)	195	725	#424	339	92	221	307	517
Internal Link Dist (ft)		1345		325		920		270
Turn Bay Length (ft)	190		255		215		535	
Base Capacity (vph)	327	2207	258	2245	297	721	393	929
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.81	0.80	0.44	0.23	0.45	0.63	0.79

Intersection Summary

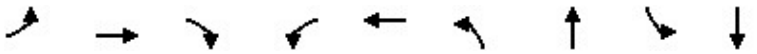
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	244	1883	38	20	1250	11	1	5	347	225
v/c Ratio	0.60	0.55	0.03	0.13	0.46	0.15	0.01	0.04	1.00	0.35
Control Delay (s/veh)	18.7	17.1	0.3	8.8	15.0	74.7	83.0	0.4	118.5	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.7	17.1	0.3	8.8	15.0	74.7	83.0	0.4	118.5	4.1
Queue Length 50th (ft)	89	449	0	5	165	13	0	0	419	0
Queue Length 95th (ft)	188	564	3	m11	174	30	4	0	#603	20
Internal Link Dist (ft)		276			500		924			270
Turn Bay Length (ft)	210		280	440		190		190	410	
Base Capacity (vph)	407	3431	1242	225	2743	117	804	198	346	877
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.55	0.03	0.09	0.46	0.09	0.00	0.03	1.00	0.26

Intersection Summary

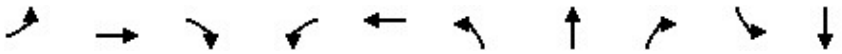
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	153	2127	40	51	1100	30	27	154	291
v/c Ratio	0.41	0.60	0.03	0.37	0.33	0.26	0.30	0.69	0.73
Control Delay (s/veh)	7.6	12.7	0.0	26.8	12.3	65.5	37.6	82.4	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.6	12.7	0.0	26.8	12.3	65.5	37.6	82.4	21.2
Queue Length 50th (ft)	30	663	0	15	139	31	2	170	22
Queue Length 95th (ft)	m47	m255	m0	m37	m159	61	41	239	128
Internal Link Dist (ft)		645			1248		877		920
Turn Bay Length (ft)	200		175	260		150			
Base Capacity (vph)	406	3540	1281	255	3384	147	276	292	602
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.60	0.03	0.20	0.33	0.20	0.10	0.53	0.48

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	101	1909	331	328	910	203	536	221	321	852
v/c Ratio	0.35	0.90	0.38	1.38	0.41	0.74	0.66	0.38	0.83	0.92
Control Delay (s/veh)	18.6	37.8	9.7	250.1	33.6	96.7	67.7	33.2	94.4	77.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.6	37.8	9.7	250.1	33.6	96.7	67.7	33.2	94.4	77.8
Queue Length 50th (ft)	35	606	38	~269	264	125	318	142	197	535
Queue Length 95th (ft)	69	342	72	#381	296	173	390	227	#320	#757
Internal Link Dist (ft)		1248			981		920			920
Turn Bay Length (ft)	420		580	400		290		175	280	
Base Capacity (vph)	314	2294	901	238	2284	319	813	581	389	928
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.83	0.37	1.38	0.40	0.64	0.66	0.38	0.83	0.92

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

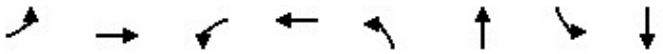
Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	437	196	494	91
v/c Ratio	0.18	0.16	0.56	0.26
Control Delay (s/veh)	5.9	7.6	35.7	8.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.9	7.6	35.7	8.6
Queue Length 50th (ft)	43	93	93	0
Queue Length 95th (ft)	72	142	120	38
Internal Link Dist (ft)	920	780	920	
Turn Bay Length (ft)				200
Base Capacity (vph)	2376	1250	2668	888
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.16	0.19	0.10

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	182	631	1259	716	32	715
v/c Ratio	0.41	0.14	0.34	0.53	0.35	0.83
Control Delay (s/veh)	10.7	0.8	4.1	2.2	91.5	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.7	0.8	4.1	2.2	91.5	13.8
Queue Length 50th (ft)	18	12	90	19	38	0
Queue Length 95th (ft)	47	21	109	33	79	53
Internal Link Dist (ft)		780	1345			
Turn Bay Length (ft)	300			100	420	300
Base Capacity (vph)	441	4439	3954	1383	131	929
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.14	0.32	0.52	0.24	0.77

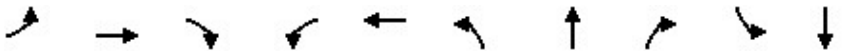
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	204	1242	188	1776	145	668	178	552
v/c Ratio	0.79	0.53	0.76	0.87	0.56	0.87	0.78	0.68
Control Delay (s/veh)	70.6	37.1	43.5	54.2	48.3	76.4	66.6	62.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.6	37.1	43.5	54.2	48.3	76.4	66.6	62.4
Queue Length 50th (ft)	195	440	111	745	120	390	150	294
Queue Length 95th (ft)	m#402	496	#188	760	178	466	#247	374
Internal Link Dist (ft)		1345		325		920		270
Turn Bay Length (ft)	190		255		215		535	
Base Capacity (vph)	258	2353	249	2114	349	832	245	815
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.53	0.76	0.84	0.42	0.80	0.73	0.68

Intersection Summary

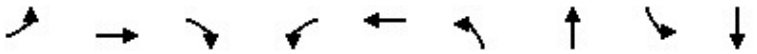
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	207	1445	33	16	2103	55	4	27	149	186
v/c Ratio	0.70	0.38	0.02	0.06	0.66	0.52	0.03	0.22	0.73	0.49
Control Delay (s/veh)	62.4	9.0	0.1	5.5	14.2	104.9	93.8	3.9	101.4	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.4	9.0	0.1	5.5	14.2	104.9	93.8	3.9	101.4	4.6
Queue Length 50th (ft)	184	238	0	4	264	73	2	0	195	0
Queue Length 95th (ft)	282	279	1	m7	297	119	11	2	#294	0
Internal Link Dist (ft)		276			500		947			270
Turn Bay Length (ft)	210		280	440		190		190	410	
Base Capacity (vph)	300	3818	1366	412	3185	133	723	255	205	830
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.38	0.02	0.04	0.66	0.41	0.01	0.11	0.73	0.22

Intersection Summary

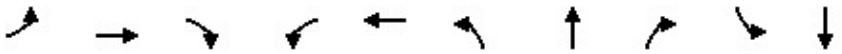
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	201	1353	41	57	1994	95	130	151	174
v/c Ratio	0.68	0.38	0.03	0.21	0.66	0.58	0.67	0.83	0.69
Control Delay (s/veh)	54.5	9.1	0.1	10.5	28.3	87.1	31.6	107.9	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.5	9.1	0.1	10.5	28.3	87.1	31.6	107.9	26.1
Queue Length 50th (ft)	127	237	1	17	633	114	9	188	5
Queue Length 95th (ft)	189	390	m1	36	805	172	87	#281	94
Internal Link Dist (ft)		645			1248		895		920
Turn Bay Length (ft)	200		175	260		150			
Base Capacity (vph)	295	3550	1383	332	3024	259	474	193	435
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.38	0.03	0.17	0.66	0.37	0.27	0.78	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	233	1035	289	351	1775	347	805	173	233	726
v/c Ratio	1.09	0.61	0.34	0.85	0.98	0.81	0.81	0.23	0.74	0.83
Control Delay (s/veh)	135.6	51.8	16.6	96.0	72.2	91.3	67.0	18.9	93.6	71.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	135.6	51.8	16.6	96.0	72.2	91.3	67.0	18.9	93.6	71.4
Queue Length 50th (ft)	~284	392	125	215	771	214	475	73	144	431
Queue Length 95th (ft)	#488	447	189	278	#881	267	581	136	191	#565
Internal Link Dist (ft)		1248			981		920			920
Turn Bay Length (ft)	420		580	400		290		175	280	
Base Capacity (vph)	214	1708	905	445	1822	564	1000	754	564	876
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.61	0.32	0.79	0.97	0.62	0.81	0.23	0.41	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Bowman

Total Conditions



Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	230	188	1504	308
v/c Ratio	0.17	0.26	0.64	0.34
Control Delay (s/veh)	20.5	33.3	19.0	2.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.5	33.3	19.0	2.3
Queue Length 50th (ft)	45	142	226	0
Queue Length 95th (ft)	84	273	214	34
Internal Link Dist (ft)	920	780	920	
Turn Bay Length (ft)				200
Base Capacity (vph)	1376	724	2702	997
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.26	0.56	0.31

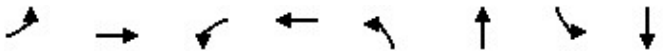
Intersection Summary

Asset 5155
WBLT is prohibited and WBRT is not part of signal operations



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	81	1462	578	397	91	1169
v/c Ratio	0.20	0.56	0.26	0.44	0.13	0.73
Control Delay (s/veh)	15.8	22.6	10.5	1.6	36.7	38.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.8	22.6	10.5	1.6	36.7	38.9
Queue Length 50th (ft)	53	390	74	0	63	392
Queue Length 95th (ft)	67	375	58	3	131	581
Internal Link Dist (ft)		780	1345			
Turn Bay Length (ft)	300			100	420	300
Base Capacity (vph)	397	4185	3793	1279	720	1612
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.35	0.15	0.31	0.13	0.73

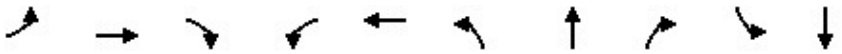
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	247	1777	215	994	67	327	249	736
v/c Ratio	0.76	0.89	0.79	0.45	0.39	0.48	0.66	0.81
Control Delay (s/veh)	36.2	52.1	46.4	42.5	45.1	59.8	51.4	67.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.2	52.1	46.4	42.5	45.1	59.8	51.4	67.5
Queue Length 50th (ft)	124	663	180	431	54	170	223	425
Queue Length 95th (ft)	211	738	#441	477	92	220	306	515
Internal Link Dist (ft)		1345		325		920		270
Turn Bay Length (ft)	190		255		215		535	
Base Capacity (vph)	328	2180	272	2245	291	733	385	908
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.82	0.79	0.44	0.23	0.45	0.65	0.81

Intersection Summary

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



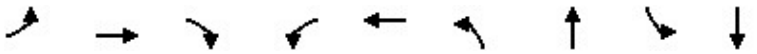
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	244	1892	38	20	1327	11	1	5	404	225
v/c Ratio	0.54	0.55	0.03	0.13	0.53	0.15	0.01	0.03	1.20	0.33
Control Delay (s/veh)	11.8	25.0	1.6	6.3	15.6	76.3	83.0	0.4	174.3	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.8	25.0	1.6	6.3	15.6	76.3	83.0	0.4	174.3	1.3
Queue Length 50th (ft)	123	772	0	4	189	13	0	0	~563	0
Queue Length 95th (ft)	m227	830	m0	m7	262	31	4	0	#720	0
Internal Link Dist (ft)		276			500		871			270
Turn Bay Length (ft)	210		280	440		190		190	410	
Base Capacity (vph)	452	3463	1292	227	2524	157	882	231	336	1140
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.55	0.03	0.09	0.53	0.07	0.00	0.02	1.20	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

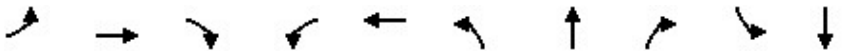
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	153	2194	40	51	1178	30	27	154	291
v/c Ratio	0.44	0.62	0.03	0.39	0.35	0.26	0.30	0.68	0.73
Control Delay (s/veh)	7.1	7.1	0.0	31.3	13.4	65.3	37.6	81.0	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.1	7.1	0.0	31.3	13.4	65.3	37.6	81.0	22.7
Queue Length 50th (ft)	22	197	0	14	142	30	2	169	30
Queue Length 95th (ft)	m33	m213	m0	m46	m175	61	41	238	138
Internal Link Dist (ft)		645			1248		869		920
Turn Bay Length (ft)	200		175	260		150			
Base Capacity (vph)	379	3524	1276	247	3365	147	276	300	604
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.62	0.03	0.21	0.35	0.20	0.10	0.51	0.48

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	109	1947	352	328	955	228	536	221	321	862
v/c Ratio	0.40	0.92	0.40	1.38	0.44	0.76	0.63	0.37	0.88	0.94
Control Delay (s/veh)	20.5	36.3	6.3	250.1	35.0	96.0	65.5	32.3	102.9	82.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.5	36.3	6.3	250.1	35.0	96.0	65.5	32.3	102.9	82.0
Queue Length 50th (ft)	38	417	21	~269	283	141	315	141	198	547
Queue Length 95th (ft)	94	621	80	#381	324	190	387	225	#296	#757
Internal Link Dist (ft)		1248			981		920			920
Turn Bay Length (ft)	420		580	400		290		175	280	
Base Capacity (vph)	297	2210	912	238	2206	357	851	598	371	914
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.88	0.39	1.38	0.43	0.64	0.63	0.37	0.87	0.94

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	437	196	498	91
v/c Ratio	0.18	0.16	0.56	0.25
Control Delay (s/veh)	6.0	7.6	35.7	8.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.0	7.6	35.7	8.6
Queue Length 50th (ft)	43	92	94	0
Queue Length 95th (ft)	72	142	120	38
Internal Link Dist (ft)	920	780	920	
Turn Bay Length (ft)				200
Base Capacity (vph)	2374	1250	2668	888
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.16	0.19	0.10

Intersection Summary

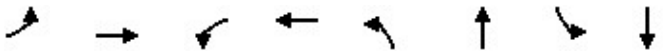
Asset 5155
WBLT is prohibited and WBRT is not part of signal operations



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	182	631	1259	720	32	735
v/c Ratio	0.41	0.14	0.34	0.54	0.34	0.83
Control Delay (s/veh)	10.5	0.8	4.0	2.5	90.5	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.5	0.8	4.0	2.5	90.5	13.6
Queue Length 50th (ft)	17	12	76	19	38	0
Queue Length 95th (ft)	45	21	104	m58	78	53
Internal Link Dist (ft)		780	1345			
Turn Bay Length (ft)	300			100	420	300
Base Capacity (vph)	441	4427	3931	1377	139	960
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.14	0.32	0.52	0.23	0.77

Intersection Summary

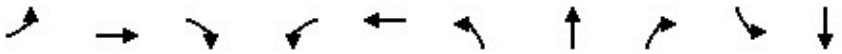
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	228	1242	201	1801	145	668	178	552
v/c Ratio	0.88	0.53	0.80	0.88	0.57	0.88	0.81	0.70
Control Delay (s/veh)	86.9	37.4	47.3	54.3	49.2	77.2	70.3	63.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.9	37.4	47.3	54.3	49.2	77.2	70.3	63.4
Queue Length 50th (ft)	229	435	119	752	121	390	151	295
Queue Length 95th (ft)	m#423	497	#234	817	178	466	#249	374
Internal Link Dist (ft)		1345		325		920		270
Turn Bay Length (ft)	190		255		215		535	
Base Capacity (vph)	258	2340	252	2060	344	827	242	802
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.53	0.80	0.87	0.42	0.81	0.74	0.69

Intersection Summary

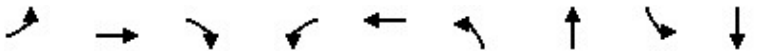
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	207	1459	33	16	2204	55	4	27	237	186
v/c Ratio	0.79	0.41	0.03	0.06	0.73	0.53	0.03	0.17	0.82	0.30
Control Delay (s/veh)	81.7	13.5	0.0	8.9	18.0	99.5	94.0	2.4	100.1	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.7	13.5	0.0	8.9	18.0	99.5	94.0	2.4	100.1	1.3
Queue Length 50th (ft)	217	276	0	4	262	73	2	0	316	0
Queue Length 95th (ft)	322	430	0	m9	355	101	11	0	377	0
Internal Link Dist (ft)		276			500		939			270
Turn Bay Length (ft)	210		280	440		200		200	410	
Base Capacity (vph)	279	3593	1426	371	3000	283	688	261	356	1005
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.41	0.02	0.04	0.73	0.19	0.01	0.10	0.67	0.19

Intersection Summary

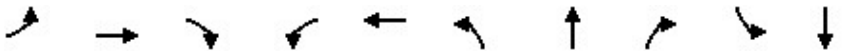
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	201	1453	41	57	2094	95	130	151	174
v/c Ratio	0.74	0.41	0.03	0.23	0.68	0.58	0.67	0.83	0.70
Control Delay (s/veh)	90.5	8.5	0.1	10.6	28.1	87.3	31.6	109.8	26.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	90.5	8.5	0.1	10.6	28.1	87.3	31.6	109.8	26.6
Queue Length 50th (ft)	199	141	0	16	648	116	9	191	5
Queue Length 95th (ft)	314	150	m0	36	872	172	87	#278	94
Internal Link Dist (ft)		645			1248		946		920
Turn Bay Length (ft)	200		175	260		150			
Base Capacity (vph)	284	3555	1399	314	3075	268	511	187	456
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.41	0.03	0.18	0.68	0.35	0.25	0.81	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	245	1090	319	351	1830	378	805	173	233	738
v/c Ratio	0.91	0.64	0.38	0.85	1.12	0.82	0.80	0.23	0.74	0.87
Control Delay (s/veh)	88.3	53.6	22.3	96.0	115.5	90.5	66.1	16.6	93.5	74.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	88.3	53.6	22.3	96.0	115.5	90.5	66.1	16.6	93.5	74.9
Queue Length 50th (ft)	251	424	188	215	~928	233	469	65	144	441
Queue Length 95th (ft)	#476	488	260	278	#1022	287	567	124	191	#566
Internal Link Dist (ft)		1248			981		920			920
Turn Bay Length (ft)	420		580	400		290		175	280	
Base Capacity (vph)	270	1694	897	445	1636	602	1009	763	602	853
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.64	0.36	0.79	1.12	0.63	0.80	0.23	0.39	0.87

Intersection Summary

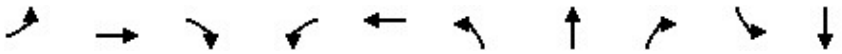
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Bowman

Queues

Diversion Analysis - NW 41 Street and NW 112 Avenue (Background & Total Conditions)

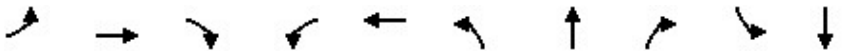


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	239	1801	233	263	1204	52	358	150	58	691
v/c Ratio	0.81	0.80	0.27	0.98	0.49	0.37	0.42	0.21	0.21	0.88
Control Delay (s/veh)	41.2	45.6	15.9	116.0	18.0	49.9	59.4	18.7	44.2	79.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.2	45.6	15.9	116.0	18.0	49.9	59.4	18.7	44.2	79.3
Queue Length 50th (ft)	131	678	103	~293	245	43	192	53	49	415
Queue Length 95th (ft)	#219	680	144	#597	270	82	252	121	89	#514
Internal Link Dist (ft)		276			500		924			270
Turn Bay Length (ft)	210		280	440		190		190	410	
Base Capacity (vph)	294	2476	887	269	2508	159	860	698	297	813
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.73	0.26	0.98	0.48	0.33	0.42	0.21	0.20	0.85

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

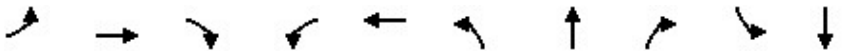
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	198	1401	118	117	1999	134	677	300	8	302
v/c Ratio	0.84	0.47	0.10	0.47	0.75	0.55	0.85	0.50	0.09	0.59
Control Delay (s/veh)	88.0	24.7	2.2	20.2	20.1	67.8	84.5	30.7	52.8	83.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	88.0	24.7	2.2	20.2	20.1	67.8	84.5	30.7	52.8	83.4
Queue Length 50th (ft)	204	360	0	31	217	150	457	174	8	210
Queue Length 95th (ft)	#356	495	29	95	290	204	534	267	24	243
Internal Link Dist (ft)		276			500		947			270
Turn Bay Length (ft)	210		280	440		190		190	410	
Base Capacity (vph)	247	2996	1142	359	2659	245	809	686	169	716
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.47	0.10	0.33	0.75	0.55	0.84	0.44	0.05	0.42

Intersection Summary

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



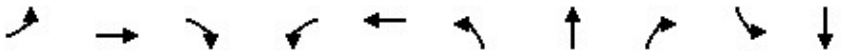
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	239	1810	233	263	1281	52	358	150	115	691
v/c Ratio	0.84	0.80	0.27	0.99	0.52	0.40	0.48	0.23	0.42	0.88
Control Delay (s/veh)	53.5	67.6	37.5	119.5	17.4	51.9	63.9	24.5	50.5	79.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.5	67.6	37.5	119.5	17.4	51.9	63.9	24.5	50.5	79.4
Queue Length 50th (ft)	234	827	204	~302	270	44	200	72	100	416
Queue Length 95th (ft)	m#333	865	m254	#599	226	83	251	139	160	503
Internal Link Dist (ft)		276			500		871			270
Turn Bay Length (ft)	210		280	440		190		190	410	
Base Capacity (vph)	284	2504	879	267	2526	140	823	640	273	822
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.72	0.27	0.99	0.51	0.37	0.43	0.23	0.42	0.84

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	198	1415	118	117	2100	134	677	300	96	302
v/c Ratio	0.83	0.51	0.11	0.51	0.86	0.48	0.93	0.59	0.70	0.44
Control Delay (s/veh)	88.3	29.2	2.2	23.1	39.0	60.3	97.8	54.2	77.7	73.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	88.3	29.2	2.2	23.1	39.0	60.3	97.8	54.2	77.7	73.4
Queue Length 50th (ft)	212	437	0	32	1033	137	474	287	96	189
Queue Length 95th (ft)	313	495	29	m66	1084	205	#598	397	153	244
Internal Link Dist (ft)		276			500		939			270
Turn Bay Length (ft)	210		280	440		200		200	410	
Base Capacity (vph)	275	2776	1071	322	2441	283	733	584	152	698
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.51	0.11	0.36	0.86	0.47	0.92	0.51	0.63	0.43

Intersection Summary

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

m Volume for 95th percentile queue is metered by upstream signal.

Bowman

Appendix E

Trip Generation Calculations & Data

TRIP GENERATION ESTIMATES
ALBATROS 71 TRAFFIC ANALYSIS

DAILY

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE (1)	IN	OUT	TOTAL TRIPS			PASS-BY (1) (3)				NEW TRIPS		
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL
Proposed															
Pharmacy with Drive-Through	881	15,584 SF	T= 108.40 (X)	50%	50%	845	844	1,689	0	0	0	0	845	844	1,689
Shopping Center (<40K)	822	26,600 SF	T= 42.20 (X)+ 229.68	50%	50%	676	676	1,352	0	0	0	0	676	676	1,352
Convenience Store/Gas Station (2-4k)	945	18 FP	T= 158.25 (X) + 850.23	50%	50%	1,850	1,849	3,699	0	0	0	0	1,850	1,849	3,699
Total						**3,371**	**3,369**	**6,740**					**3,371**	**3,369**	**6,740**

AM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE 1	IN	OUT	TOTAL TRIPS			PASS-BY (1) (3)				NEW TRIPS		
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL
Proposed															
Pharmacy with Drive-Through	881	15,584 SF	T= 3.74 (X)	52%	48%	30	28	58	0	0	0	0	30	28	58
Shopping Center (<40K)	822	26,600 SF	T= 2.36 (X)	60%	40%	38	25	63	0	0	0	0	38	25	63
Convenience Store/Gas Station (2-4k)	945	18 FP	T= 16.06 (X)	50%	50%	145	144	289	110	110	220	76%	35	34	69
Total						**213**	**197**	**410**					**103**	**87**	**190**

MIDDAY[2]

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE (1) (2)	IN	OUT	TOTAL TRIPS			PASS-BY (2)				NEW TRIPS		
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL
Proposed															
Pharmacy with Drive-Through	881	15,584 SF	T= 8.50% of Daily Trips	50%	50%	72	72	144	36	35	71	49%	36	37	73
Shopping Center (<40K)	822	26,600 SF	T= 6.50% of Daily Trips	50%	50%	44	44	88	18	17	35	40%	26	27	53
Convenience Store/Gas Station (2-4k)	945	18 FP	T= 6.60% of Daily Trips	50%	50%	122	122	244	92	91	183	75%	30	31	61
Total						**238**	**238**	**476**					**92**	**95**	**187**

PM PEAK HOUR

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE 1	IN	OUT	TOTAL TRIPS			PASS-BY (1) (3)				NEW TRIPS		
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL
Proposed															
Pharmacy with Drive-Through	881	15,584 SF	T= 10.25 (X)	50%	50%	80	80	160	39	39	78	49%	41	41	82
Shopping Center (<40K)	822	26,600 SF	Ln(T)= 0.71 (X)+ 2.72	50%	50%	78	78	156	31	31	62	40%	47	47	94
Convenience Store/Gas Station (2-4k)	945	18 FP	T= 18.42 (X)	50%	50%	166	166	332	125	124	249	75%	41	42	83
Total						**324**	**324**	**648**					**129**	**130**	**259**

(1) ITE Trip Generation Manual, 11th Edition.

(2) Midday based on ITE Highest Percentage of Midday Hourly Distribution and pass-by rates based on PM Peak.

(3) 40% pass-by rate used for for PM Peak of Shopping Center (<40K) (LU 822).

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Pharmacy/Drugstore with Drive-Through Window (881)

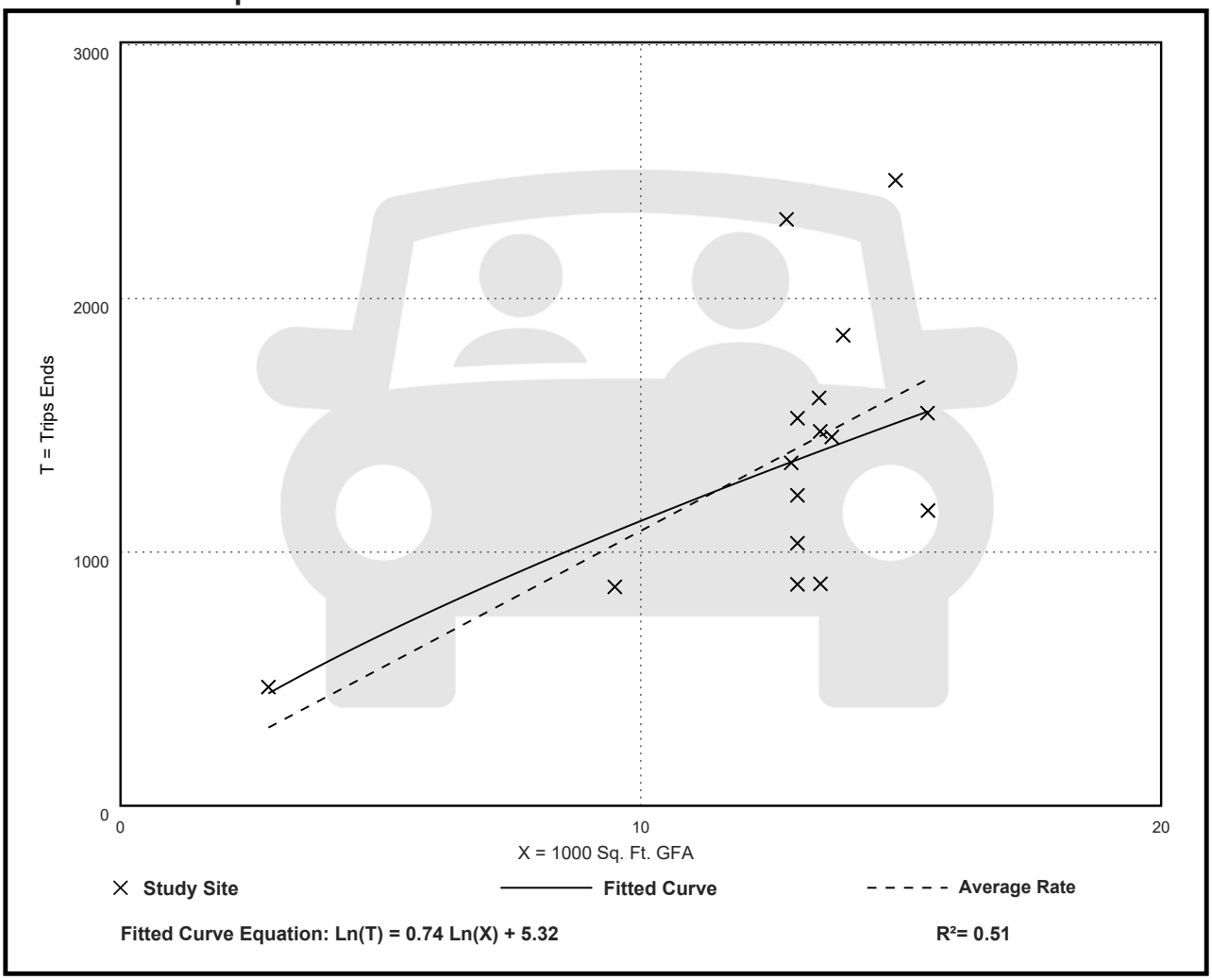
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 13
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
108.40	65.05 - 180.63	33.82

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.74 Ln(X) + 5.32

R^2= 0.51

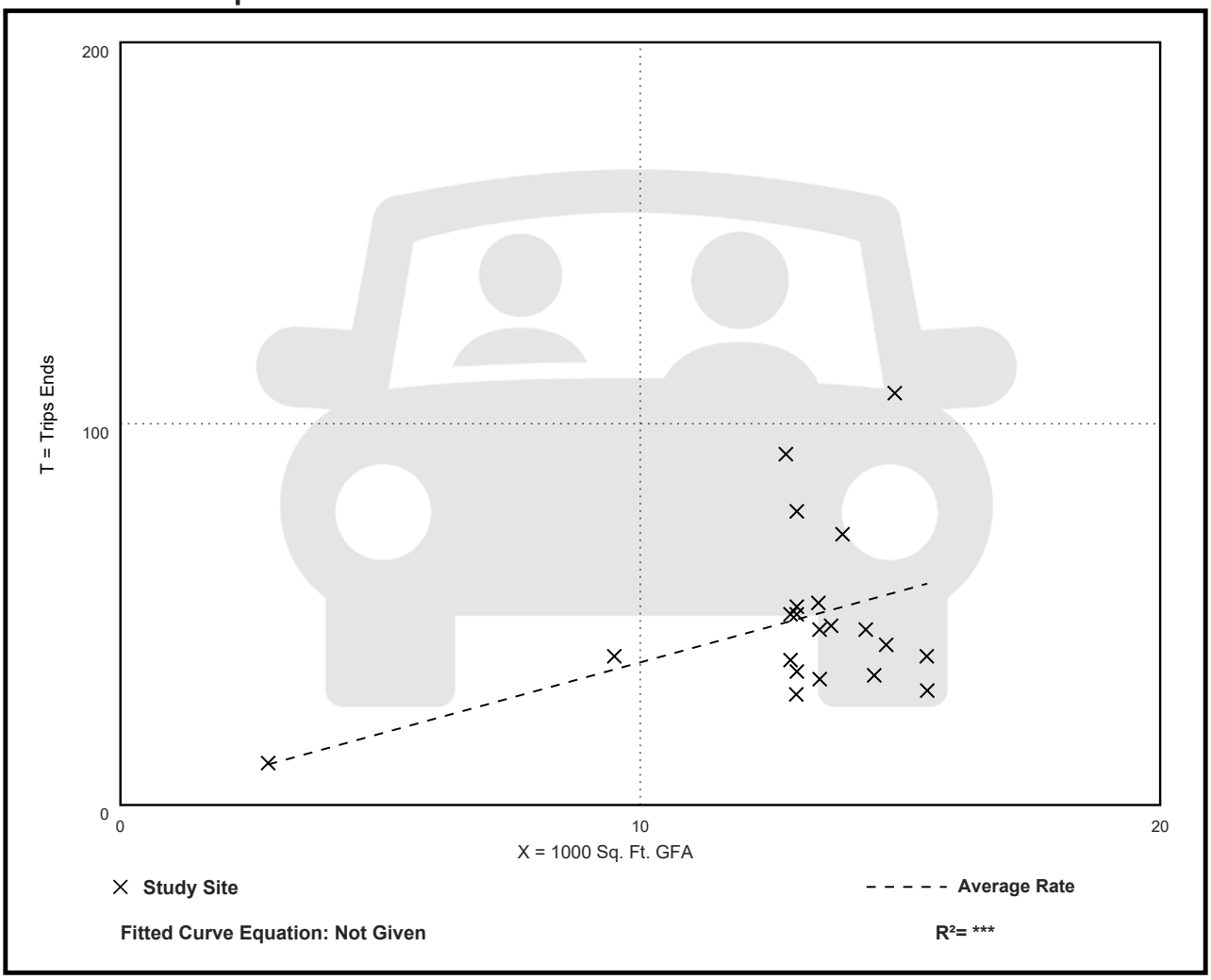
Pharmacy/Drugstore with Drive-Through Window (881)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 13
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.74	1.93 - 7.25	1.55

Data Plot and Equation



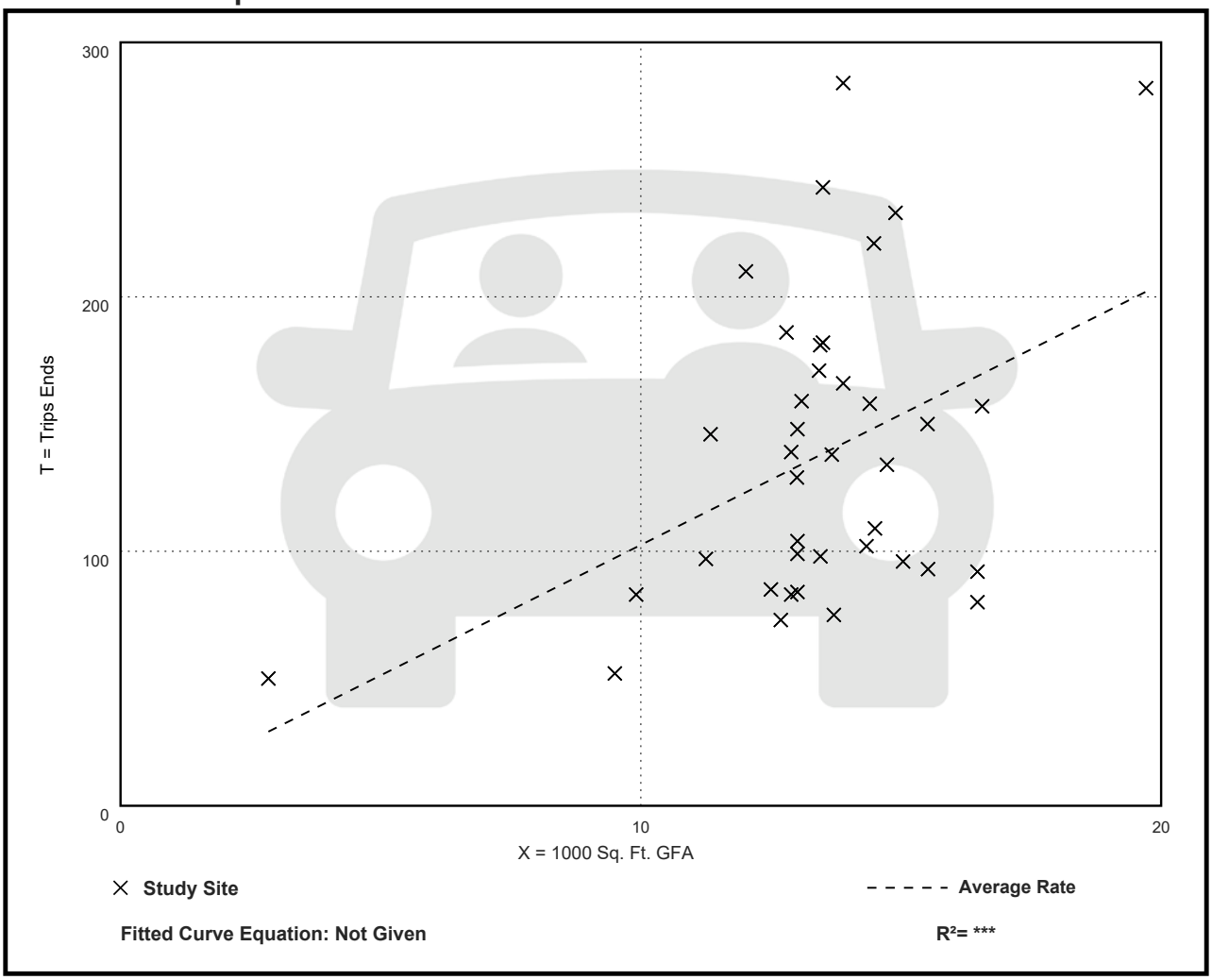
Pharmacy/Drugstore with Drive-Through Window (881)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 39
Avg. 1000 Sq. Ft. GFA: 13
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.25	4.86 - 20.45	4.01

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	881
Land Use	Pharmacy/Drugstore with Drive-Through Window
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	3
Average Pass-By Rate	49%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
9.6	Florida	1995	370	47	40	13	53	—	30
16	Florida	1995	385	41	50	9	59	—	30
16	Florida	1995	522	58	25	17	42	—	30

Strip Retail Plaza (<40k)
(822)

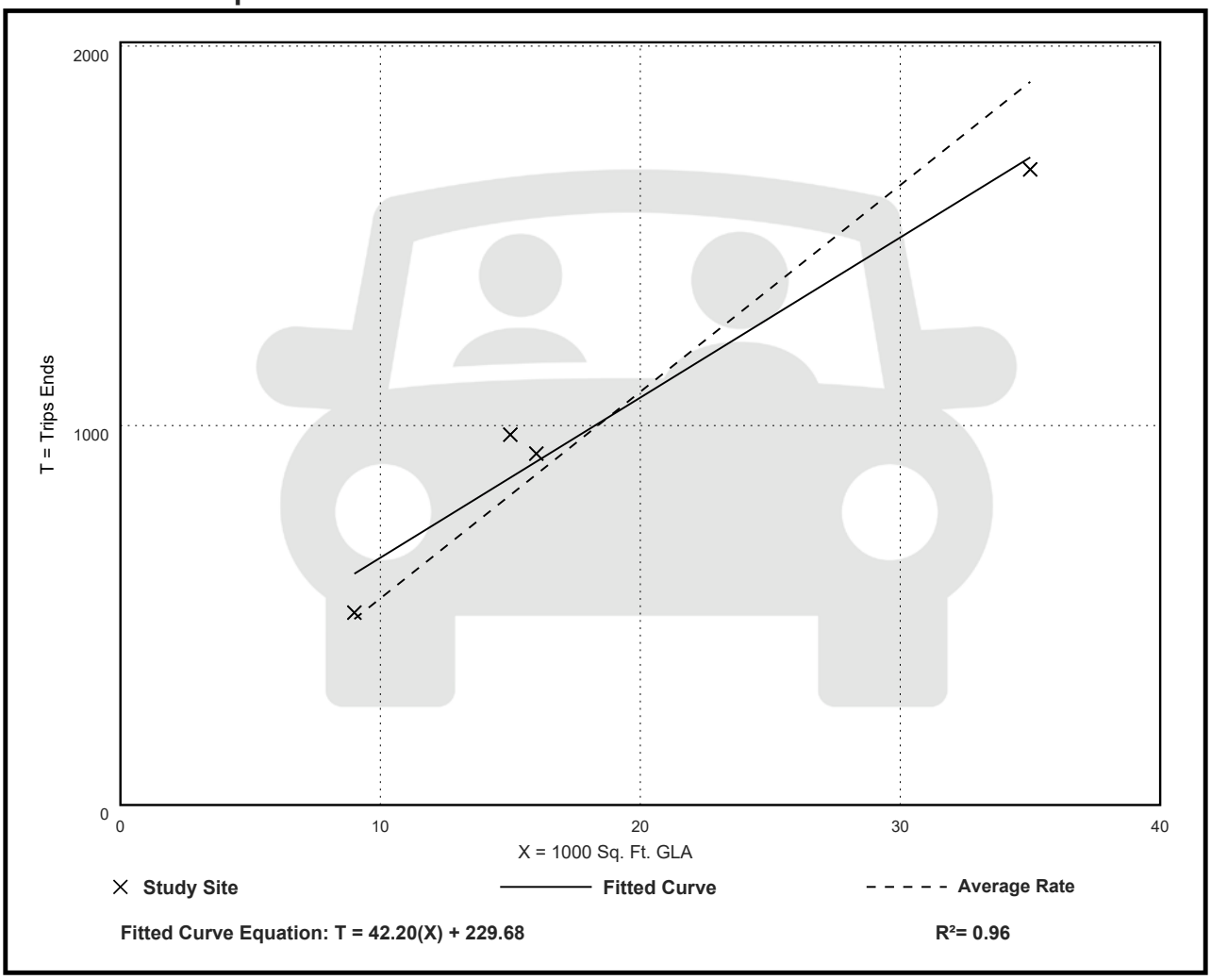
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Fitted Curve Equation: T = 42.20(X) + 229.68

R^2= 0.96

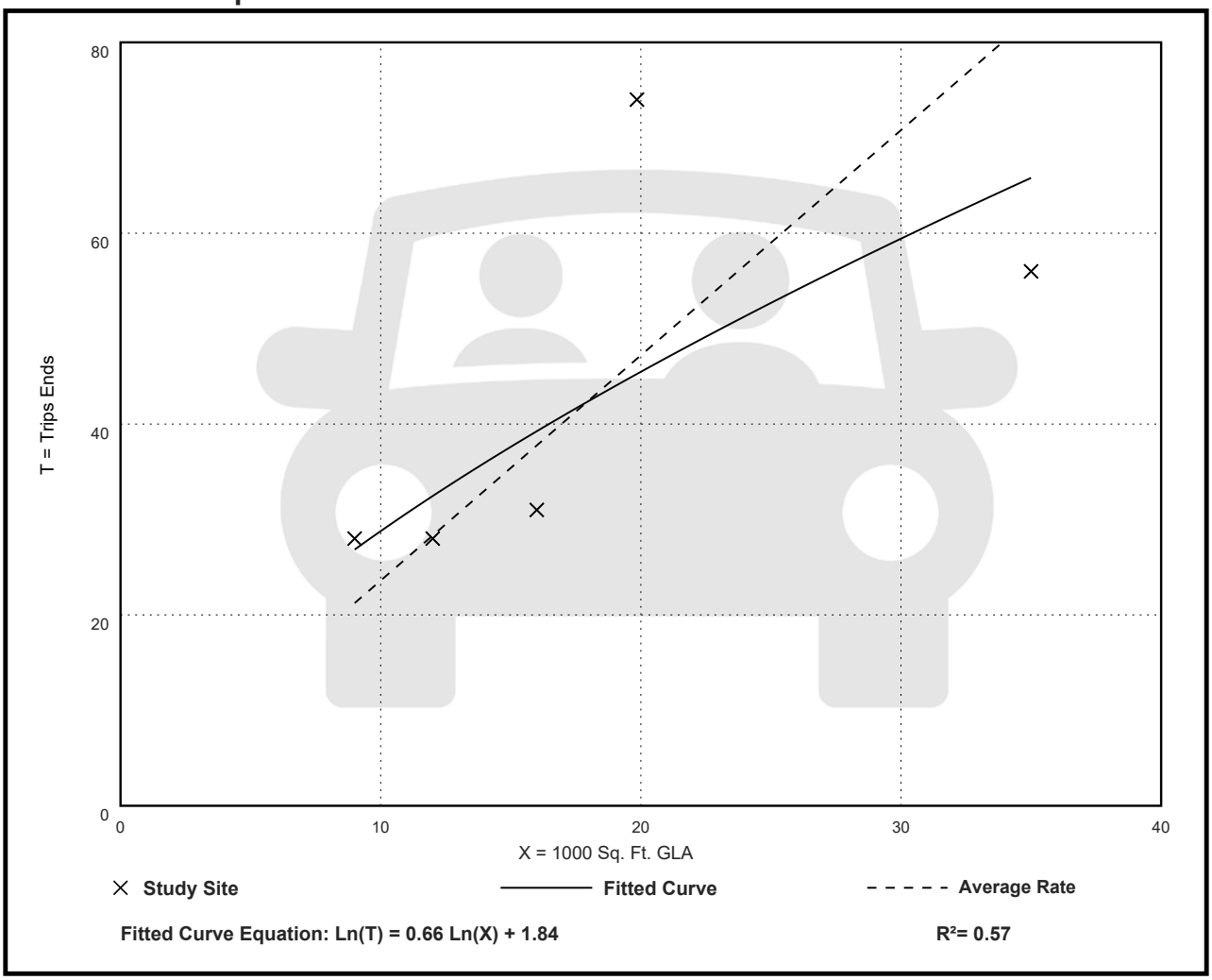
Strip Retail Plaza (<40k)
(822)

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

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



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

R^2= 0.57

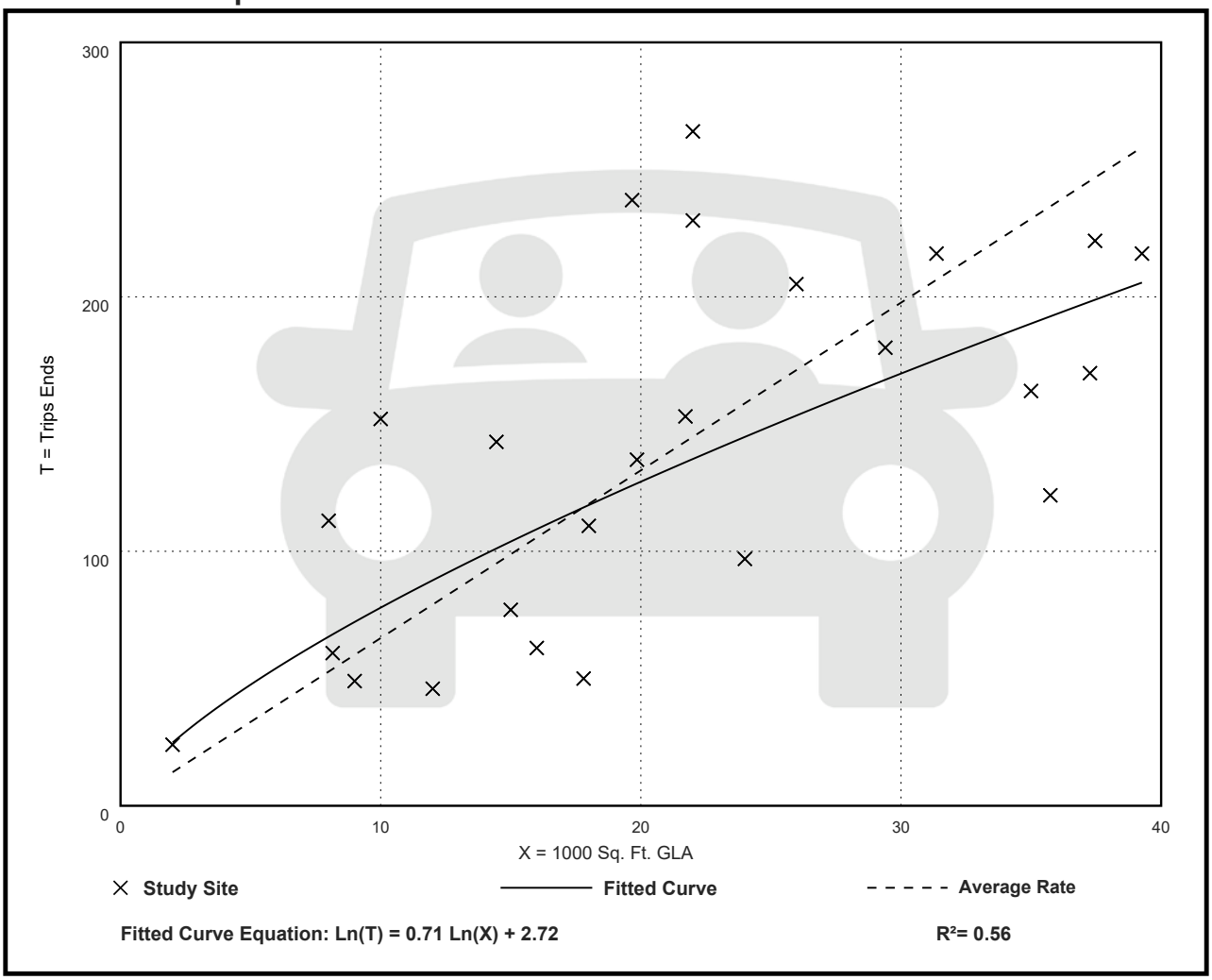
Strip Retail Plaza (<40k)
(822)

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

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



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

R^2= 0.56

Convenience Store/Gas Station - GFA (2-4k) (945)

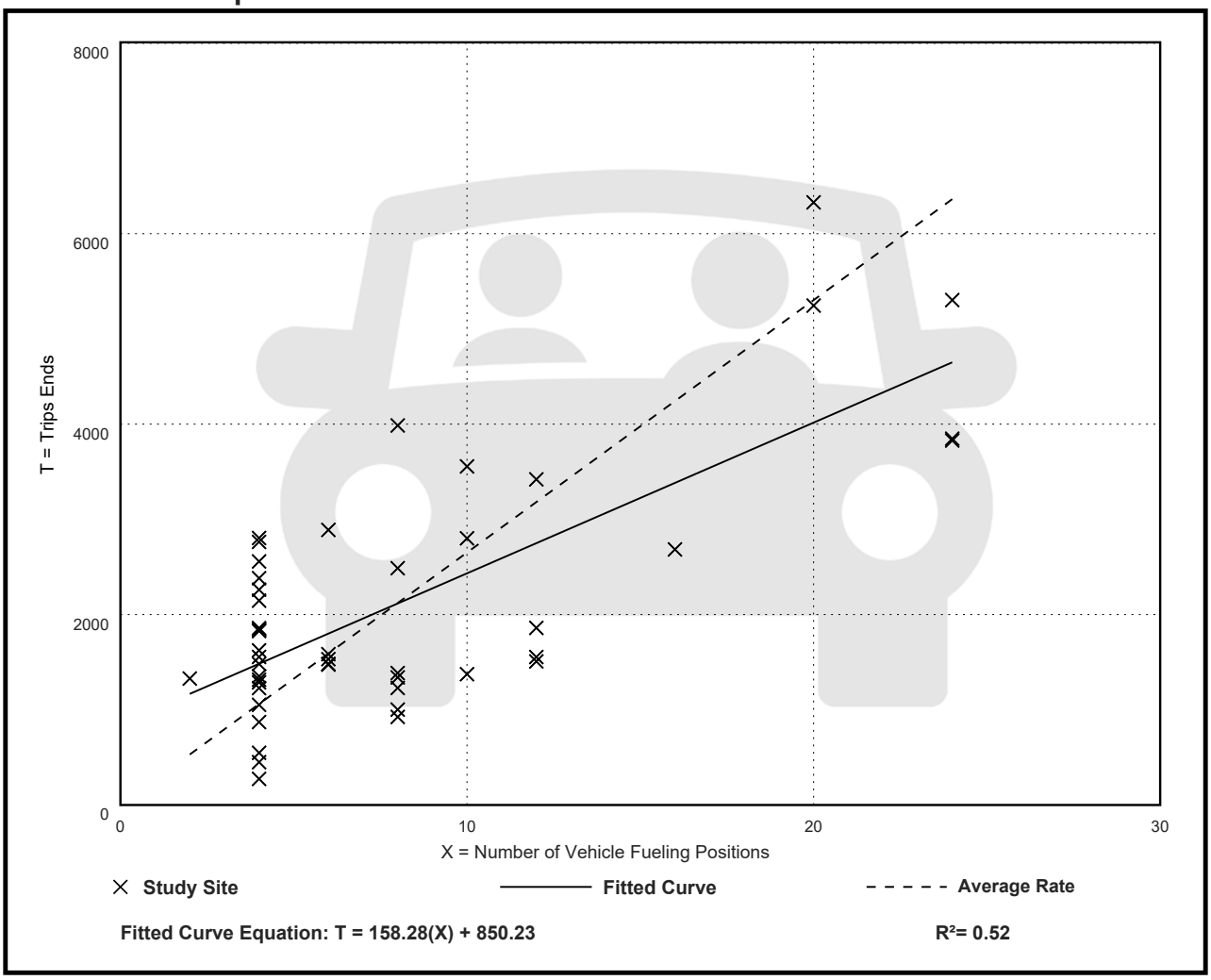
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 48
Avg. Num. of Vehicle Fueling Positions: 8
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
265.12	68.50 - 701.00	142.37

Data Plot and Equation



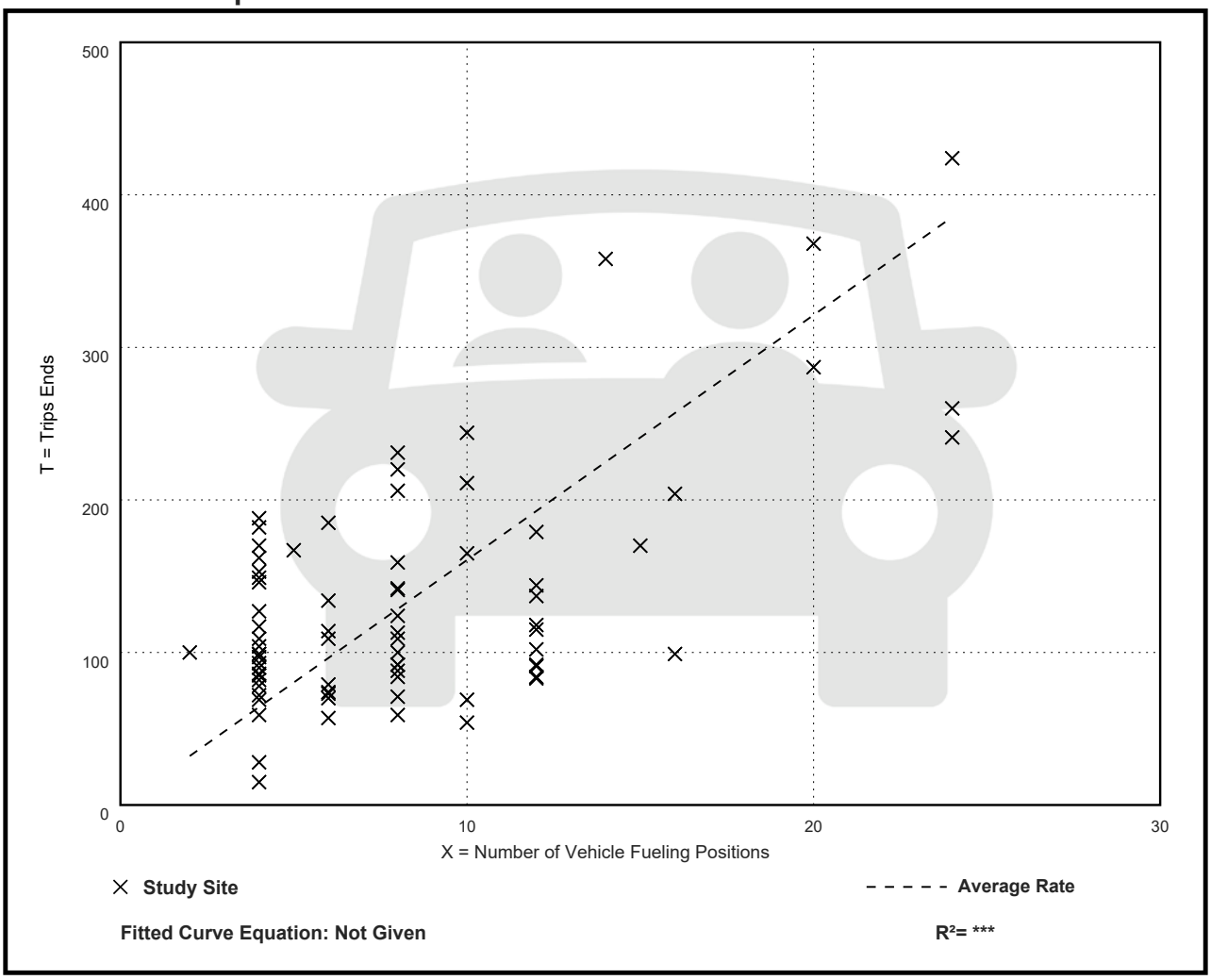
Convenience Store/Gas Station - GFA (2-4k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 76
Avg. Num. of Vehicle Fueling Positions: 8
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
16.06	3.75 - 50.00	8.79

Data Plot and Equation



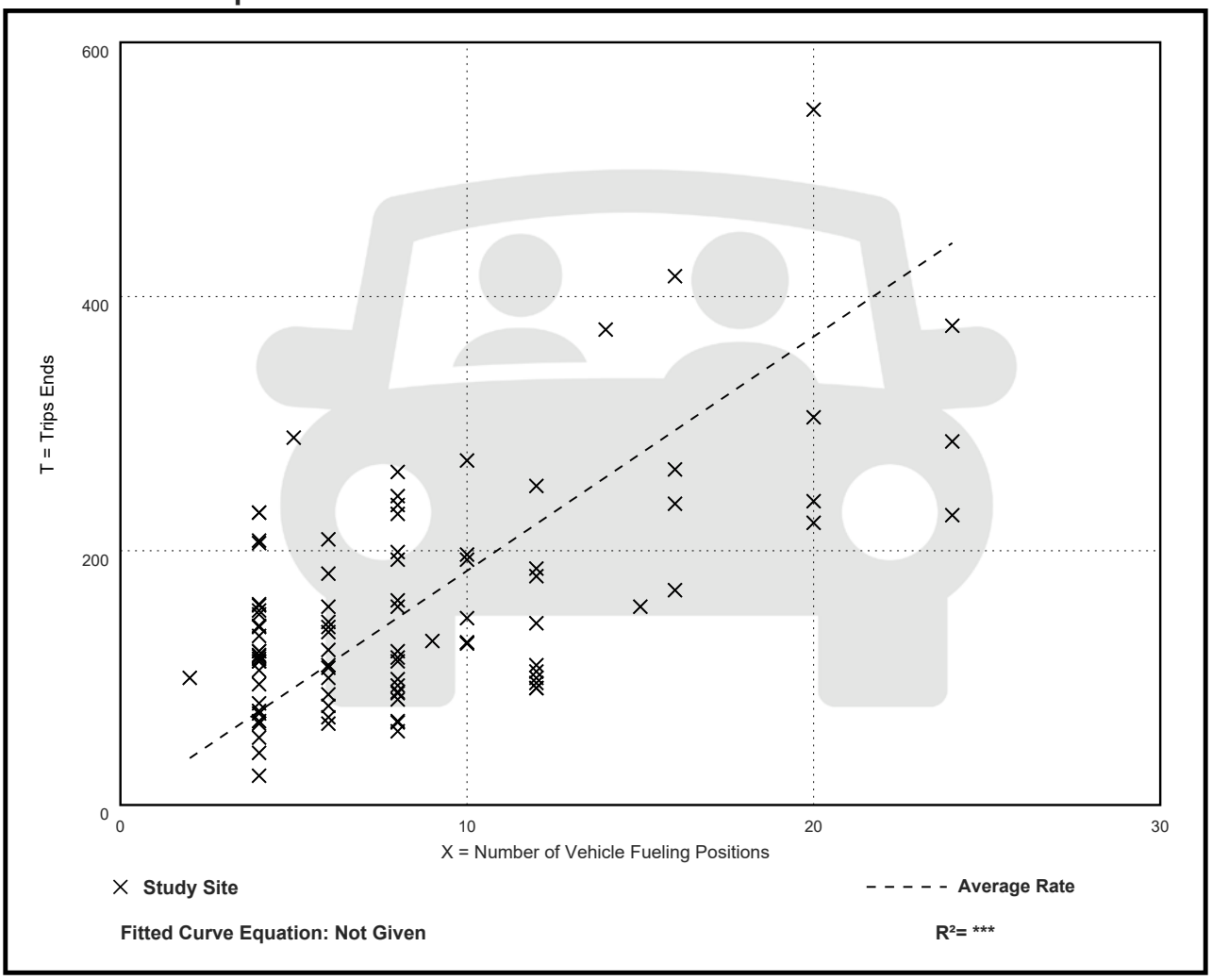
Convenience Store/Gas Station - GFA (2-4k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 93
Avg. Num. of Vehicle Fueling Positions: 8
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
18.42	5.75 - 57.80	10.16

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday AM Peak Period									
# Data Sites	16 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	60% for Sites with between 2 and 8 VFP					76% for Sites with between 9 and 20 VFP				
	Pass-By Characteristics for Individual Sites									
		State or	Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GFA (000)	VFP	Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
2	8	Maryland	1992	46	87	13	0	13	2235	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.2	8	Maryland	1992	31	47	34	19	53	1785	25
2.2	< 8	Indiana	1993	79	56	6	38	44	635	2
2.2	8	Maryland	1992	35	78	9	13	22	7080	25
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.3	< 8	Kentucky	1993	58	64	5	31	36	1255	2
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.4	< 8	Kentucky	1993	—	48	17	35	52	1210	2
2.6	< 8	Kentucky	1993	—	72	15	13	28	940	2
2.8	< 8	Kentucky	1993	—	54	11	35	46	1240	2
3	< 8	Indiana	1993	62	74	10	16	26	790	2
3.6	< 8	Kentucky	1993	49	67	4	29	33	1985	2
3.7	< 8	Kentucky	1993	49	66	16	18	34	990	2
4.694	12	Maryland	2000	—	72	—	—	28	2440	30
4.694	12	Maryland	2000	—	78	—	—	22	1561	30
4.694	12	Maryland	2000	—	79	—	—	21	2764	30
4.848	12	Virginia	2000	—	55	—	—	45	1398	30
5.06	12	Pennsylvania	2000	—	84	—	—	16	3219	30
5.242	12	Virginia	2000	—	74	—	—	26	1160	30
5.242	12	Virginia	2000	—	71	—	—	29	548	30
5.488	12	Delaware	2000	—	80	—	—	20	—	30
5.5	12	Pennsylvania	2000	—	85	—	—	15	2975	30
4.2	< 8	Kentucky	1993	47	62	19	19	38	1705	2
4.694	16	Maryland	2000	—	90	—	—	10	2278	30
4.694	16	Delaware	2000	—	74	—	—	26	2185	30
4.694	16	Delaware	2000	—	58	—	—	42	962	30
4.694	16	Delaware	2000	—	84	—	—	16	2956	30
4.694	16	New Jersey	2000	—	79	—	—	21	1859	30
4.694	20	Delaware	2000	—	84	—	—	16	3864	30
4.848	16	Virginia	2000	—	68	—	—	32	2106	30
4.848	16	Virginia	2000	—	85	—	—	15	2676	30
4.848	16	Virginia	2000	—	75	—	—	25	3244	30
4.848	16	Virginia	2000	—	71	—	—	29	1663	30
4.993	16	Pennsylvania	2000	—	75	—	—	25	1991	30
5.094	16	New Jersey	2000	—	86	—	—	14	1260	30
5.5	16	Pennsylvania	2000	—	82	—	—	18	1570	30
5.543	16	Pennsylvania	2000	—	84	—	—	16	1933	30
5.565	16	Pennsylvania	2000	—	77	—	—	23	2262	30
5.565	16	Pennsylvania	2000	—	68	—	—	32	2854	30
5.565	16	New Jersey	2000	—	58	—	—	42	1253	30
5.565	16	New Jersey	2000	—	79	—	—	21	1928	30
5.565	16	New Jersey	2000	---	84	---	---	16	1953	30

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday PM Peak Period									
# Data Sites	12 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	56% for Sites with between 2 and 8 VFP					75% for Sites with between 9 and 20 VFP				
	Pass-By Characteristics for Individual Sites									
		State or	Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GFA (000)	VFP	Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
2.1	8	Maryland	1992	31	52	13	35	48	1785	25
2.1	6	Maryland	1992	30	53	20	27	47	1060	25
2.2	< 8	Indiana	1993	115	48	16	36	52	820	2
2.3	< 8	Kentucky	1993	67	57	16	27	43	1954	2
2.3	6	Maryland	1992	55	40	11	49	60	2760	25
2.4	< 8	Kentucky	1993	—	58	13	29	42	2655	2
2.6	< 8	Kentucky	1993	68	67	15	18	33	950	2
2.8	< 8	Kentucky	1993	—	62	11	27	38	2875	2
3	< 8	Indiana	1993	80	65	15	20	35	1165	2
3.6	< 8	Kentucky	1993	60	56	17	27	44	2505	2
3.7	< 8	Kentucky	1993	70	61	16	23	39	2175	2
4.2	< 8	Kentucky	1993	61	58	26	16	42	2300	2
4.694	12	Maryland	2000	—	78	—	—	22	3549	30
4.694	12	Maryland	2000	—	67	—	—	33	2272	30
4.694	12	Maryland	2000	—	66	—	—	34	3514	30
4.848	12	Virginia	2000	—	71	—	—	29	2350	30
5.06	12	Pennsylvania	2000	—	91	—	—	9	4181	30
5.242	12	Virginia	2000	—	70	—	—	30	2445	30
5.242	12	Virginia	2000	—	56	—	—	44	950	30
5.488	12	Delaware	2000	—	73	—	—	27	—	30
5.5	12	Pennsylvania	2000	—	84	—	—	16	4025	30
4.694	16	Maryland	2000	—	89	—	—	11	2755	30
4.694	16	Delaware	2000	—	73	—	—	27	1858	30
4.694	16	Delaware	2000	—	59	—	—	41	1344	30
4.694	16	Delaware	2000	—	72	—	—	28	3434	30
4.694	16	New Jersey	2000	—	81	—	—	19	1734	30
4.694	20	Delaware	2000	—	76	—	—	24	1616	30
4.848	16	Virginia	2000	—	67	—	—	33	2.954	30
4.848	16	Virginia	2000	—	78	—	—	22	3086	30
4.848	16	Virginia	2000	—	83	—	—	17	4143	30
4.848	16	Virginia	2000	—	73	—	—	27	2534	30
4.993	16	Pennsylvania	2000	—	72	—	—	28	2917	30
5.094	16	New Jersey	2000	—	86	—	—	14	1730	30
5.5	16	Pennsylvania	2000	—	90	—	—	10	2616	30
5.543	16	Pennsylvania	2000	—	87	—	—	13	2363	30
5.565	16	Pennsylvania	2000	—	81	—	—	19	2770	30
5.565	16	Pennsylvania	2000	—	76	—	—	24	3362	30
5.565	16	New Jersey	2000	—	61	—	—	39	1713	30
5.565	16	New Jersey	2000	—	86	—	—	14	1721	30
5.565	16	New Jersey	2000	---	81	---	---	19	2227	30

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE *Trip Generation Manual* , 11th Edition			
Land Use Code	945		
Land Use	Convenience Store/Gas Station		
Subcategory	GFA (2-4k)		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	38		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.9%	0.9%	0.9%
1:00 - 2:00 AM	0.5%	0.5%	0.5%
2:00 - 3:00 AM	0.5%	0.4%	0.5%
3:00 - 4:00 AM	0.5%	0.5%	0.6%
4:00 - 5:00 AM	1.0%	1.0%	1.1%
5:00 - 6:00 AM	2.3%	2.3%	2.2%
6:00 - 7:00 AM	4.6%	4.7%	4.5%
7:00 - 8:00 AM	6.2%	6.2%	6.1%
8:00 - 9:00 AM	5.9%	5.8%	5.9%
9:00 - 10:00 AM	5.0%	5.0%	5.1%
10:00 - 11:00 AM	5.2%	5.2%	5.2%
11:00 - 12:00 PM	5.3%	5.3%	5.2%
12:00 - 1:00 PM	5.8%	5.8%	5.8%
1:00 - 2:00 PM	5.4%	5.4%	5.3%
2:00 - 3:00 PM	5.9%	6.1%	5.8%
3:00 - 4:00 PM	6.5%	6.5%	6.4%
4:00 - 5:00 PM	7.1%	7.2%	7.1%
5:00 - 6:00 PM	6.9%	7.0%	6.9%
6:00 - 7:00 PM	6.5%	6.5%	6.6%
7:00 - 8:00 PM	5.3%	5.3%	5.3%
8:00 - 9:00 PM	4.4%	4.3%	4.5%
9:00 - 10:00 PM	3.7%	3.7%	3.7%
10:00 - 11:00 PM	2.8%	2.7%	2.8%
11:00 - 12:00 AM	1.9%	1.8%	1.9%

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE *Trip Generation Manual* , 11th Edition			
Land Use Code	945		
Land Use	Convenience Store/Gas Station		
Subcategory	GFA (4-10k)		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	5		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	1.3%	1.2%	1.3%
1:00 - 2:00 AM	0.8%	0.8%	0.9%
2:00 - 3:00 AM	0.6%	0.6%	0.6%
3:00 - 4:00 AM	0.8%	0.8%	0.7%
4:00 - 5:00 AM	1.5%	1.6%	1.5%
5:00 - 6:00 AM	3.1%	3.1%	3.0%
6:00 - 7:00 AM	4.6%	4.7%	4.5%
7:00 - 8:00 AM	5.9%	6.0%	5.9%
8:00 - 9:00 AM	6.5%	6.5%	6.4%
9:00 - 10:00 AM	5.7%	5.6%	5.7%
10:00 - 11:00 AM	5.3%	5.3%	5.3%
11:00 - 12:00 PM	5.8%	5.8%	5.7%
12:00 - 1:00 PM	6.6%	6.6%	6.6%
1:00 - 2:00 PM	6.1%	6.2%	5.9%
2:00 - 3:00 PM	6.1%	6.0%	6.2%
3:00 - 4:00 PM	6.8%	6.8%	6.8%
4:00 - 5:00 PM	6.4%	6.3%	6.5%
5:00 - 6:00 PM	6.8%	6.7%	6.9%
6:00 - 7:00 PM	5.4%	5.3%	5.4%
7:00 - 8:00 PM	4.0%	3.9%	4.0%
8:00 - 9:00 PM	3.4%	3.4%	3.4%
9:00 - 10:00 PM	2.7%	2.8%	2.7%
10:00 - 11:00 PM	2.1%	2.1%	2.1%
11:00 - 12:00 AM	1.9%	1.9%	2.0%

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE *Trip Generation Manual* , 11th Edition			
Land Use Code	822		
Land Use	Strip Retail Plaza		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	2		
	% of 16-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	--	--	--
1:00 - 2:00 AM	--	--	--
2:00 - 3:00 AM	--	--	--
3:00 - 4:00 AM	--	--	--
4:00 - 5:00 AM	--	--	--
5:00 - 6:00 AM	--	--	--
6:00 - 7:00 AM	0.5%	--	--
7:00 - 8:00 AM	2.2%	--	--
8:00 - 9:00 AM	4.5%	--	--
9:00 - 10:00 AM	5.8%	--	--
10:00 - 11:00 AM	6.5%	--	--
11:00 - 12:00 PM	6.3%	--	--
12:00 - 1:00 PM	6.1%	--	--
1:00 - 2:00 PM	6.9%	--	--
2:00 - 3:00 PM	6.1%	--	--
3:00 - 4:00 PM	7.4%	--	--
4:00 - 5:00 PM	8.0%	--	--
5:00 - 6:00 PM	8.0%	--	--
6:00 - 7:00 PM	8.0%	--	--
7:00 - 8:00 PM	8.5%	--	--
8:00 - 9:00 PM	8.5%	--	--
9:00 - 10:00 PM	6.7%	--	--
10:00 - 11:00 PM	--	--	--
11:00 - 12:00 AM	--	--	--

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	881		
Land Use	Pharmacy/Drugstore with Drive-Through Window		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	6		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.3%	0.3%	0.4%
1:00 - 2:00 AM	0.2%	0.2%	0.2%
2:00 - 3:00 AM	0.1%	0.1%	0.1%
3:00 - 4:00 AM	0.1%	0.1%	0.1%
4:00 - 5:00 AM	0.1%	0.1%	0.1%
5:00 - 6:00 AM	0.3%	0.3%	0.3%
6:00 - 7:00 AM	0.7%	0.8%	0.5%
7:00 - 8:00 AM	2.7%	3.1%	2.3%
8:00 - 9:00 AM	3.3%	3.6%	3.0%
9:00 - 10:00 AM	4.4%	4.6%	4.3%
10:00 - 11:00 AM	5.7%	5.8%	5.6%
11:00 - 12:00 PM	7.9%	7.9%	7.8%
12:00 - 1:00 PM	8.5%	8.6%	8.3%
1:00 - 2:00 PM	8.3%	8.4%	8.1%
2:00 - 3:00 PM	8.3%	7.9%	8.6%
3:00 - 4:00 PM	8.3%	8.6%	8.1%
4:00 - 5:00 PM	9.3%	9.6%	9.0%
5:00 - 6:00 PM	9.4%	9.0%	9.8%
6:00 - 7:00 PM	6.1%	6.1%	6.1%
7:00 - 8:00 PM	5.6%	5.4%	5.8%
8:00 - 9:00 PM	4.2%	4.3%	4.0%
9:00 - 10:00 PM	3.8%	3.5%	4.1%
10:00 - 11:00 PM	2.0%	1.4%	2.6%
11:00 - 12:00 AM	0.5%	0.5%	0.6%
12:00 - 1:00 AM	0.3%	0.3%	0.4%
12:15 - 1:15 AM	0.3%	0.3%	0.3%
12:30 - 1:30 AM	0.3%	0.2%	0.3%
12:45 - 1:45 AM	0.2%	0.2%	0.2%
1:00 - 2:00 AM	0.2%	0.2%	0.2%
1:15 - 2:15 AM	0.1%	0.1%	0.2%
1:30 - 2:30 AM	0.1%	0.1%	0.1%
1:45 - 2:45 AM	0.1%	0.1%	0.1%
2:00 - 3:00 AM	0.1%	0.1%	0.1%
2:15 - 3:15 AM	0.1%	0.1%	0.1%
2:30 - 3:30 AM	0.0%	0.0%	0.0%

2:45 - 3:45 AM	0.1%	0.1%	0.1%
3:00 - 4:00 AM	0.1%	0.1%	0.1%
3:15 - 4:15 AM	0.1%	0.1%	0.1%
3:30 - 4:30 AM	0.1%	0.1%	0.1%
3:45 - 4:45 AM	0.1%	0.1%	0.1%
4:00 - 5:00 AM	0.1%	0.1%	0.1%
4:15 - 5:15 AM	0.2%	0.2%	0.1%
4:30 - 5:30 AM	0.2%	0.3%	0.2%
4:45 - 5:45 AM	0.2%	0.3%	0.2%
5:00 - 6:00 AM	0.3%	0.3%	0.3%
5:15 - 6:15 AM	0.4%	0.4%	0.3%
5:30 - 6:30 AM	0.4%	0.4%	0.4%
5:45 - 6:45 AM	0.5%	0.6%	0.5%
6:00 - 7:00 AM	0.7%	0.8%	0.5%
6:15 - 7:15 AM	1.1%	1.3%	1.0%
6:30 - 7:30 AM	1.5%	1.7%	1.2%
6:45 - 7:45 AM	2.0%	2.2%	1.8%
7:00 - 8:00 AM	2.7%	3.1%	2.3%
7:15 - 8:15 AM	3.1%	3.4%	2.7%
7:30 - 8:30 AM	3.4%	3.7%	3.1%
7:45 - 8:45 AM	3.4%	3.7%	3.0%
8:00 - 9:00 AM	3.3%	3.6%	3.0%
8:15 - 9:15 AM	3.2%	3.5%	3.0%
8:30 - 9:30 AM	3.5%	3.7%	3.2%
8:45 - 9:45 AM	3.8%	3.9%	3.6%
9:00 - 10:00 AM	4.4%	4.6%	4.3%
9:15 - 10:15 AM	4.8%	4.9%	4.6%
9:30 - 10:30 AM	5.1%	5.3%	4.9%
9:45 - 10:45 AM	5.6%	5.8%	5.5%
10:00 - 11:00 AM	5.7%	5.8%	5.6%
10:15 - 11:15 AM	6.6%	6.9%	6.3%
10:30 - 11:30 AM	6.9%	7.1%	6.7%
10:45 - 11:45 AM	7.2%	7.4%	7.1%
11:00 - 12:00 PM	7.9%	7.9%	7.8%
11:15 - 12:15 PM	8.0%	8.1%	8.0%
11:30 - 12:30 PM	8.5%	8.7%	8.3%
11:45 - 12:45 PM	8.6%	8.6%	8.7%
12:00 - 1:00 PM	8.5%	8.6%	8.3%
12:15 - 1:15 PM	8.2%	7.9%	8.4%
12:30 - 1:30 PM	7.7%	7.6%	7.8%
12:45 - 1:45 PM	7.8%	8.0%	7.5%

Bowman

Appendix F

Queuing Analysis

ALBATROS 71 TRAFFIC ANALYSIS GATE QUEUING ANALYSIS

Estimated Service Time

Entrance Type	Time (min)
Visitor	4.00

Peak Hour Trip Generation

Ingress Type	Inbound
Drive Through	8

Visitor Trip Generation Calculation	
Highest Ingress	41
Percent Drive Through Customers	20%
Number of Total Visitor Peak Hour Inbound	8

Afternoon Peak Hour Drive-Through Lane Queuing Analysis

Peak Hour Arrival Rate (veh/hr): **8**

Probablity of Back-up on Adjacent Street: **5%**

Service Time (min): **4.00**

N	Q	q	r	Q_m	M
1	15	8	0.5333	0.5333	**3.0**

Table of Q_m Values

r	N=1	2	3	4	6	8	10
0.1	0.1000	0.0182	0.0037	0.0008	0.0000	0.0000	0.0000
0.2	0.2000	0.0666	0.0247	0.0093	0.0015	0.0002	0.0000
0.3	0.3000	0.1385	0.0700	0.0370	0.0111	0.0036	0.0011
0.4	0.4000	0.2286	0.1411	0.0907	0.0400	0.0185	0.0088
0.5	0.5000	0.3333	0.2368	0.1739	0.0991	0.0591	0.0360
0.6	0.6000	0.4501	0.3548	0.2870	0.1965	0.1395	0.1013
0.7	0.7000	0.5766	0.4923	0.4286	0.3359	0.2706	0.2218
0.8	0.8000	0.7111	0.6472	0.5964	0.5178	0.4576	0.4093
0.9	0.9000	0.8526	0.8172	0.7878	0.7401	0.7014	0.6687
1.0	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

* ITE Transportation and Development Table 8.11

Required queuing storage equation:

$$M = \frac{\ln(0.05) - \ln(Q_m)}{\ln \rho} - 1$$

where:

- **N** = Number of Lanes
- **Q** = Average Service Rate (veh/hr)
- **q** = Peak Hour Arrival Rate (veh/hr)
- **r** = Coefficient of Utiliation (q/NQ)
- **Q_m** = ITE table value of relationship between queue length, number of attendants and utilization factor (ITE Transportation and Land Development Table 8.11
- **M** = Queue length which is exceeded 5% of the time (veh)

Transportation and Land Development

Vergil G. Stover / Frank J. Koepke



Institute of Transportation Engineers

APPLICATIONS OF QUEUEING ANALYSIS

Providing an adequate and well-defined storage area for drive-thru traffic is particularly critical, especially at fast-food restaurants and drive-thru bank facilities where queues can, and do, become quite long. Waiting vehicles should be stored on private property clear of driveways so that traffic back-up does not interfere with movement on the arterial street. At fast-food restaurants, the menu board should be installed upstream of the service window to permit drive-thru customers to place their orders prior to their arrival at the service window. Preparation of their order can then begin before they reach the service window, thus minimizing their time at the service window. A well-defined storage area for the waiting traffic should be located so that the waiting vehicles do not block or impede the movement of driveway traffic.

Where a single service position is involved, the situation is referred to as a *single-channel problem. Multiple-channel problems* arise when two or more service positions are available. Such problems commonly arise with bank tellers (indoor as well as drive-in windows), entrances and exits at large parking lots and garages, at passenger pick-up areas at transit stations and taxi stands, truck terminals or loading/unloading areas, supermarket checkout counters, telephone calls, building entrances, and transit-station turnstiles. The assumptions of Poisson arrivals and negative exponential service time are commonly acceptable and used for both single- and multiple-channel problems. Thurgood [11] found these assumptions to be representative of drive-in facilities.

Customers arriving randomly at a drive-in facility may enter into service immediately or may have to enter the queue until they can be served. Waiting lines occur whenever the immediate demand for service exceeds the current capacity of the facility providing that service.

Basic Notation and Terminology

The following notation is employed throughout this section:

n = number of customers in the drive-in system
M = number of customers in the queue waiting to be served (number of customers in the system minus the number being served)
$P(n)$ = steady-state probability that exactly n customers are in the queueing system
$P(0)$ = probability that zero vehicles are in the queueing system
N = number of parallel service positions
q = mean average arrival rate of vehicles into the system (vehicles/hour)
Q = mean average service rate per service position (vehicles/hour/position)
Avg (t) = $60/Q$ = mean service time expressed in minutes per vehicle
$\rho = q/NQ$ = coefficient of utilization
$E(m)$ = expected (average) number of customers in the system
$E(n)$ = expected (average) number of customers waiting in the queue
$E(t)$ = expected (average) waiting time in system (includes service time)
$E(w)$ = expected (average) waiting time in queue (excludes service time)

The equations employed in the analysis of queueing problems are given in Table 8-10.

Jones, Woods, and Thurgood [4] have developed a graph (Figure 8-6) for determining the probability that there will be no customers in the system—values for $P(0)$. They also developed graphs for determining the average number of waiting customers (Figure 8-7), the average waiting time (Figure 8-8), and average queue length (Figure 8-9). These figures avoid the necessity to perform the time-consuming, although simple, queueing-analysis calculations. See pp. 228–30.

TABLE 8-10
Queueing System Equations

Equation Number	Variable	Equation
(8-1)	Coefficient of utilization	$\rho = \frac{q}{NQ}$
(8-2)	Probability of no customers in the system	$P(0) = \left[\sum_{n=0}^{N-1} \frac{\left(\frac{q}{Q}\right)^n}{n!} + \frac{\left(\frac{q}{Q}\right)^N}{N!(1-\rho)}\right]^{-1}$
(8-3)	Mean number in the queue	$E(m) = \left[\frac{\rho\left(\frac{q}{Q}\right)^N}{N!(1-\rho)^2}\right] P(0)$
(8-4)	Mean number in the system	$E(n) = E(m) + \frac{q}{Q}$
(8-5)	Mean wait time in queue (hours)	$E(w) = \frac{E(m)}{q}$
(8-6)	Mean time in the system (hours)	$E(t) = E(w) + \frac{1}{Q}$ $= E(w) + \text{Avg } (t)$
(8-7)	Proportion of customers who wait	$P[E(w) > 0] = \left[\frac{\left(\frac{q}{Q}\right)^N}{N!(1-\rho)}\right] P(0)$
(8-8)	Probability of a queue exceeding a length M	$P(x > M) = (\rho^{N+1})P[E(w) > 0]$
(8-9a)	Queue storage required	$M = \left[\frac{\ln P(x > M) - \ln E(w) > 0}{\ln \rho}\right] - 1$
(8-9b)*	Queue storage required	$M = \left[\frac{\ln P(x > M) - \ln Q_M}{\ln \rho}\right] - 1$

*Q_M is a statistic which is a function of the utilization rate and the number of service channels (service positions); see Table 8-11. The table of Q_M values and use of Equation (8-9b) greatly simplifies the calculations compared to those using Equations (8-9a).

Use of the equations and the graphs may be illustrated by the following example of a drive-in bank.

Conditions:

Number of drive-in windows, $N = 3$
Demand on the system, $q = 70$
Service capacity per channel, $Q = 28.6$ for an average service time, Avg $(t) = 2.1$ minutes

Solution Using Graphs:

- Coefficient of utilization $= 70/(3)(28.6) = 0.816$
- Probability that there are customers waiting in the system, Figure 8-6: $P(0) = 0.05$
- Expected average number of customers waiting in the queue, Figure 8-7: $E(m)/N = 1.0$; and the average number $E(m) = (3)(1.0) = 3$

location, a 5% probability of back-up onto the adjacent street is judged to be acceptable. Demand on the system for design is expected to be 110 vehicles in a 45-minute period. Average service time was expected to be 2.2 minutes. Is the queue storage adequate?

Such problems can be quickly solved using Equation (8–9b) given in Table 8-10 and repeated below for convenience.

$$M = \left[\frac{\ln P(x > M) - \ln Q_M}{\ln \rho}\right] - 1$$

where:

M = queue length which is exceeded p percent of the time
N = number of service channels (drive-in positions)
Q = service rate per channel (vehicles per hour)
$\rho = \dfrac{\text{demand rate}}{\text{service rate}} = \dfrac{q}{NQ}$ = utilization factor
q = demand rate on the system (vehicles per hour)
Q_M = tabled values of the relationship between queue length, number of channels, and utilization factor (see Table 8.11)

TABLE 8-11
Table of Q_M Values

	N = 1	2	3	4	6	8	10
0.0	0.0000	0.0000	0.0000	0.0000			
0.1	.1000	.0182	.0037	.0008	.0000	0.0000	0.0000
.2	.2000	.0666	.0247	.0096	.0015	.0002	.0000
.3	.3000	.1385	.0700	.0370	.0111	.0036	.0011
.4	.4000	.2286	.1411	.0907	.0400	.0185	.0088
.5	.5000	.3333	.2368	.1739	.0991	.0591	.0360
.6	.6000	.4501	.3548	.2870	.1965	.1395	.1013
.7	.7000	.5766	.4923	.4286	.3359	.2706	.2218
.8	.8000	.7111	.6472	.5964	.5178	.4576	.4093
.9	.9000	.8526	.8172	.7878	.7401	.7014	.6687
1.0	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

$\rho = \dfrac{q}{NQ} = \dfrac{\text{arrival rate, total}}{(\text{number of channels})(\text{service rate per channel})}$
N = number of channels (service positions)

Solution

Step 1: $Q = \dfrac{60 \text{ min/hr}}{2.2 \text{ min/service}} = 27.3$ services per hour

Step 2: $q = (110 \text{ veh}/45 \text{ min}) \times (60 \text{ min/hr}) = 146.7$ vehicles per hour

Step 3: $\rho = \dfrac{q}{NQ} = \dfrac{146.7}{(6)(27.3)} = 0.8956$

Step 4: $Q_M = 0.7303$ by interpolation between 0.8 and 0.9 for $N = 6$ from the table of Q_M values (see Table 8-11).

Step 5: The acceptable probability of the queue, M, being longer than the storage, 18 spaces in this example, was stated to be 5%. $P(x > M) = 0.05$, and:

$$M = \left[\frac{\ln 0.05 - \ln 0.7303}{\ln 0.8956}\right] - 1 = \left[\frac{-2.996 - (-0.314)}{-0.110}\right] - 1$$
$$= 24.38 - 1 = 23.38, \text{ say } 23 \text{ vehicles.}$$